

SLOW STREETS

January 2021



KUNSILL LOKALI
ZABBAR

ResidentFirst

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

Zabbar

Zabbar is one of the oldest and largest villages in Malta. However, despite its size, the town still retains its village-like atmosphere, with its many social clubs and surrounded by countryside and even a small stretch of coast in the southeast of Malta. It is a densely populated locality; with a centre that is relatively walkable since distances are short, services are easily available and largely within good reach. Some narrow streets further provide much-needed shade during the hot summer months. In addition, local streets extend to the peripheral areas and can serve as walking paths for commuting or recreational purposes. These streets, which are very characteristic in nature, are in dire need of traffic control in order to be used as public spaces in their own right by local residents. This can be achieved by diverting cars primarily towards the main and arterial roads or by programming road closures during designated times and/or days.

Triq Is-Santwarju and Il-Kunvent Road, the central roads cutting through the locality, form the commercial heart and make it an attractive destination, also

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

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

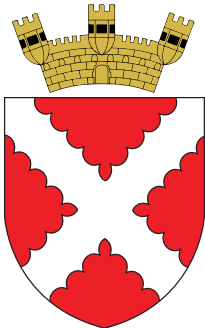
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics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

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

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

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

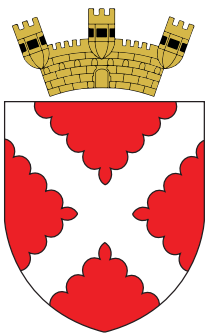
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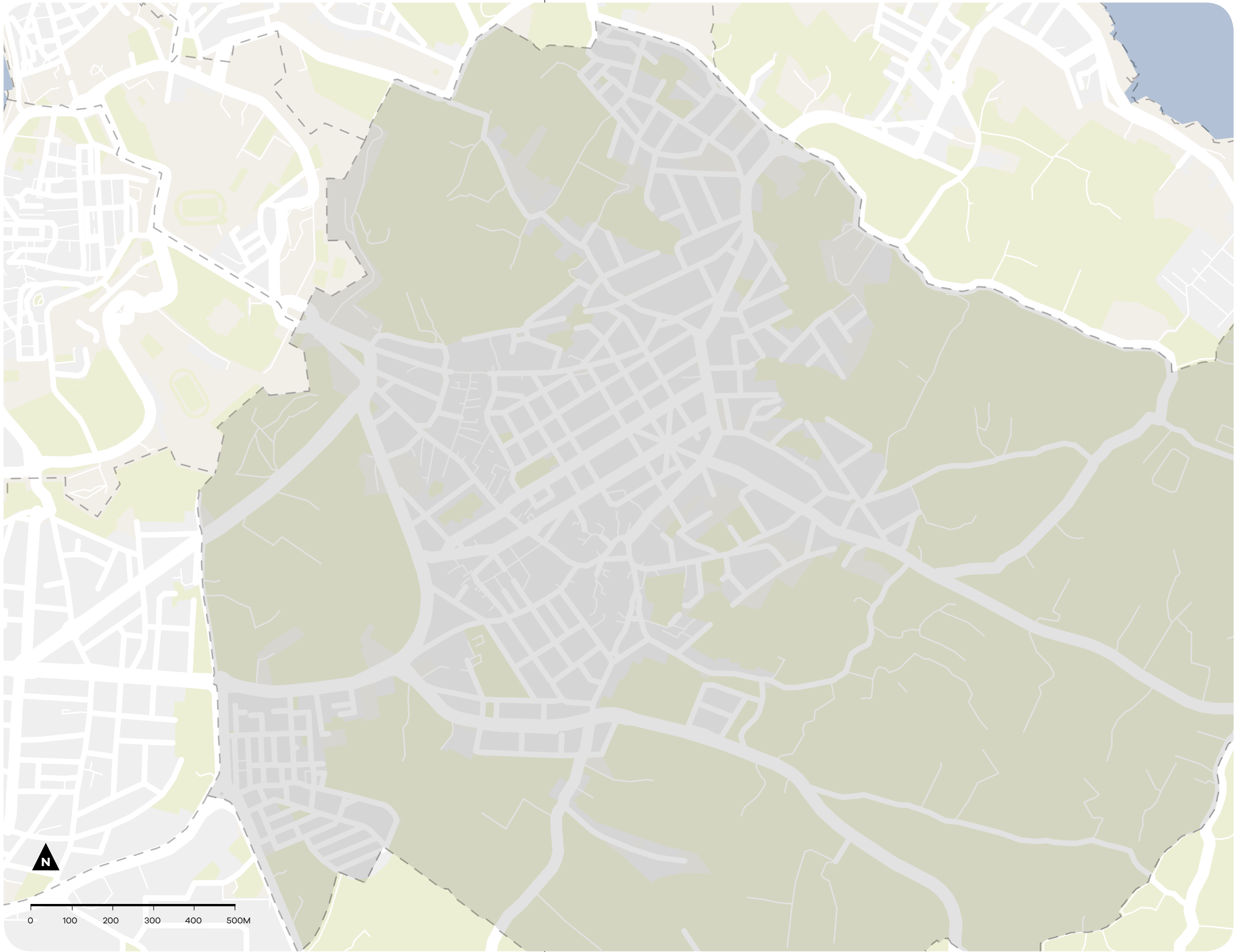
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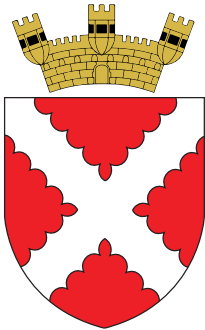
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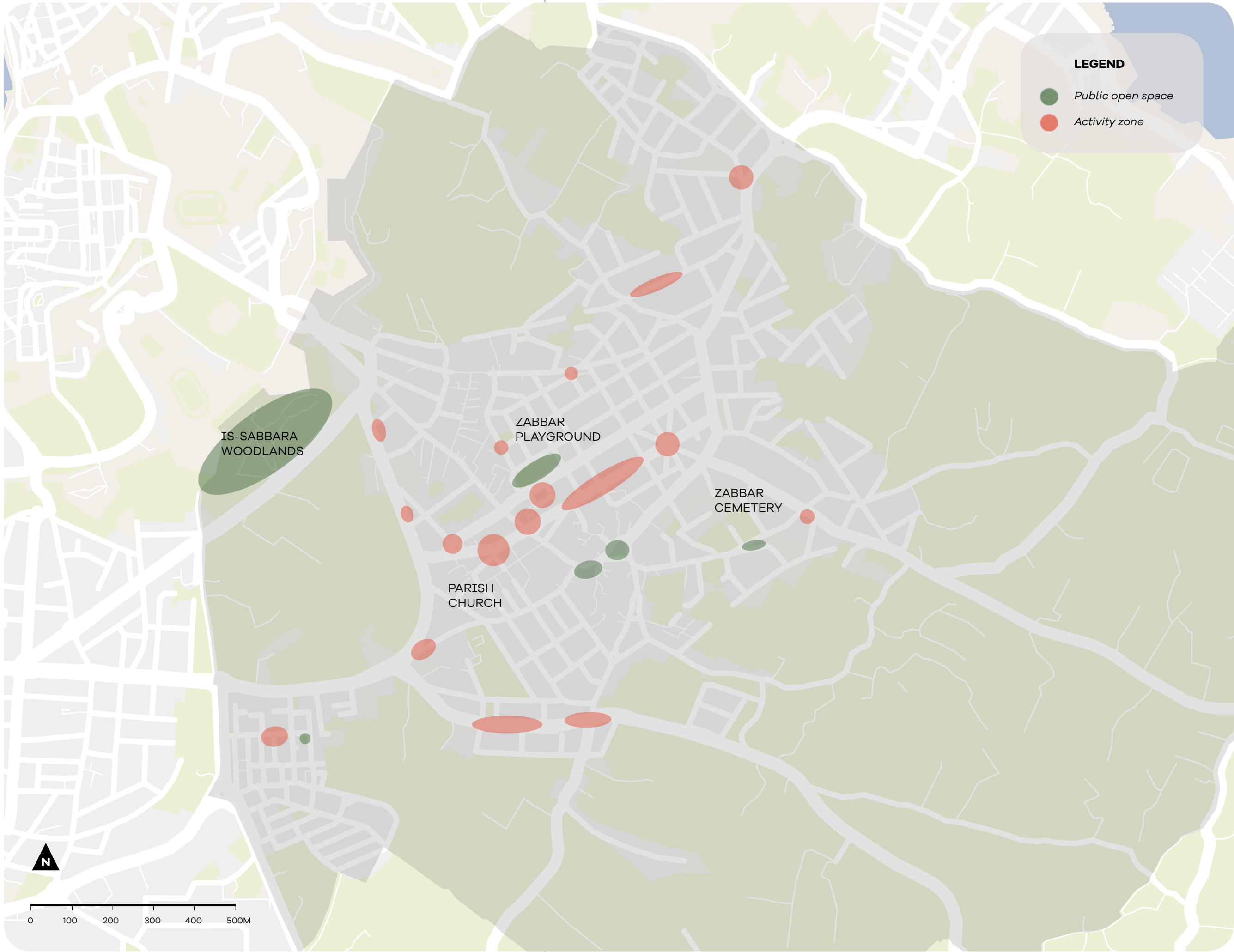
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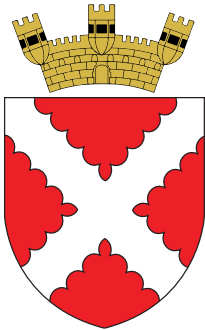
ACTIVITY
ZONES



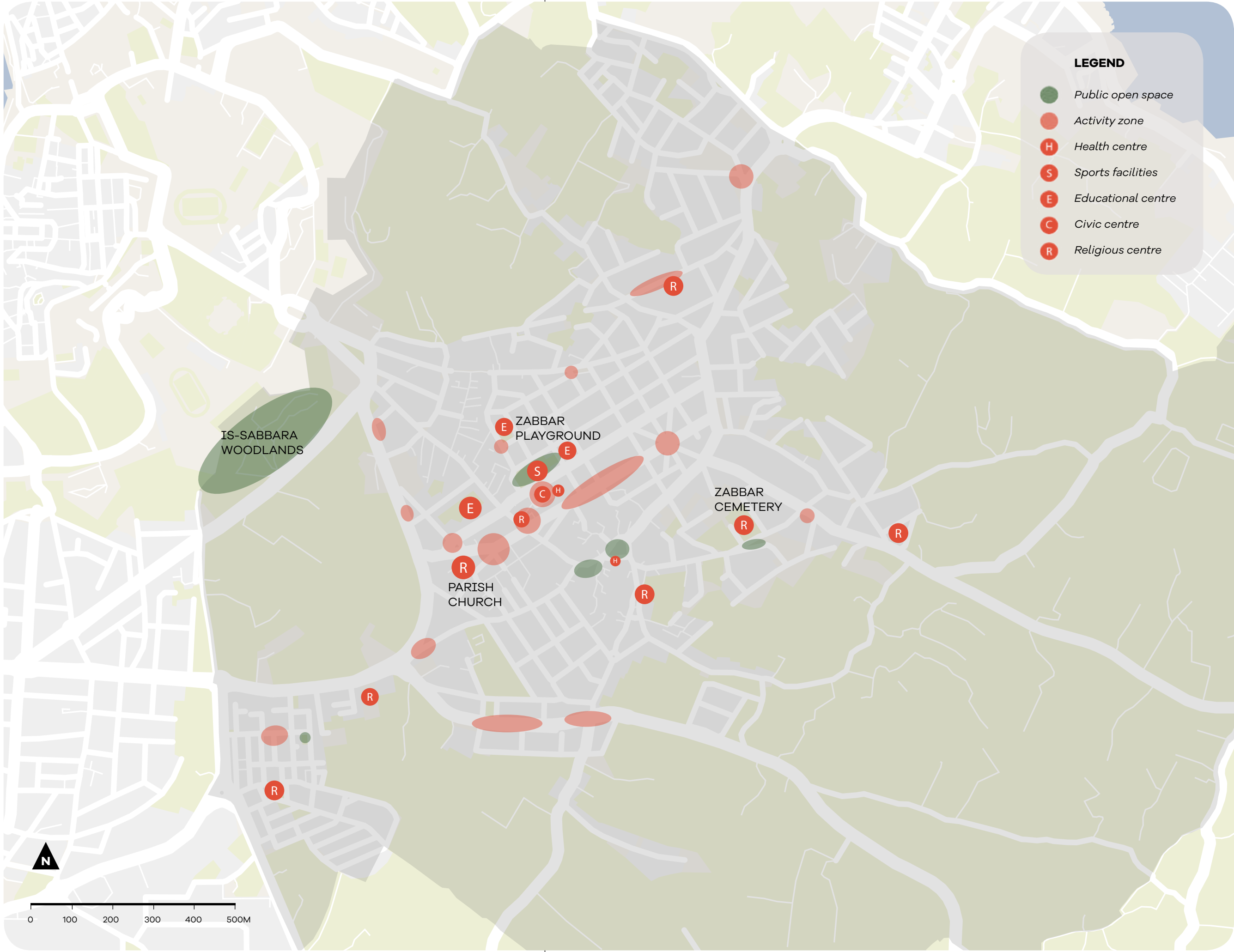
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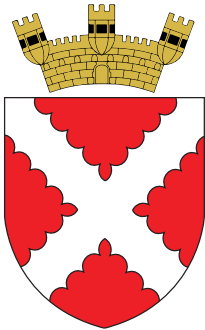
DESTINATIONS



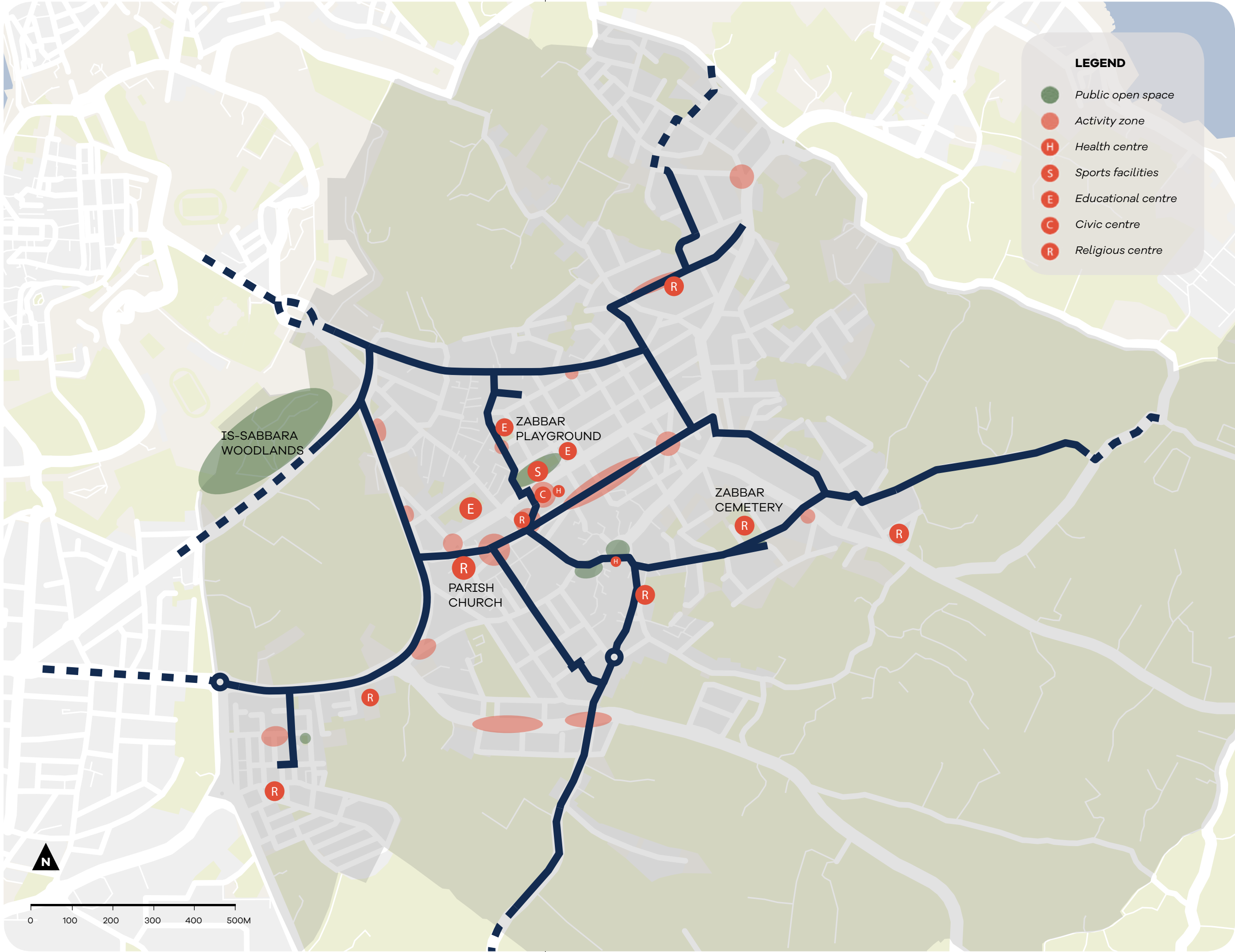
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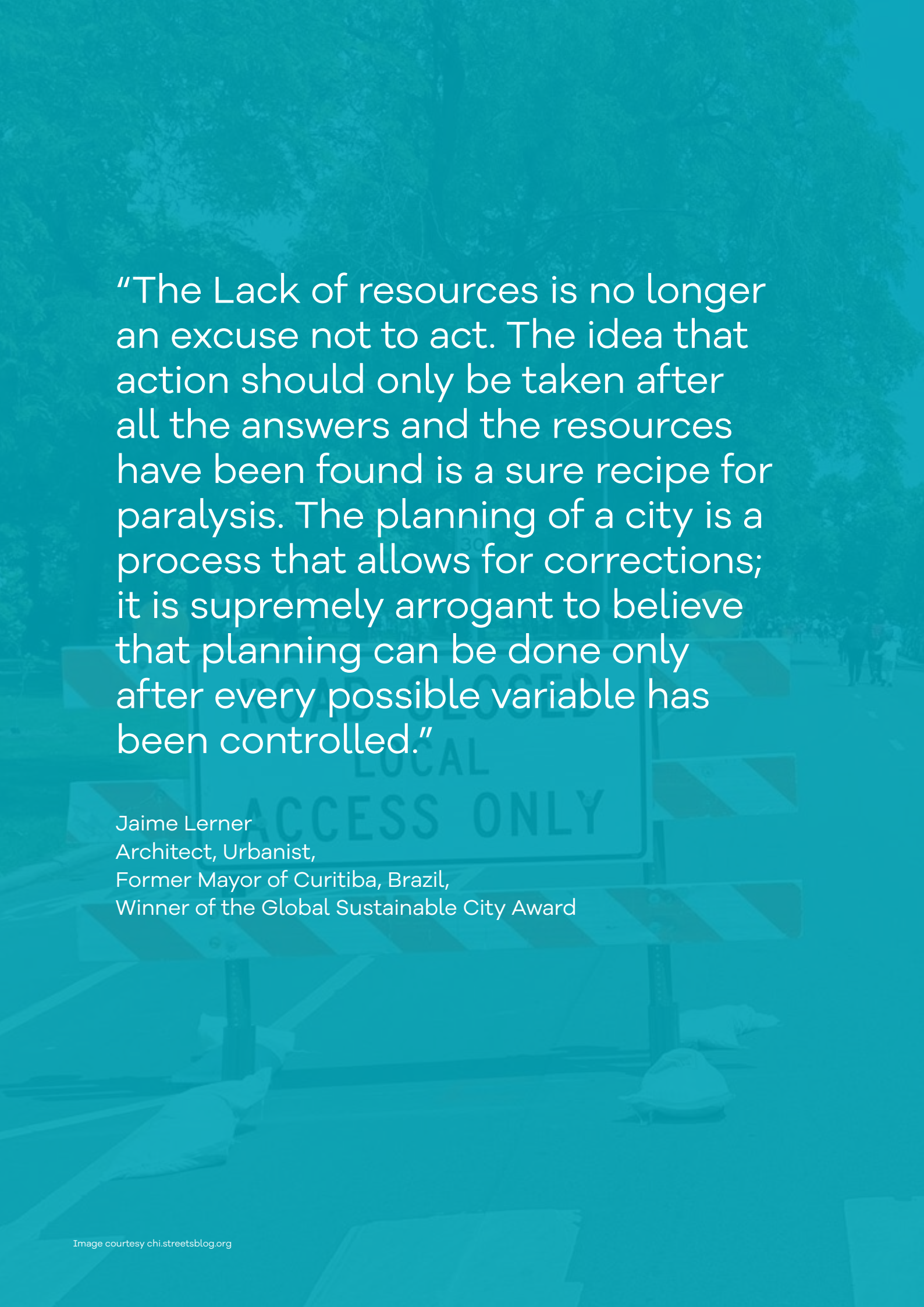


NETWORK



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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

Zabbar 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:

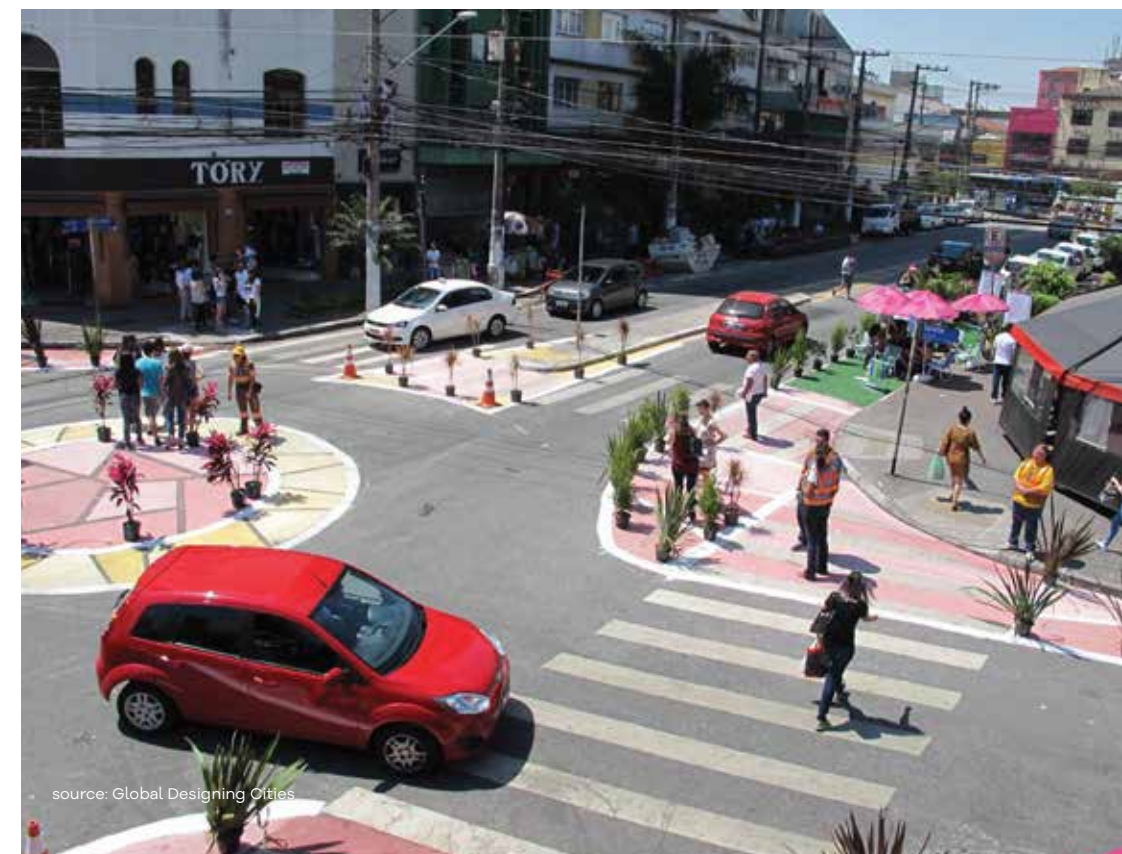
- give children more opportunities to play in a safe space close to their homes;
- provide a chance for residents to come together and for everyone to get to know their neighbours; and
- help residents to be more physically active and healthier.





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).

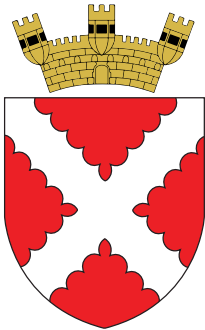


Extensions

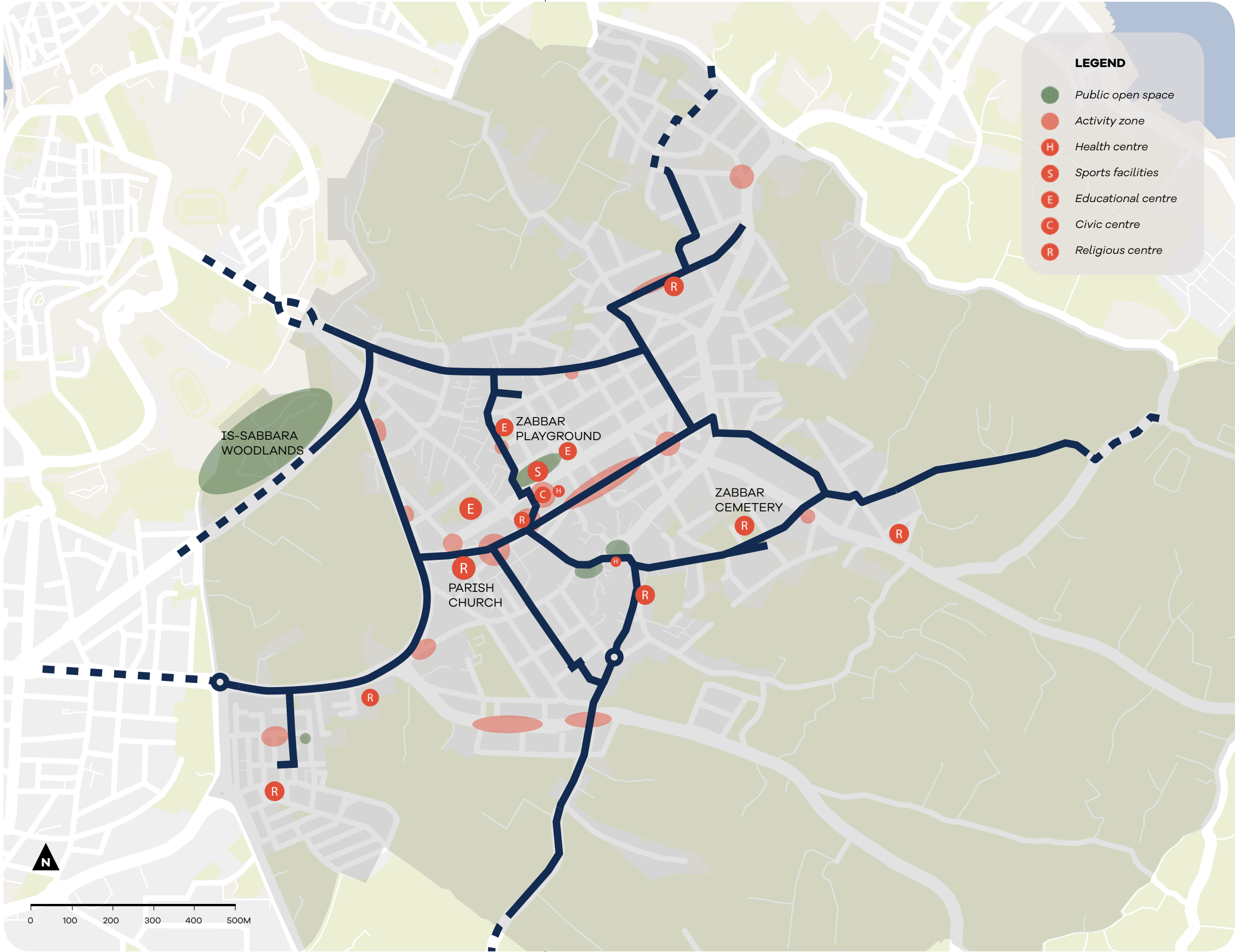
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



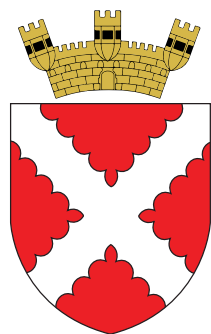
NETWORK



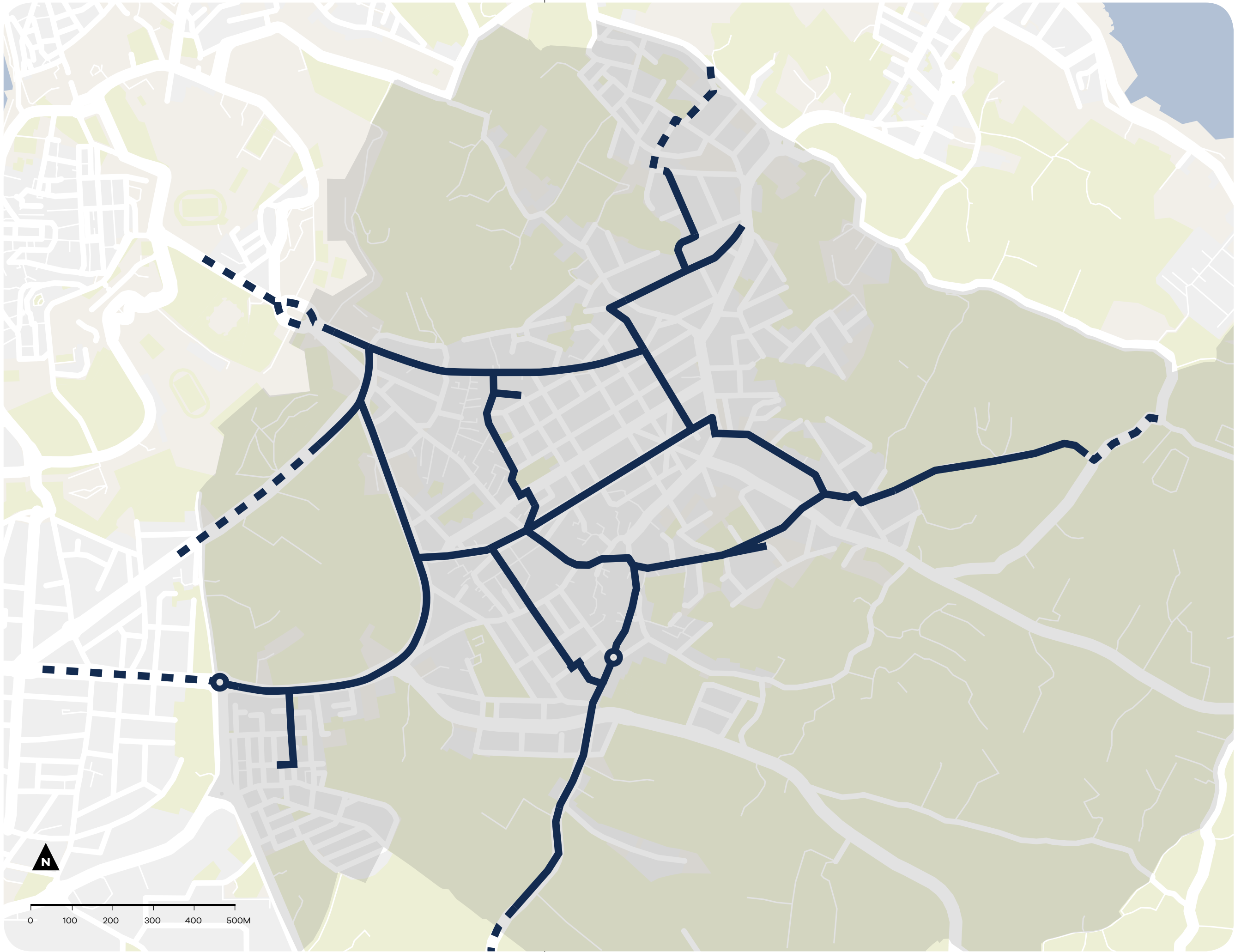
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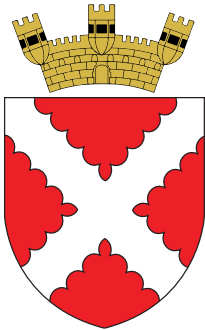
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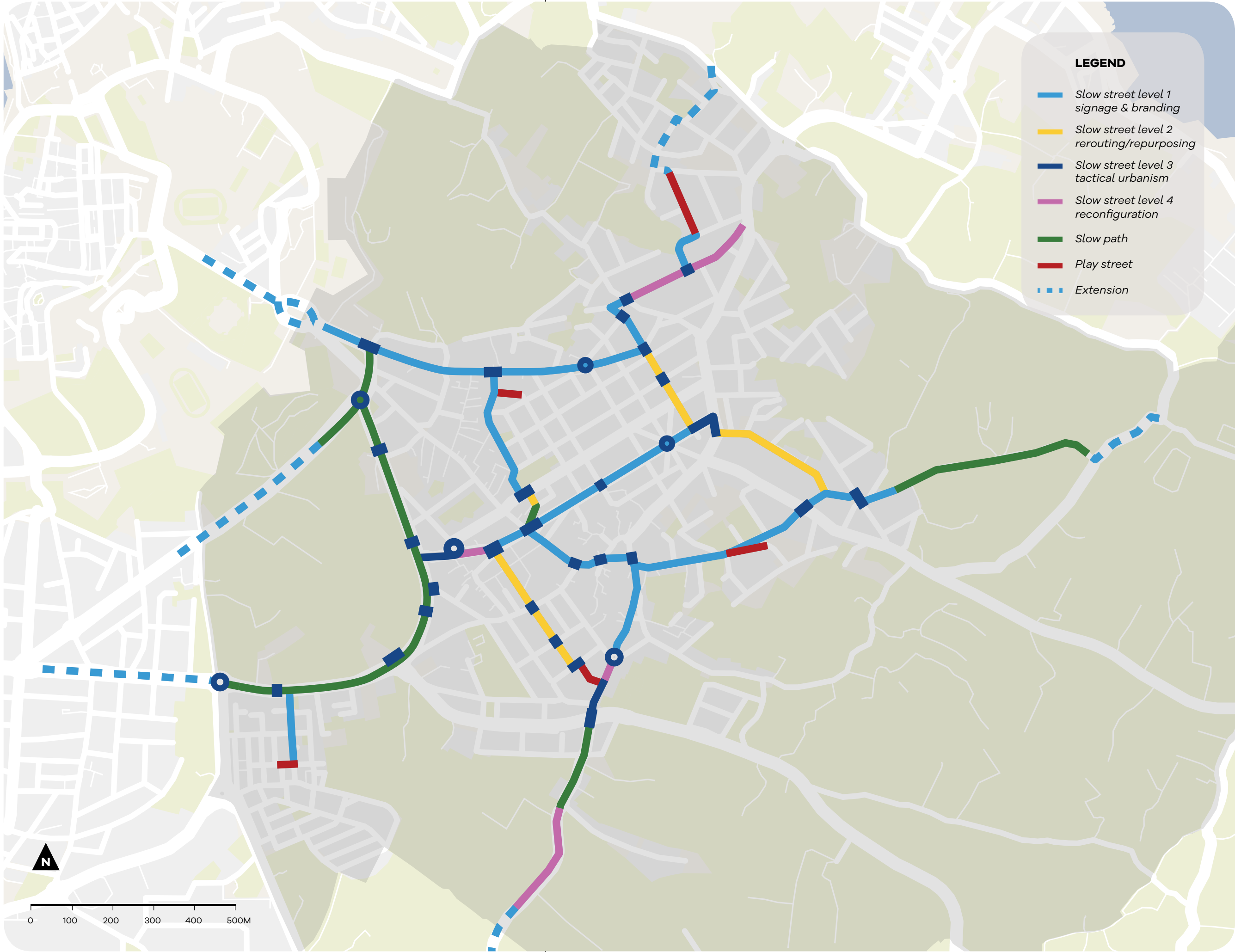
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INTERVENTION



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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.

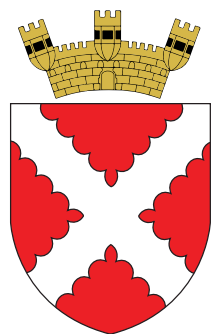
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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.

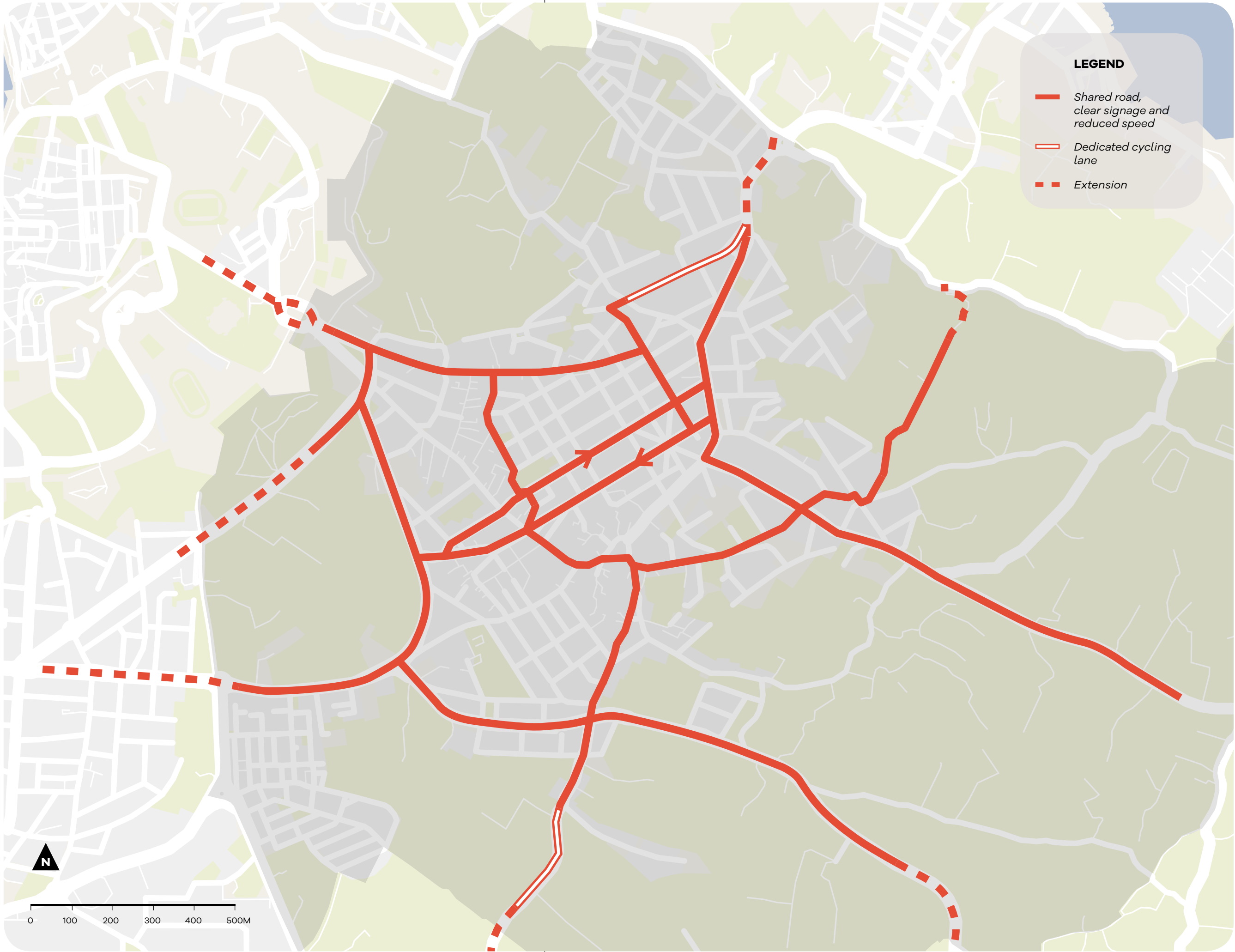


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING
NETWORK

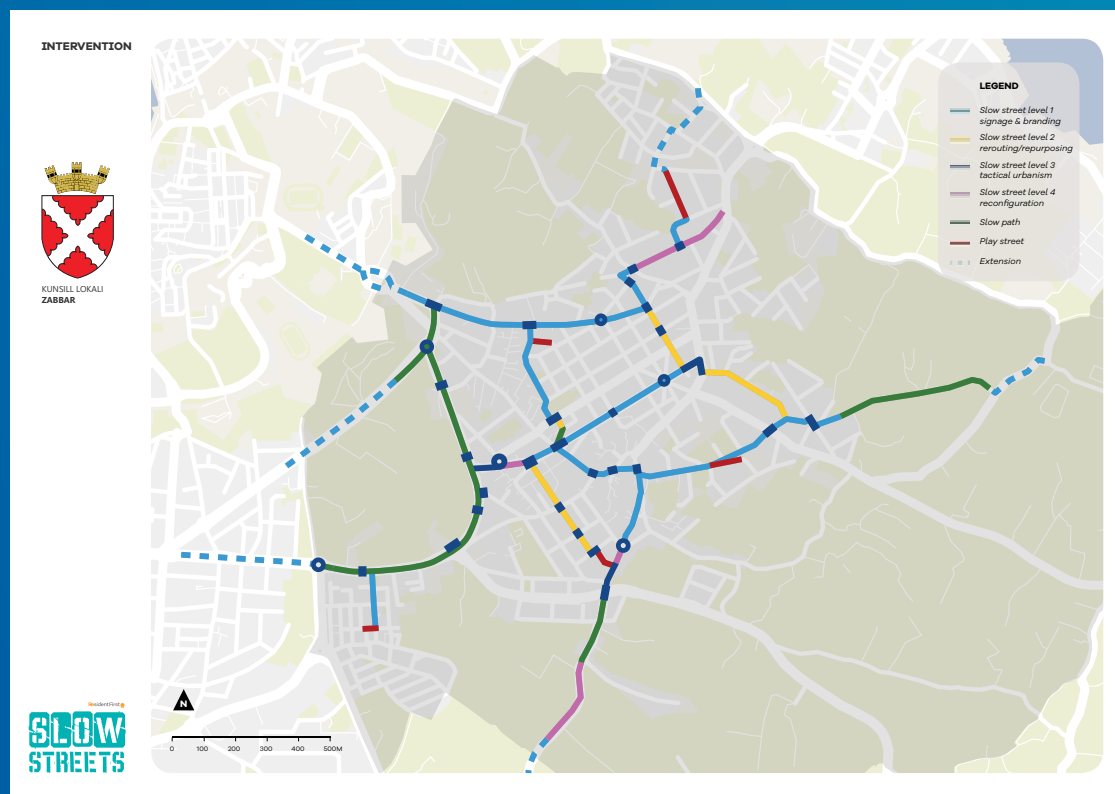


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ZABBAR



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

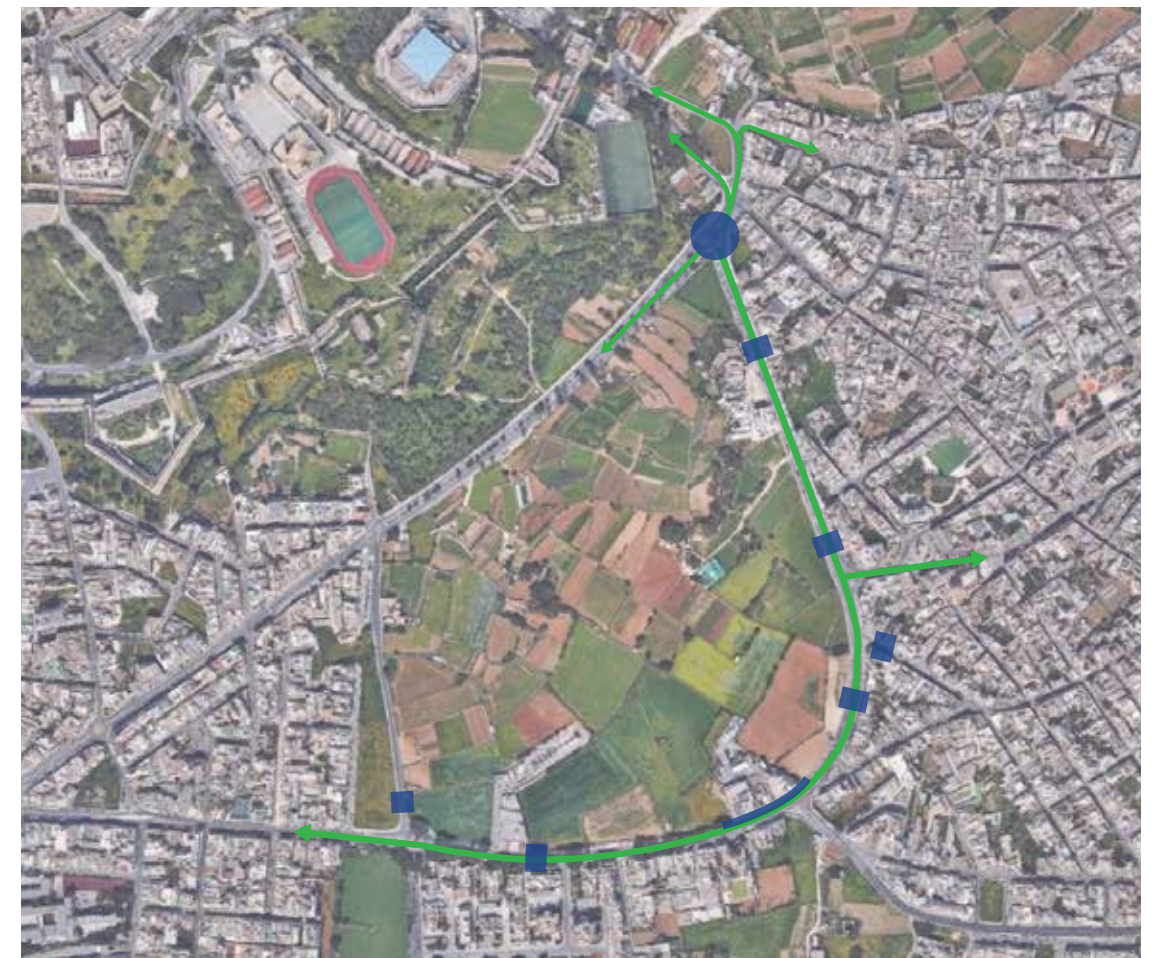


Intervention 1

Triq Il-Mina Ta' Hompesch and Tal-Labour Road: Slow Path and Level 3

The first intervention focuses on incorporating the already established pedestrian walkways along these roads into the Slow Streets Network for Zabbar. This walkway offers benches and great views onto the fields, has a recreational function and provides vital pedestrian connections towards the Bulebel residential area, Fgura, the Three Cities and even the ferry connection to Valletta. Proper promotion of the Slow Streets Network and an injection of some tactical urbanism tools, especially up and around the petrol station, will establish this walkway even better and increase its use.

The intervention also proposes tactical urbanism to establish stronger pedestrian crossings at all important intersections, preferably using bright paint markings so that they become clearly visible to approaching vehicles. This strategy will further shift the priority to pedestrians and increase the safety at crossings. Additional signage will alert all crossing points, temporarily slow cars down to 30km, signal the sharing of the road with cyclists, announce high pedestrian and cycling activity and promote the Slow Streets Network branding.





Intervention 2

Triq Ic-Cikas, and Il-Gizimina: Level 1 and Play Street

In order to make a pedestrian network successful it is imperative to connect to as many areas as possible within the Council. Being slightly disconnected from the rest of town it is important to lead the network here and promote the moving around by foot and bicycle. From within the Bulebel residential neighbourhood it is easy to keep walking and cycling towards Zejtun, using the recently upgraded Triq Bormla with its designated cycling lanes, pedestrian walkway and trees. The intervention emphasises the prioritisation of pedestrian movement and the sharing of the road with pedestrians and cyclists with appropriate signage. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.



Located in the middle of this residential area, part of Triq Il-Gizimina is proposed to be used as a Play Street during designated times and/or days as traffic use is already low and very localised. Play streets are a global movement to promote health and neighbourliness in the public area, they give young and old a chance to play, be active on their street, whilst also building community and encouraging active citizenship. As well as these immediate benefits, they can help to bring about a longer-term culture-change, where streets are safer and friendlier at all times. 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.





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

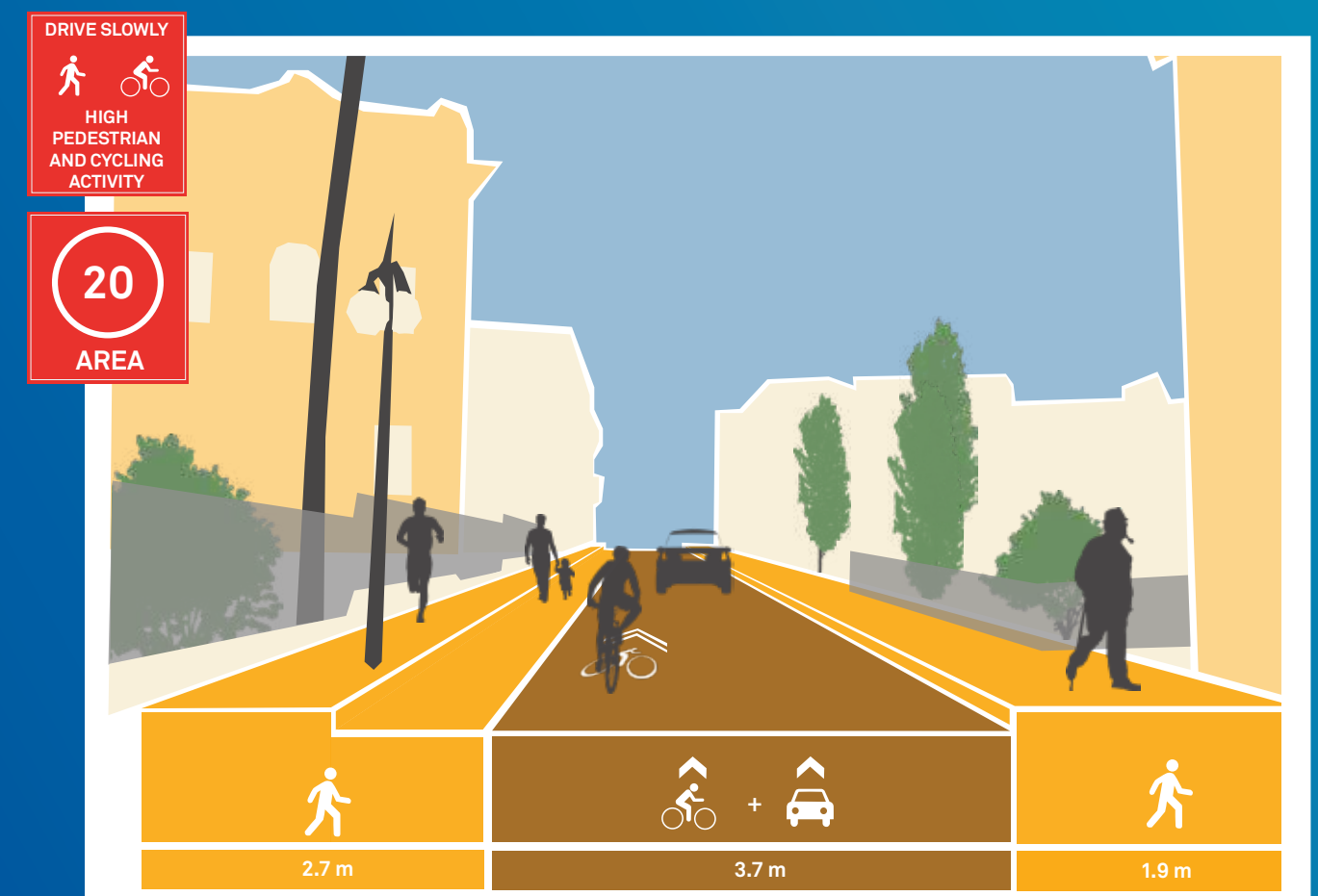
can be used to further define the playstreet

Intervention 3

Triq Is-Santwarju and Misrah Tal-Madonna Medjatrici: Level 3 and 4

In order to make the access to the town and the area around the church more pedestrian friendly, this intervention suggests a number of tactical urbanism interventions to shift the attention and use of space in favour of pedestrians. The space up and around the roundabout can be slightly reorganised, more pedestrian crossings can be added and these can be accentuated in a stronger fashion by means of bright and colourful floor markings.

The one-way strip of road alongside the church can be reconfigured to provide adequate pedestrian space which is currently missing at certain points. The street can be reduced to the minimum required width of 3.7m (in line with DC2015 regulations), in order to free up an additional strip of 1.3m. Signage will emphasise slow car speed (20km), 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 G. Agius Muscat: Level 2 and 3



There is potential to consider this long road for more active pedestrian and cyclist use and have it accessible only to residents. It is therefore proposed to be closed to through traffic in its entirety with the inclusion of appropriate signage that would allow for resident access only, as there are viable alternatives for cars to use the adjacent streets to get in and out the neighbourhood. The intervention also proposes tactical urbanism to establish stronger pedestrian crossings at all intersections, preferably using bright paint markings so that 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.



Intervention 5

Triq Nikol Biancardi: Play Street



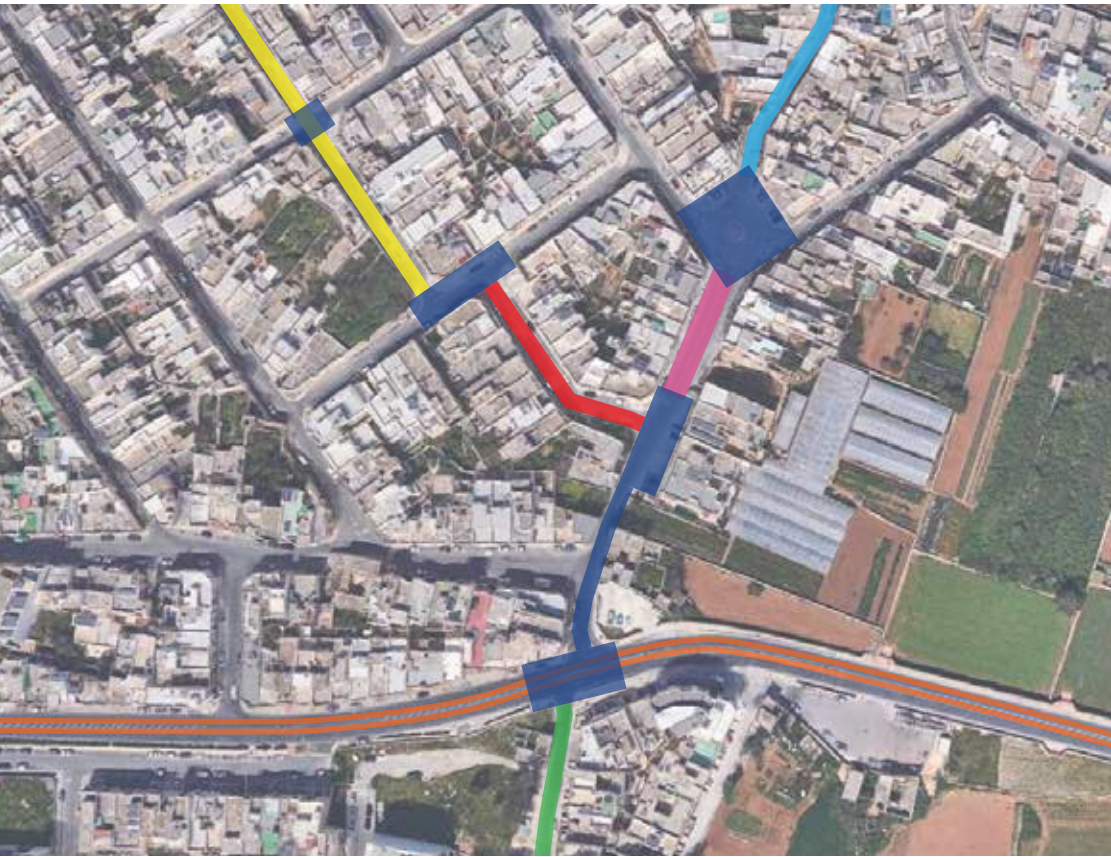
This play street has been particularly chosen to serve the residential area around it and in order to have a good geographical spread of such spaces throughout the locality. It is easy to organise alternative access to all neighboring streets during designated times and days when traffic use is already low and very localised. 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 and promote the Slow Streets Network.



source: The Rouge Collection



source: AIA Seattle



Intervention 6

Triq San Guzepp: Level 3 and 4



The width of the road allows it to be reconfigured to a more pedestrian friendly option by reducing the space for cars and making it available to pedestrians instead. The roundabout direction Misrah San Gakbu will benefit from tactical urbanism to slow down traffic and give priority to pedestrians. 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, including bright paint markings at crossings.

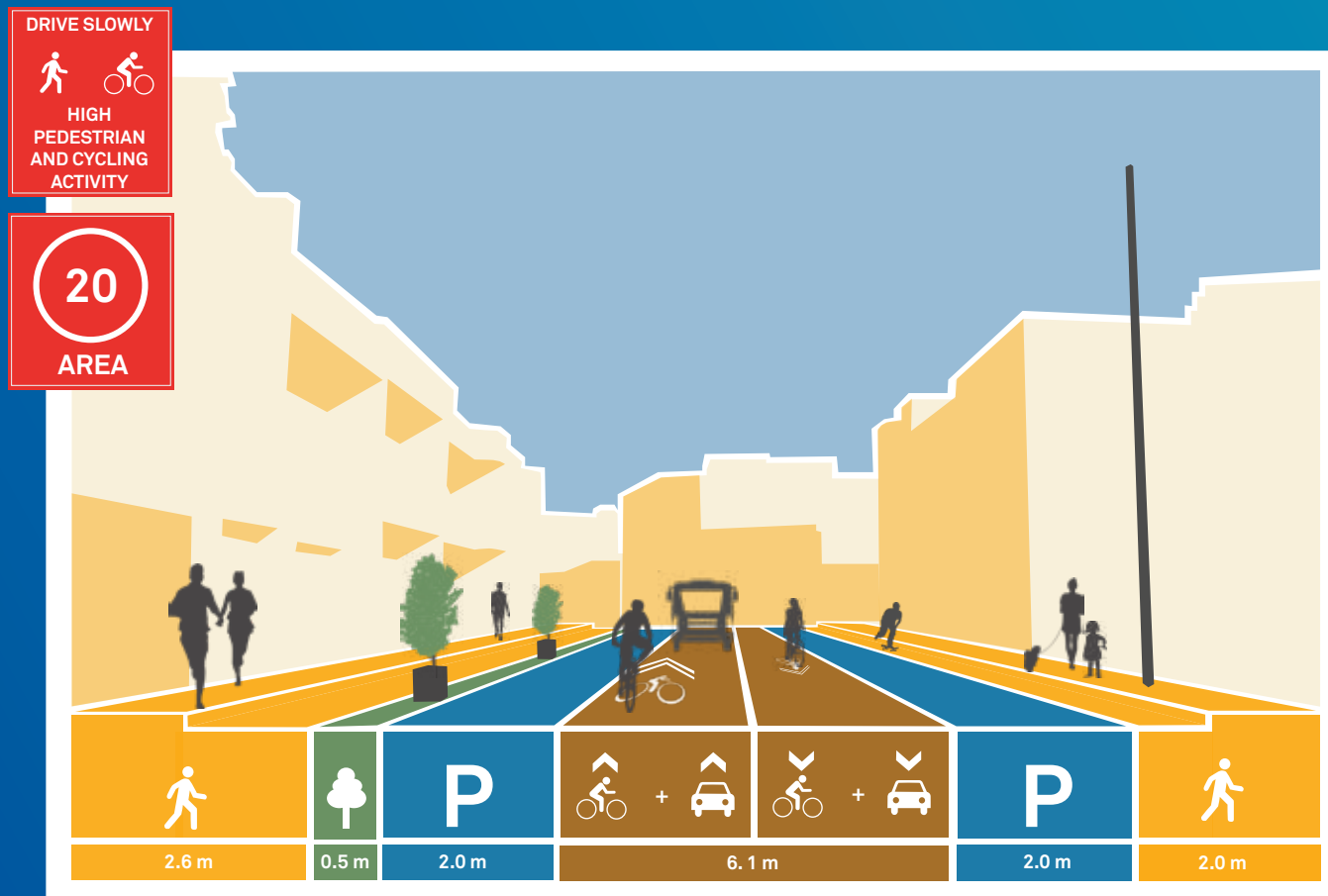
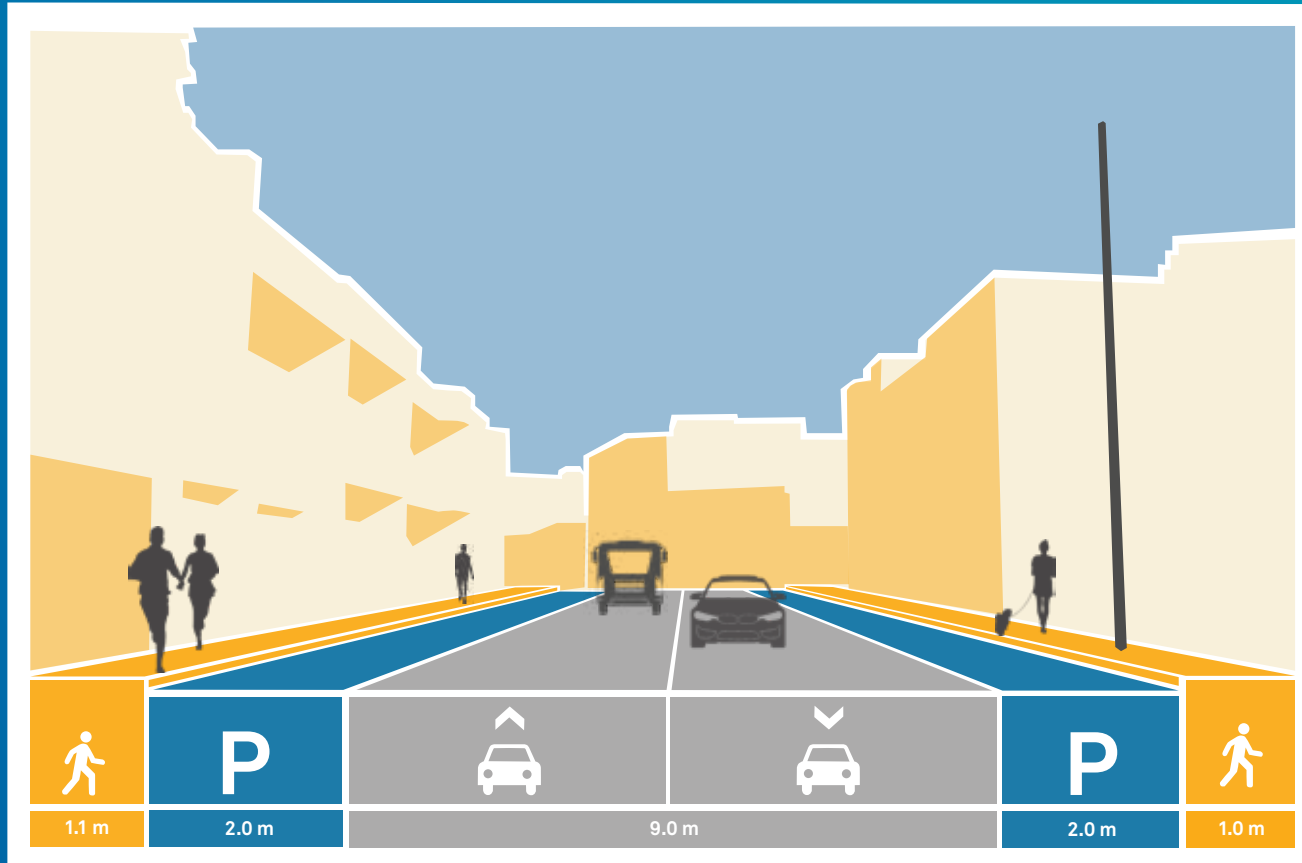


source: the city fix



source: Real Hartford



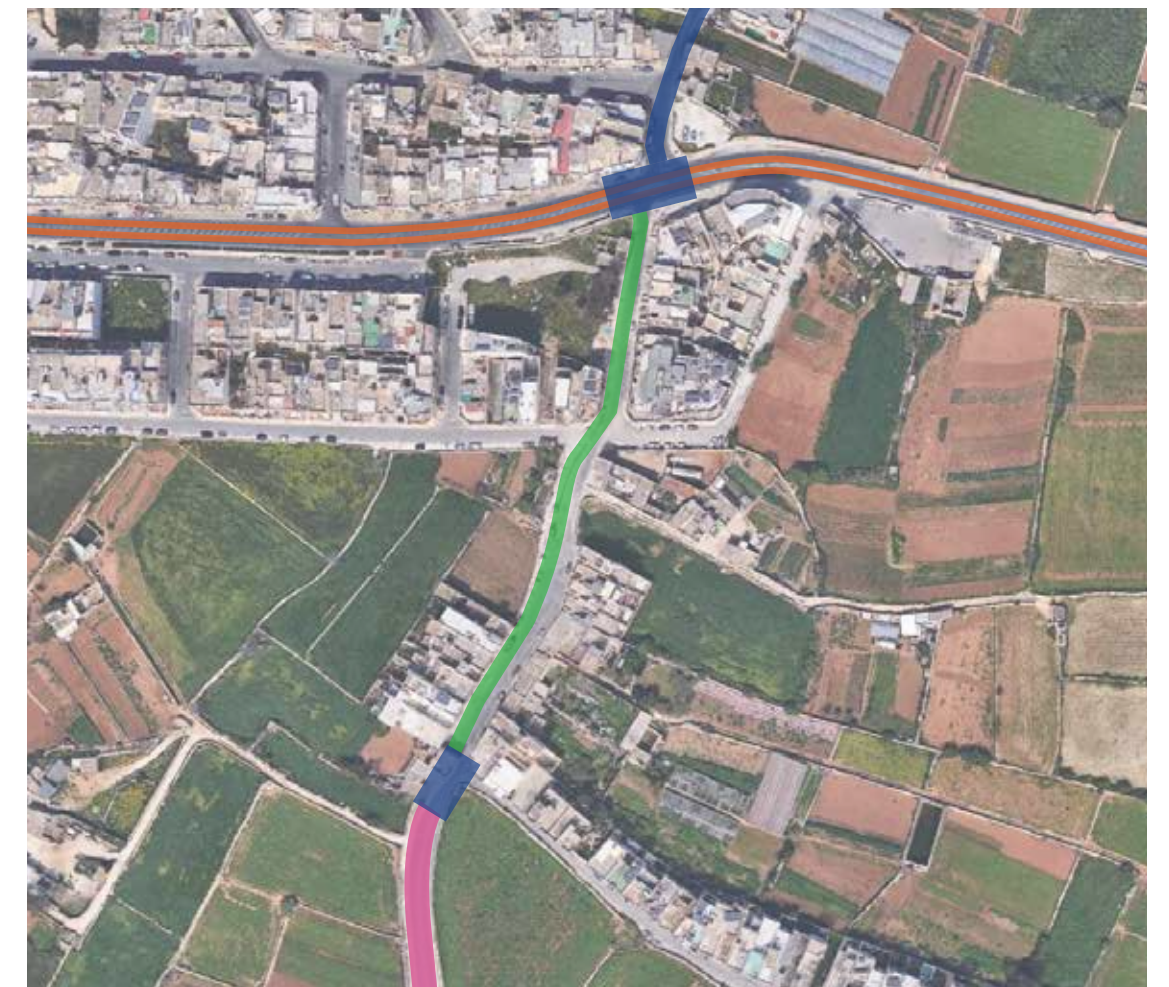


Intervention 7

Triq San Guzepp direction Zejtun: Slow Path, Level 3 and 4



In order to extend the walking and cycling network direction Zejtun, it is suggested to apply tactical urbanism tools and clear Slow Streets signage leading to the crossing with Triq Villabate. At the intersection, a very striking pedestrian crossing is proposed, using very distinct signage and colours to alert and slow down cars. Once across the road, a slow path could be installed at one side of the road, providing a safe and comfortable path for pedestrians, whilst the road itself can be shared with bicycles. The moment the road reaches the fields, it becomes a very wide road without much definition at this point. As an extension to the Slow Streets Network, the road could be reconfigured into a configuration similar to the designated walking and cycling lanes on Triq Bormla, using tactical urbanism tools.





source: La Rioja



source: thewheelstopco



source: Tom Van Malderen



source: space for health

Intervention 8

Triq Villabate: Level 3 (cycling)

Unfortunately the available road space currently doesn't allow to add designated cycling lanes by means of tactical urbanism tools. However, it is suggested to make the road shared with bicycles by means of evident roadside and road signage. It will provide a continuous cycling network crossing several councils towards the seaside.



source: shutterstock

Intervention 9

Triq San Guzepp and Santa Marija: Level 1 and 3

These narrow, old roads lead directly to the beautiful green public space Misrah San Gakbu and the St. James pharmacy, from where the network continues to the centre and the cemetery area. 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.



source: shutterstock

Intervention 10

Triq Ic-Cimiterju: Level 1 and 3, and Play Street

Triq Ic-Cimiterju provides the network with a peripheral connection to the south eastern end of town and the Zabbar cemetery. It is suggested to embellish the street with some tactical urbanism street markings, slow down traffic and highlight all pedestrian crossings with the use of paint. The road itself will be shared with pedestrians and cyclists. Signage will communicate a slow car speed (20km) and the sharing of the road.



source: NewSigns



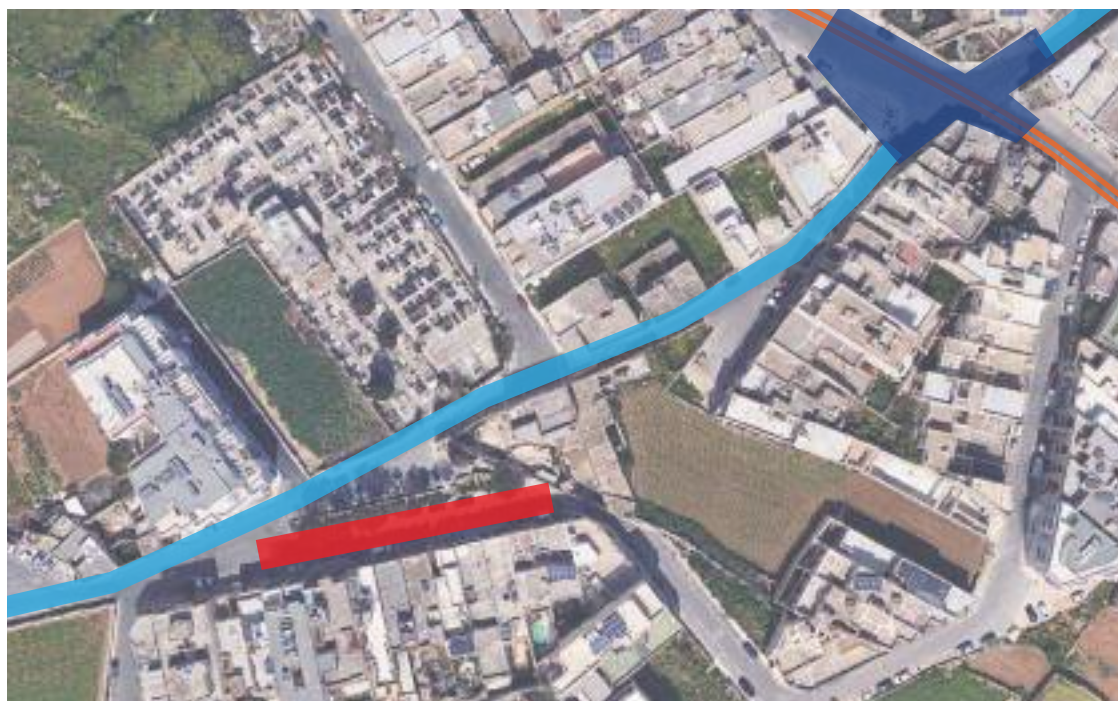
source: mpool



source: bike portland

In front of the cemetery the road doubles up and has an existing patch of green. In order to organize a Play Street for this area of town it is suggested that the street will be closed off during designated times and days when traffic use is already low and very localised. Signage will indicate 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.

The intersection with Triq A. Caligari needs to get a very well designed pedestrian crossing to continue the network across the street. The crossing needs to be very visible to approaching cars and temporarily limit the road width to force cars to slow down.



Intervention 11

Triq A. Caligari: Level 3 (cycling)

This road is another important cycling connection in order to connect multiple towns within a nation-wide network for cycling. 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 road signage, and the promotion of the Slow Streets Network.



source: Travel Your Way



source: All Set

Intervention 12

Triq Il-Faqqus, Il-Figel and San Anard: Level 1, 3 and Slow Path

In order to make a connection to the fields and the seashore and promote walking for recreational purposes, it is suggested to limit 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 the way. The little parking square that connects Triq Il-Figel and San Anard could easily be embellished with the introduction of some greenery. 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 installed, including some paint markings along the road and crossings.



source: Kfem



source: Bernard Van Leer

Intervention 13

Triq Il-Qaqocc: Level 2

In order to continue the network at the periphery of the locality it is suggested to close off this road and only allow local access. It will therefore become accessible only to residents of the neighbourhood 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.



source: Greater Washington



source: rosehasle

Intervention 14

Triq Ix-Xghajra, Is-Santwarju and Il-Qalb Imqaddsa: Level 2 and 3

This set of roads make another crucial connection in completing the Zabbar Slow Streets Network. Given the busy movement of traffic on Triq Ix-Xghajra and Is-Santwarju it is suggested to implement tactical urbanism markings along the entire short stretch of the road that forms part of the network. It will signal the increased presence of pedestrians and cyclists to drivers on the road. Additional signage needs to alert the crossing points, high pedestrian and cycling activity and reduce the speed to 20km.



source: changeyourstreet



source: SustyVibes

Given that there are ample of alternative car connections in the vicinity, it is also suggested that Triq Il-Qalb Imqaddsa be turned into a local access only road and hand over the priority to pedestrians and cyclists. All crucial crossings along this road will also receive a good tactical urbanism treatment to turn them into more comfortable and safer points to cross. Signage needs to include a speed limitation to 20km, indicate the street as local access only, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.



Intervention 15

Triq Ix-Xghajra: Level 3 (cycling)

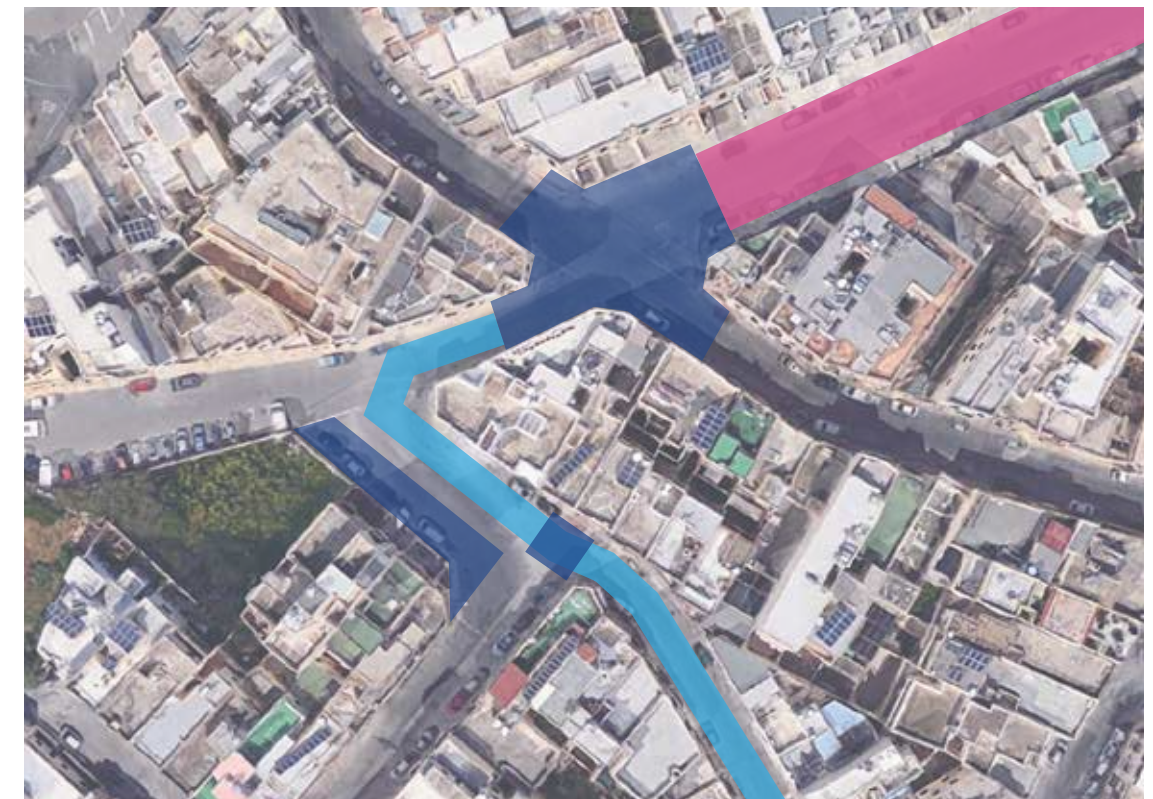
Also this road is an important cycling connection to connect more areas within a nation-wide network for cycling. Unfortunately the available road space currently doesn't allow to add designated cycling lanes by means of tactical urbanism tools. It is therefore suggested to make the road shared with bicycles by means of evident roadside and road signage, and the promotion of the Slow Streets Network.



Intervention 16

Triq Il-Qalb Imqaddsa and Alessio Erardi: Level 1 and 3

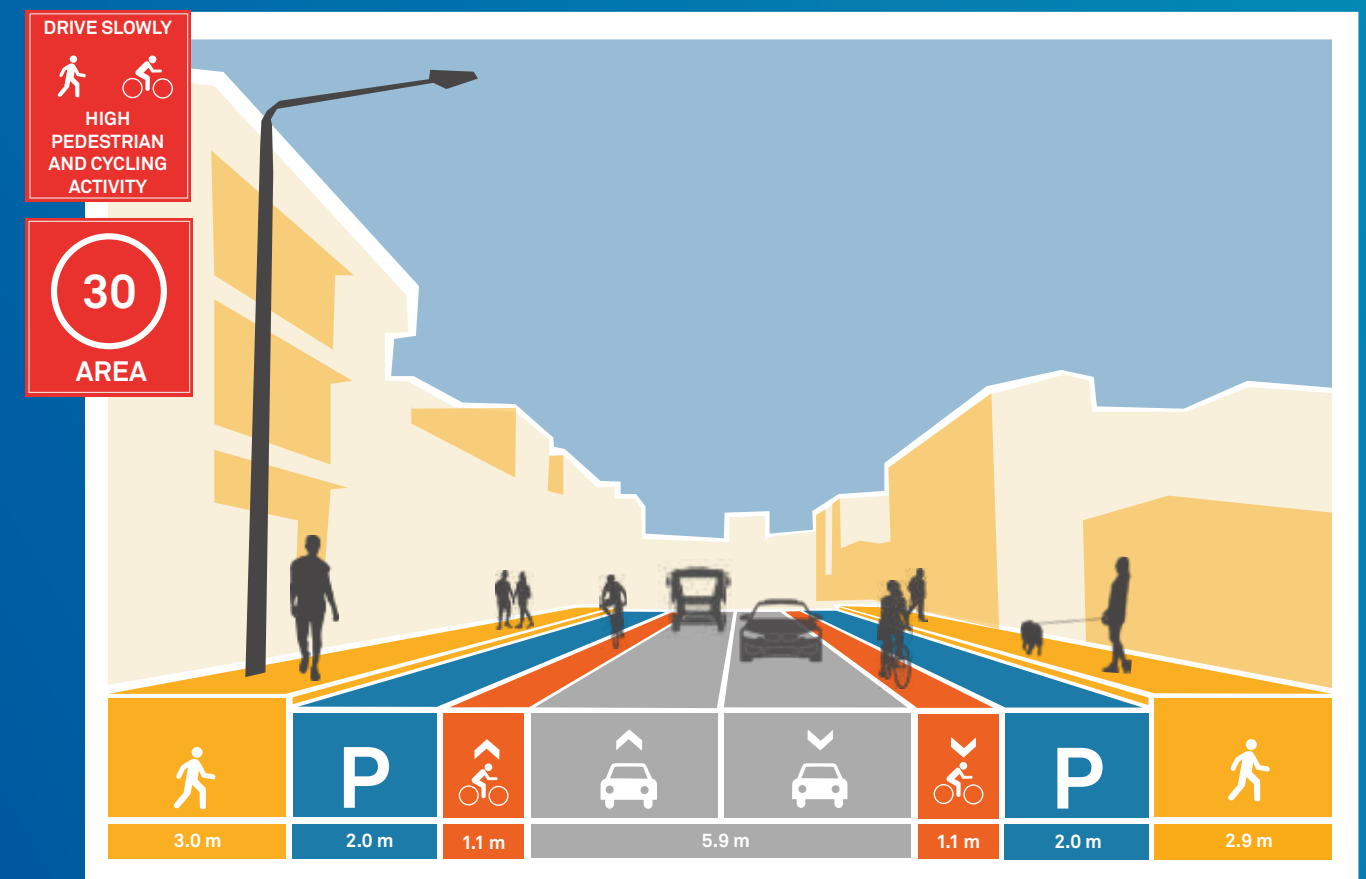
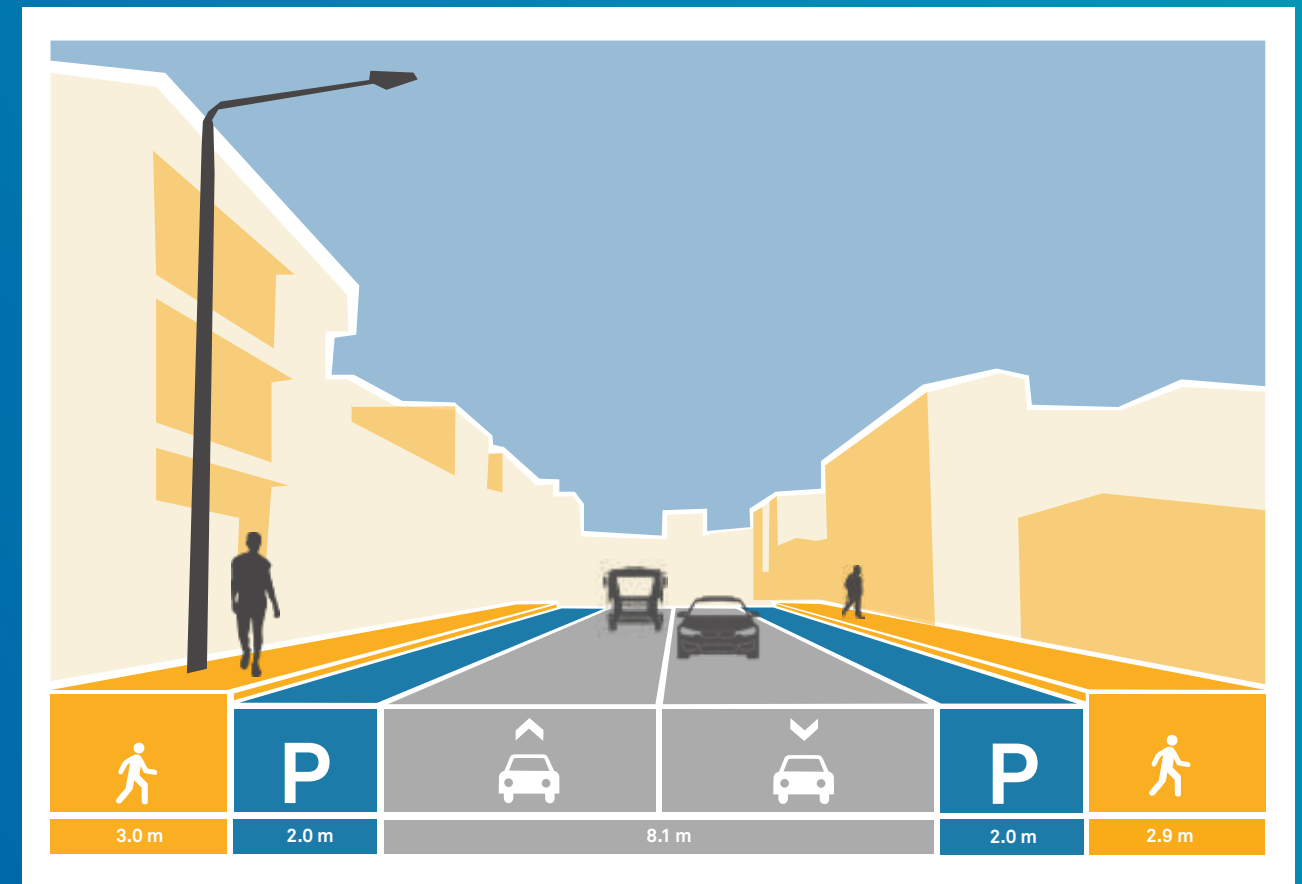
The connection between these two roads could easily be improved by means of tactical urbanism, to reorganise traffic, parking and car space in favour of pedestrians and the slowing down of the roads. Additional signage will emphasise slow car speed (20km), indicate pedestrian crossings and alert high pedestrian and cycling activity with the Slow Streets Network branding.



Intervention 17

Triq Alessio Erardi: Level 4

Triq Alessio Erardi is important to make a connection towards the St. Peter's residential area and further towards Xghajra and Kalkara. The road is exceptionally wide and already provided with excellent pedestrian walkways. Hence, it is suggested to reconfigure the road and include designated cycling lanes on either side of the road. Additionally, the existing crossing point can be highlighted by means of tactical urbanism paint and additional crossing points should be added further up the road. Signage will emphasise slow car speed (30km), the designated cycling lanes, the crossing points and alert high pedestrian and cycling activity with the Slow Streets Network branding.



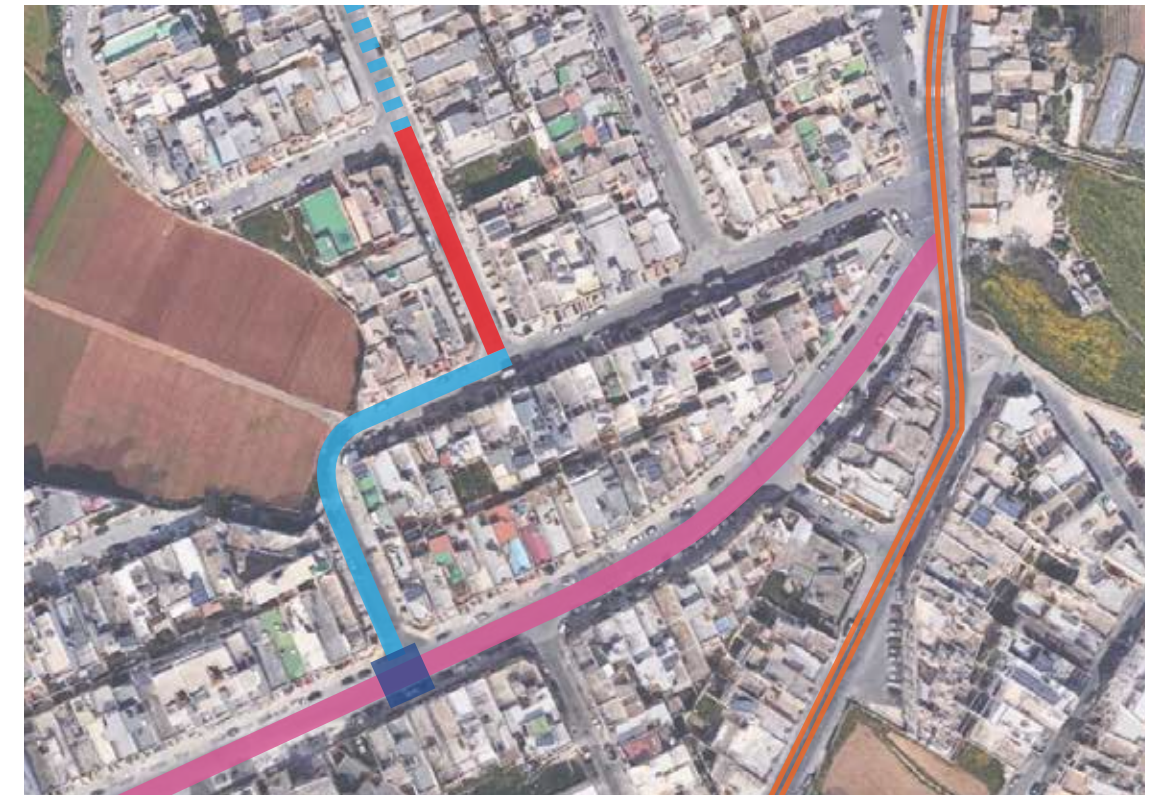
Intervention 18

Triq Mons. G. Zarb, Il-Bahrija and Iz-Zabrella: Level 1 and Play Street

In order to make the Zabbar pedestrian network successful it is imperative to connect to this residential area at the periphery of the Council. Being slightly disconnected from the rest of town it is important to lead the network all the way here 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 with appropriate signage. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.



Triq Iz-Zabella could function as a Play Street during designated times and/or days as traffic use is already low and very localised. Play streets are a global movement to promote health and neighbourliness in the public area, they give young and old a chance to play, be active on their street, whilst also building community and encouraging active citizenship. As well as these immediate benefits, they can help to bring about a longer-term culture-change, where streets are safer and friendlier at all times. 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. From here the network could be continued in the future, reaching further towards Kalkara and Xghajra.



Intervention 19

Triq Santa Dominka: Level 1 and 3

Triq Santa Dominka is a very long and important axis from east to west running through the community. It is a quite busy road and therefore it is suggested to inject tactical urbanism interventions to slow down traffic and shift priority towards pedestrians and cyclists. Along the street there are several pockets and intersections that could be reorganised and improved in order to provide safety and comfort. The street should have signage for low vehicular speeds (20km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.





Intervention 20

Triq Id-Dukkar and Agostino Said: Level 1, 3 and PPlay Street



To reassure a well-balanced network and continuous connection throughout the locality, it is suggested to incorporate Triq Id-Dukkar, and provide a link from Triq Santa Dominka, passing from the Primary School and the central Playground towards the Local Council offices, post offices and Police station. The street should have signage for low vehicular speeds (20km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network. Along the street there are opportunities to improve the pedestrian passage by means of tactical urbanism, especially around intersections, close to the school and the car parking.

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



Intervention 21

Triq Il-Kunvent, Ic-Cawqli and Is-Santwarju: Level 2, 3 and Slow Path



There is an opportunity to formalise and embellish the informal passage through the small square on Is-Santwarju. A clear and comfortable pedestrian zone can be organised to make a seamless continuation of the Slow Streets Network and give additional life to this little square which currently functions mostly as a car park.



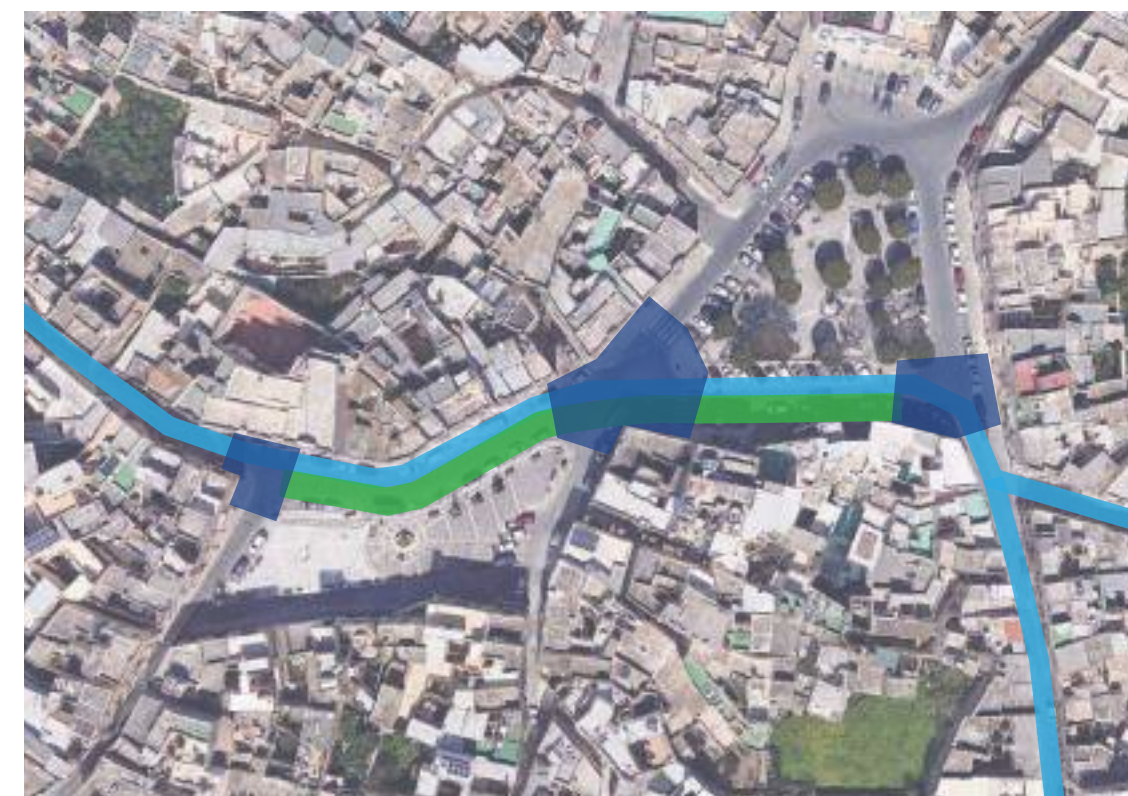
The pedestrian crossings on Triq Il-Kunvent and Is-Santwarju can easily be strengthened by means of Tactical urbanism markings and signage. It will help slowing down traffic and make this pedestrian busy area safer to use. The one way street Triq Ic-Cawlsli should be turned into a local access road only, providing pedestrian priority, and should have signage for low vehicular speeds (20km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.



Intervention 22

Triq Il-Kbira, Ix-Xghajra and Misrah San Gakbu: Level 1 and 3

Once across Triq Is-Santwarju, the network will be completed via Triq Il-Kbira and Ix-Xghajra, all the way up to Misrah San Gakbu. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network. Any important intersections along the way can be improved with tactical urbanism markings in paint. The stretch of road in front of the St. James pharmacy could get a more intense floor paint treatment to emphasize the pedestrian priority.



Intervention 23

Triq Is-Santwarju: Level 1 and 3



It is imperative to add the main street of Zabbar to the network. It connects many vital functions, and is the social and commercial heart of town. It is suggested to upgrade all pedestrian crossings and add a few with very well-designed tactical urbanism interventions. It will help slow down traffic and create awareness for the intense pedestrian movement up and around this street. Car speed will be limited to 30km, with signage communicating the road sharing with cyclists whilst promoting the Slow Streets Network and signaling the pedestrian crossing points.



source: londonist



source: Dezeen

Intervention 24

Triq Il-Kunvent : Level 3 (cycling)



Whilst the main road into town is as such no part of the pedestrian network it is suggested to add it to the cycling network, in order to provide good continuation when moving around by bicycle. Unfortunately the available road space currently doesn't allow to add a designated cycling lane by means of tactical urbanism tools. 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.



source: Bike Auckland

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.

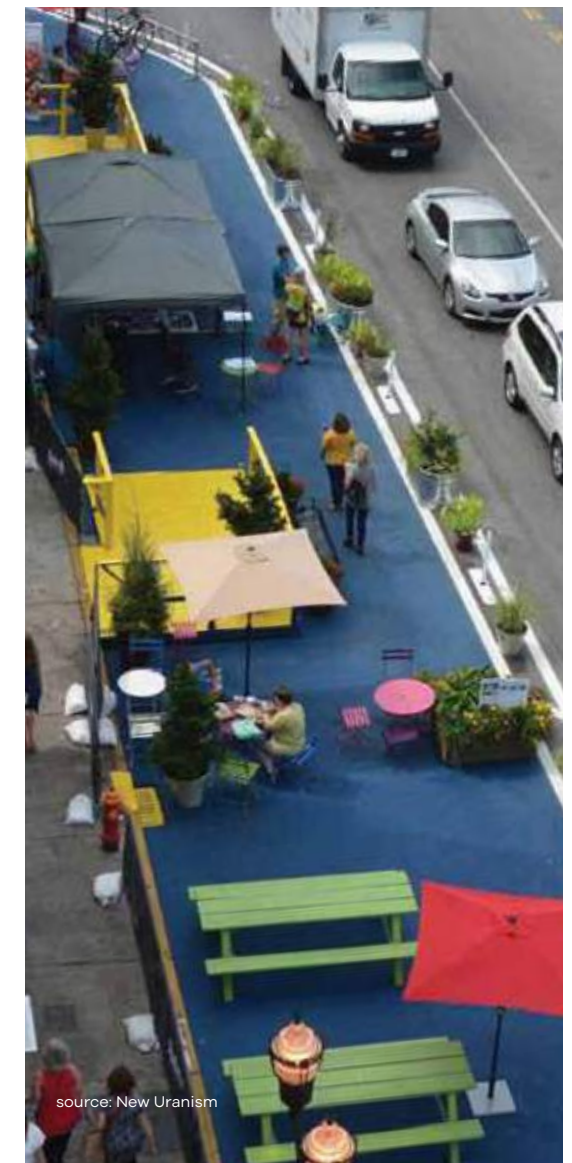


Zabbar

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, Triq Il-Mina Ta' Hompesch and Tal-Labour Road can be established as a Slow Path and receive tactical urbanism interventions to strengthen the connection. Also the central connection starting from the top of Triq Id-Dukkar, leading all the way to the end of Triq Ic-Cimiterju can be tested and implemented during the first phase.

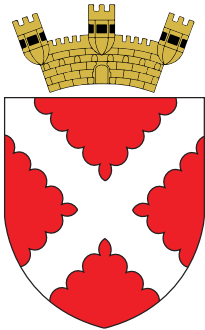
During the second phase, the focus could be directed to completing the central spine of the network, Triq Santa Duminka and the Slow Streets inside the Bulebel neighbourhood.

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.

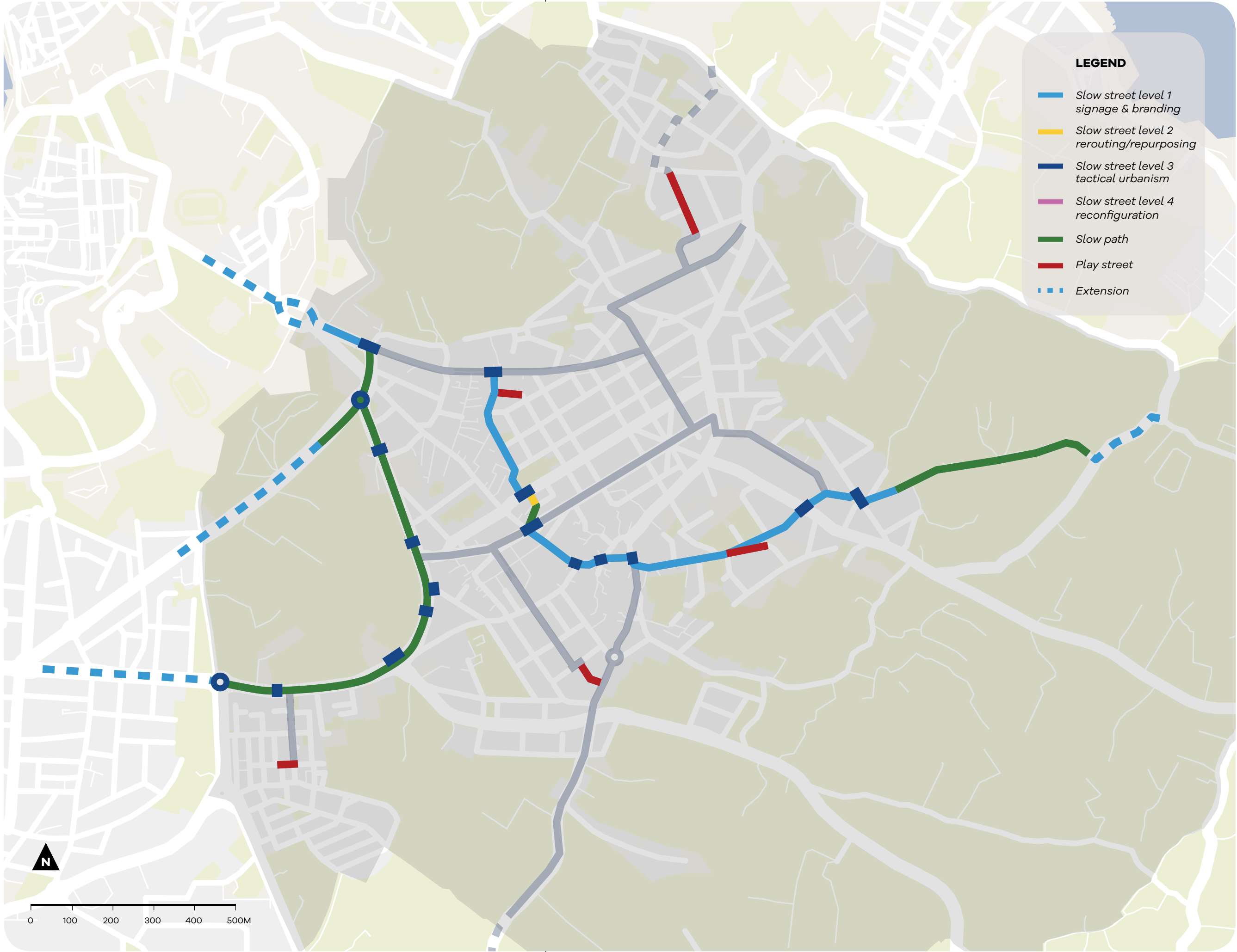


PHASING

STARTING &
TESTING THE
NETWORK

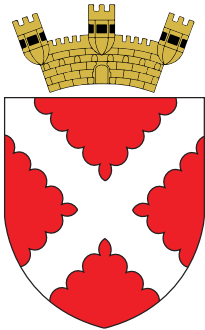


KUNSILL LOKALI
ZABBAR

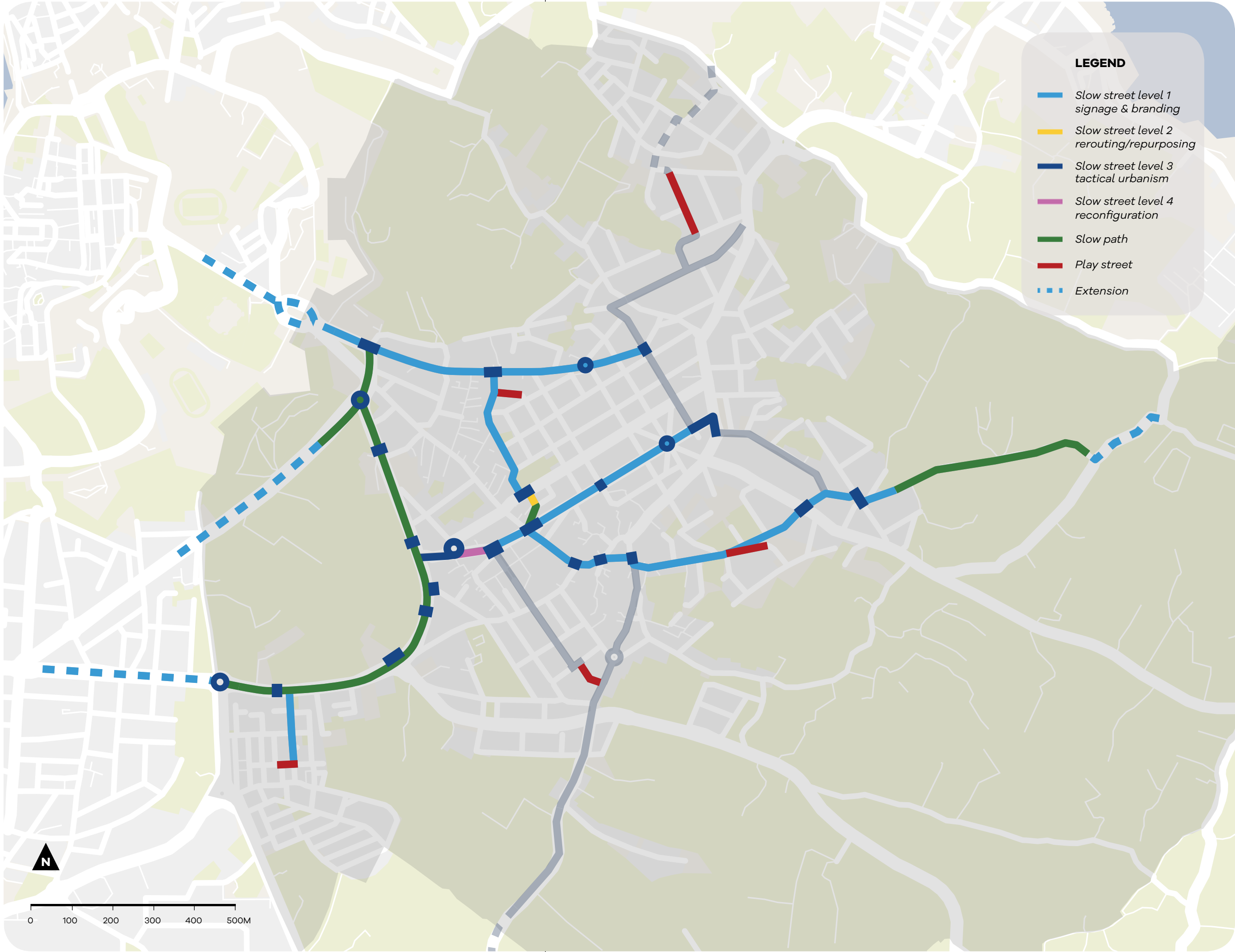


PHASING

STRENGTHENING
THE NETWORK

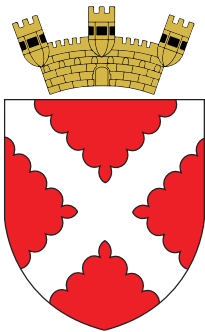


KUNSILL LOKALI
ZABBAR

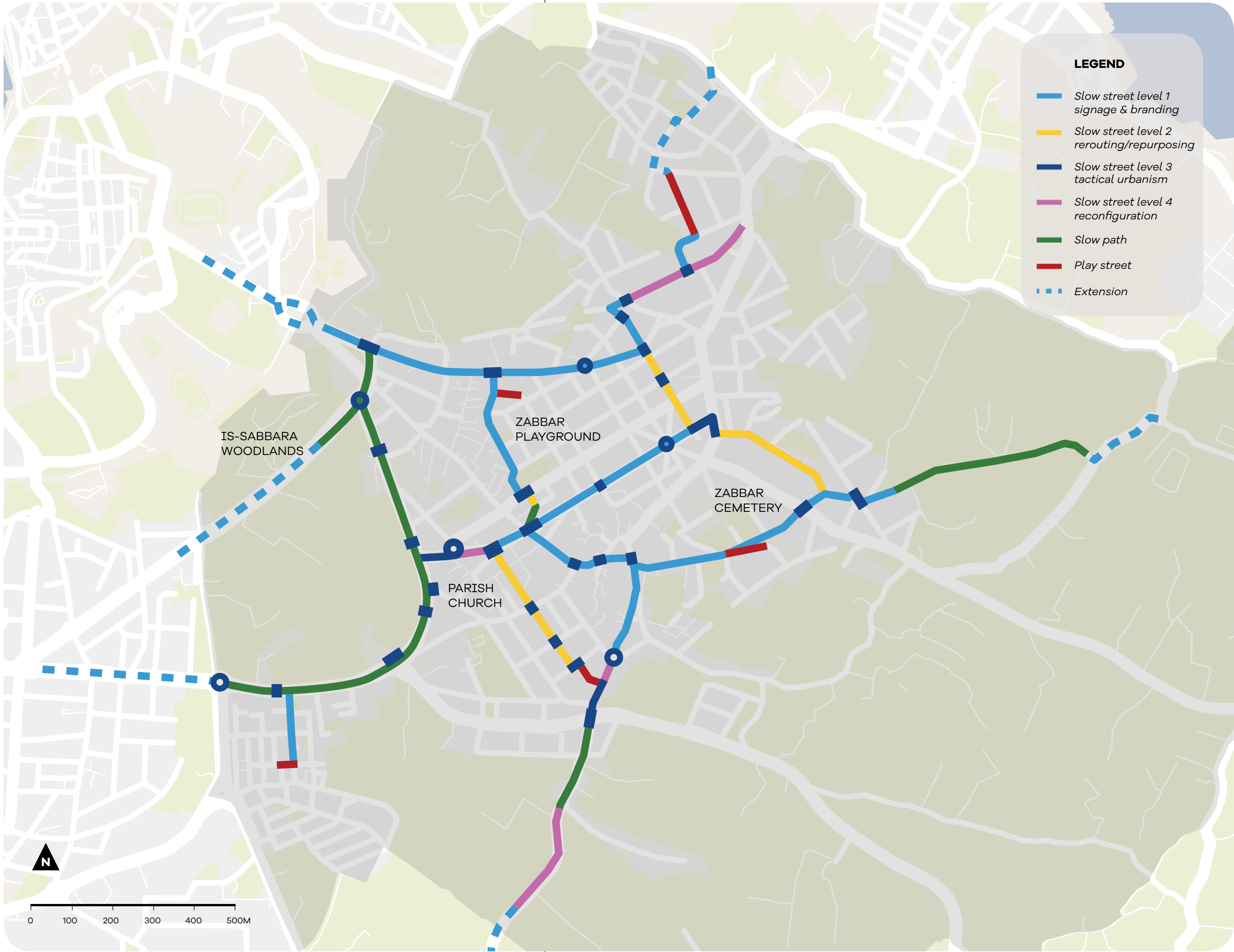



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
ZABBAR





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.

Zabbar is one of the oldest, largest and most densely populated localities in Malta; with a centre that is relatively walkable since distances are short, services are easily available and largely within good reach. Some narrow streets further provide much-needed shade during the hot summer months. In addition, local streets extend to the peripheral areas and can serve as walking paths for commuting or recreational purposes. Triq Is-Santwarju and Il-Kunvent Road, the central roads cutting through the locality, form the commercial heart and make it an attractive destination, also attracting residents from neighbouring localities.

The main aim of Zabbar'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:

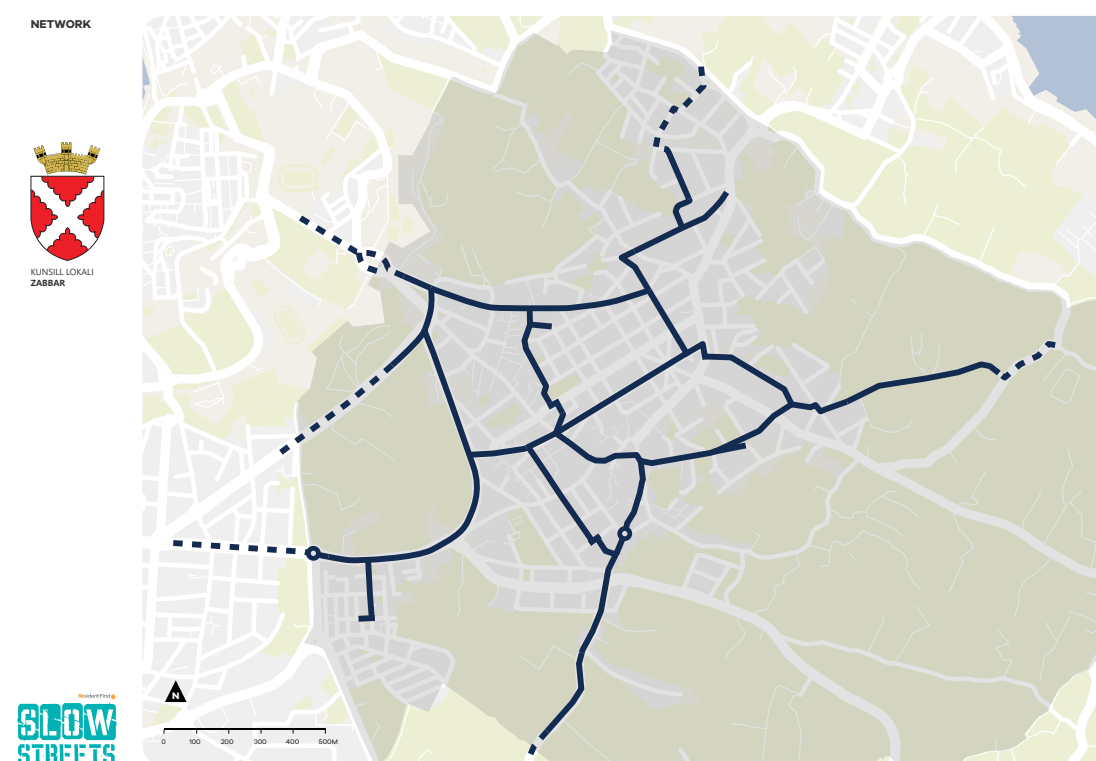
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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-Mina Ta’ Hompesch and Tal-Labour Road: Slow Path and tactical urbanism

Signage: Slow Streets branding
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Designated Slow Path
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pathways

Intervention 2 - Triq Ic-Cikas, and Il-Gizimina: signage & branding and Playstreet

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: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 3 - Triq Is-Santwarju and Misrah Tal-Madonna Medjatrici: tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian, roundabout, crossings and pedestrian zones
Reconfiguration: trim the available one way road next to the church to 3.7 m and convert the gained space into a 1.3m additional pedestrian walkway

Intervention 4 - Triq G. Agius Muscat: rerouting and tactical urbanism

Signage: Slow Streets branding
Signage: local access only
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
Rerouting: The street will become local access only
Tactical urbanism: designing and emphasizing clear pedestrian crossings

Intervention 5 - Triq Nikol Biancardi: PLayer Street

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

Intervention 6 - Triq San Guzepp: tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian, roundabout, crossings and pedestrian zones
Reconfiguration: trim the available two way road to 6.1 m and convert the gained space into a 1m additional pedestrian walkway on one side and a 1.5m additional space + 0.5m green buffer on the other side

Intervention 7 - Triq San Guzepp direction Zejtun: tactical urbanism, Slow Path and reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Designated Slow Path
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Pedestrian crossing point
Tactical urbanism: designing and emphasizing clear pedestrian crossing
Reconfiguration: convert the existing road to include designated cycling and walking lanes

Intervention 8- Triq Villabate: 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

Intervention 9 - Triq San Guzepp and Santa Marija: 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
Tactical urbanism: designing and emphasizing clear pedestrian walkways

Intervention 10 - Triq Ic-Cimiterju: 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 points
Signage: Play Street (communicating designated days and times)
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Play Street: programming of activities

Intervention 11 - Triq A. Caligari: 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

Intervention 12 - Triq Il-Faqqus, Il-Figel and San Anard: signage & branding, tactical urbanism and Slow Path

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: Designated Slow Path
Tactical urbanism: designing and emphasizing clear pedestrian walkways and zones

Intervention 13 - Triq Il-Qaqocc: rerouting

Signage: Slow Streets branding
Signage: local access only
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
Rerouting: The street will be made local access only

Intervention 14 - Triq Ix-Xghajra, Is-Santwarju and Il-Qalb Imqaddsa: rerouting and tactical urbanism

Signage: Slow Streets branding
Signage: local access only
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
Rerouting: Triq Il-Qalb Imqaddsa will become local access only
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

Intervention 15 - Triq Ix-Xghajra: 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

Intervention 16 - Triq Il-Qalb Imqaddsa and Alessio Erardi: 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 points
Tactical urbanism: designing and emphasizing clear pedestrian walkways and zones

Intervention 17 - Triq Alessio Erardi: reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Designated cycling lanes
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pedestrian zones
Reconfiguration: convert the 8.1m wide road to include a 1.1m designated cycling lane on either side

Intervention 18 - Triq Mons. G. Zarb, Il-Bahrija and Iz-Zabrella: signage & branding and Playstreet

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: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 19 - Triq Santa Dominka: 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
Tactical urbanism: designing and emphasizing clear pedestrian crossings, zones and walkways

Intervention 20 - Triq Id-Dukkar and Agostino Said: 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 points
- Signage: Play Street (communicating designated days and times)
- Tactical urbanism: designing and emphasizing clear pedestrian crossings, walkways and zones
- Play Street: programming of activities

Intervention 21 - Triq IL-Kunvent, Ic-Cawqli and Is-Santwarju: rerouting, tactical urbanism and Slow Path

- Signage: Slow Streets branding
- Signage: local access only
- 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: Designated Slow Path
- Signage: Pedestrian crossing points
- Rerouting: Triq IL-Qalb Imqaddsa will become local access only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

Intervention 22 - Triq IL-Kbira, Ix-Xghajra and Misrah 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
- Tactical urbanism: designing and emphasizing clear pedestrian crossings, zones and walkways

Intervention 23 - Triq Is-Santwarju: signage & branding and tactical urbanism

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

Intervention 24 - Triq IL-Kunvent : 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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