

ResidentFirst

# SLOW STREETS

December 2020



KUNSILL LOKALI  
ZEJTUN

ResidentFirst

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

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# Contents

Introduction	2
Slow Streets Network	6
Implementation	18
Types of Interventions	20
Cycling	32
Zejtun Interventions	36
Phasing	68
The Way Forward	76
Summary	78



# 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](https://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.

# Zejtun

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

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

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

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

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

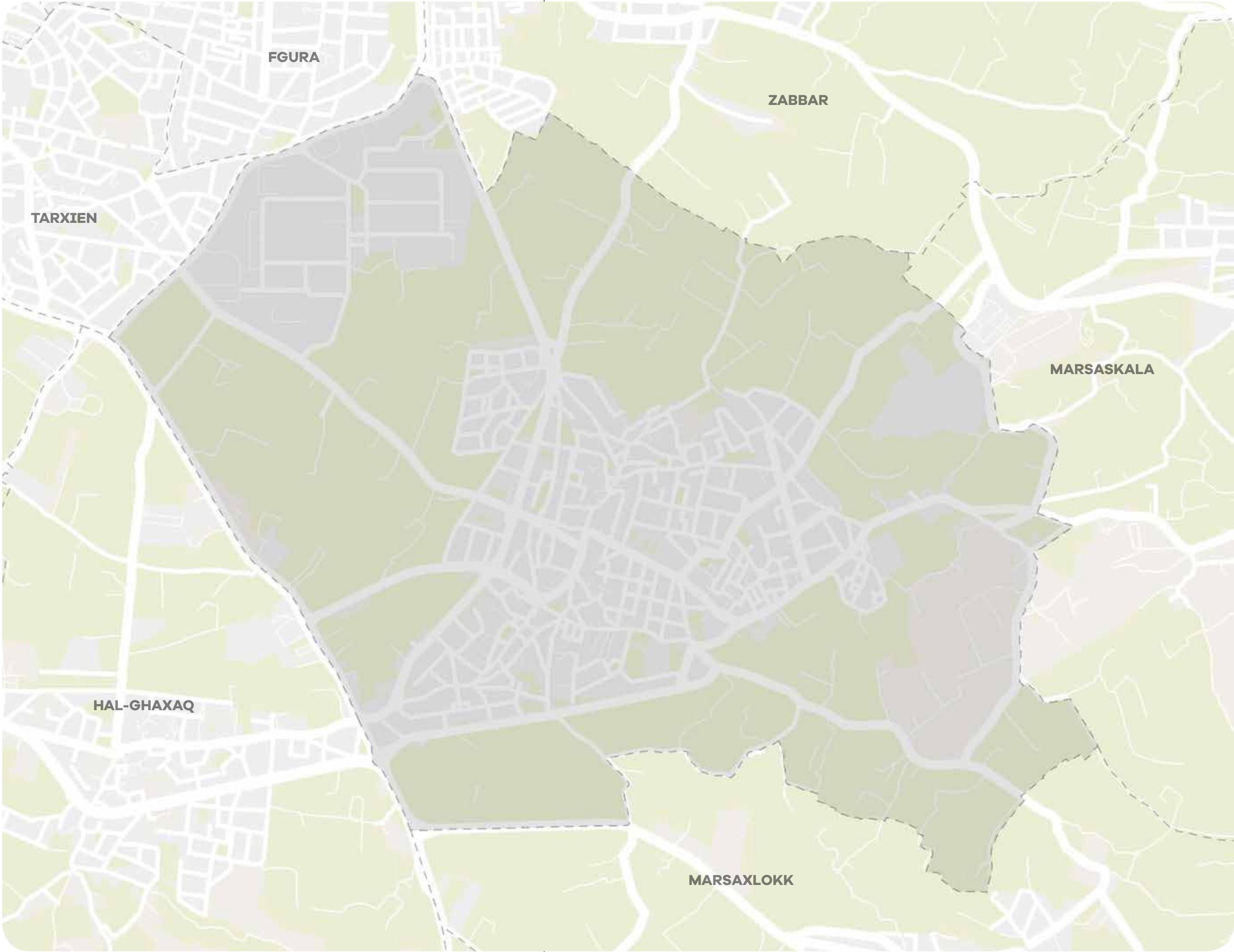
Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no access for vehicles.



LOCALITY



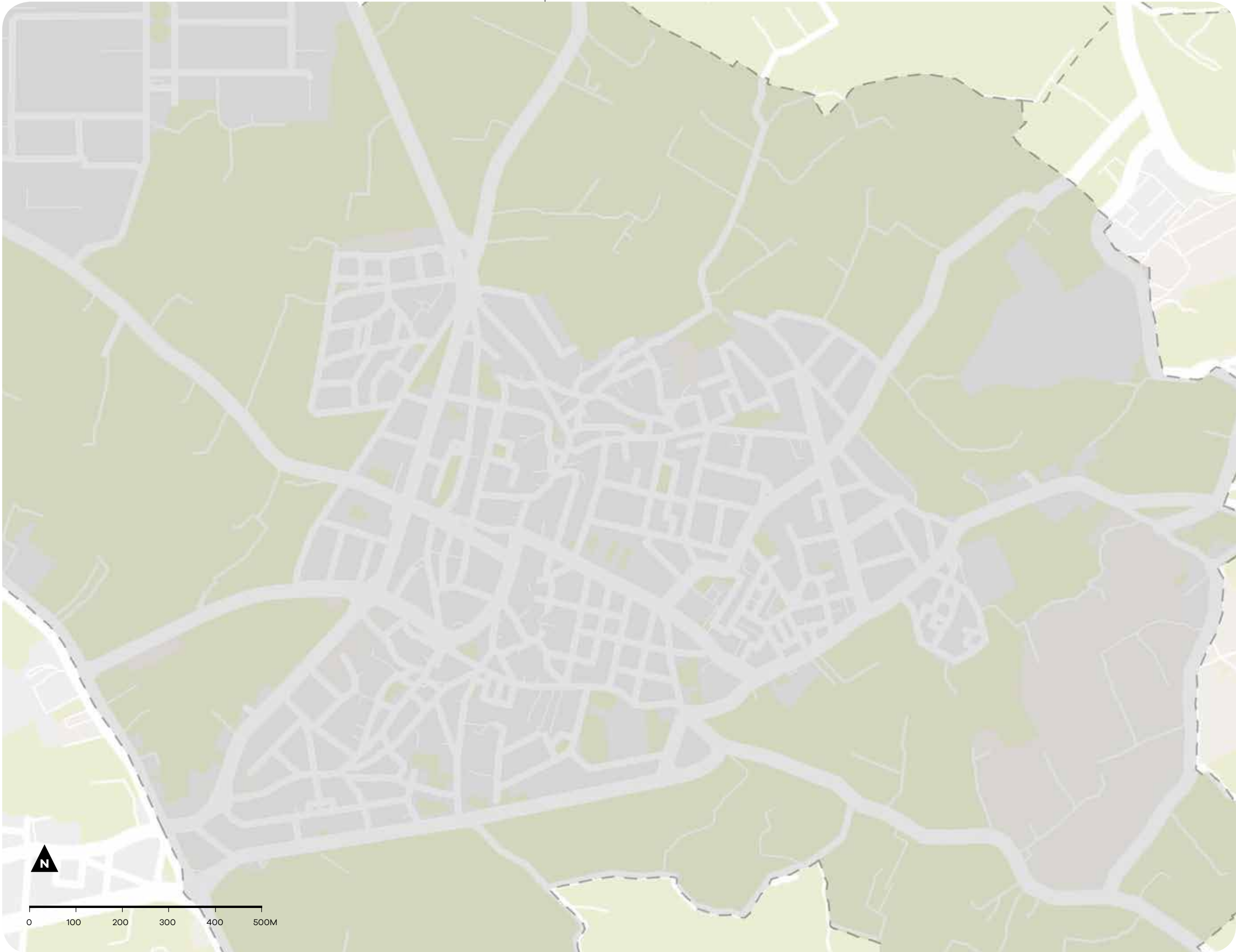
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LOCALITY



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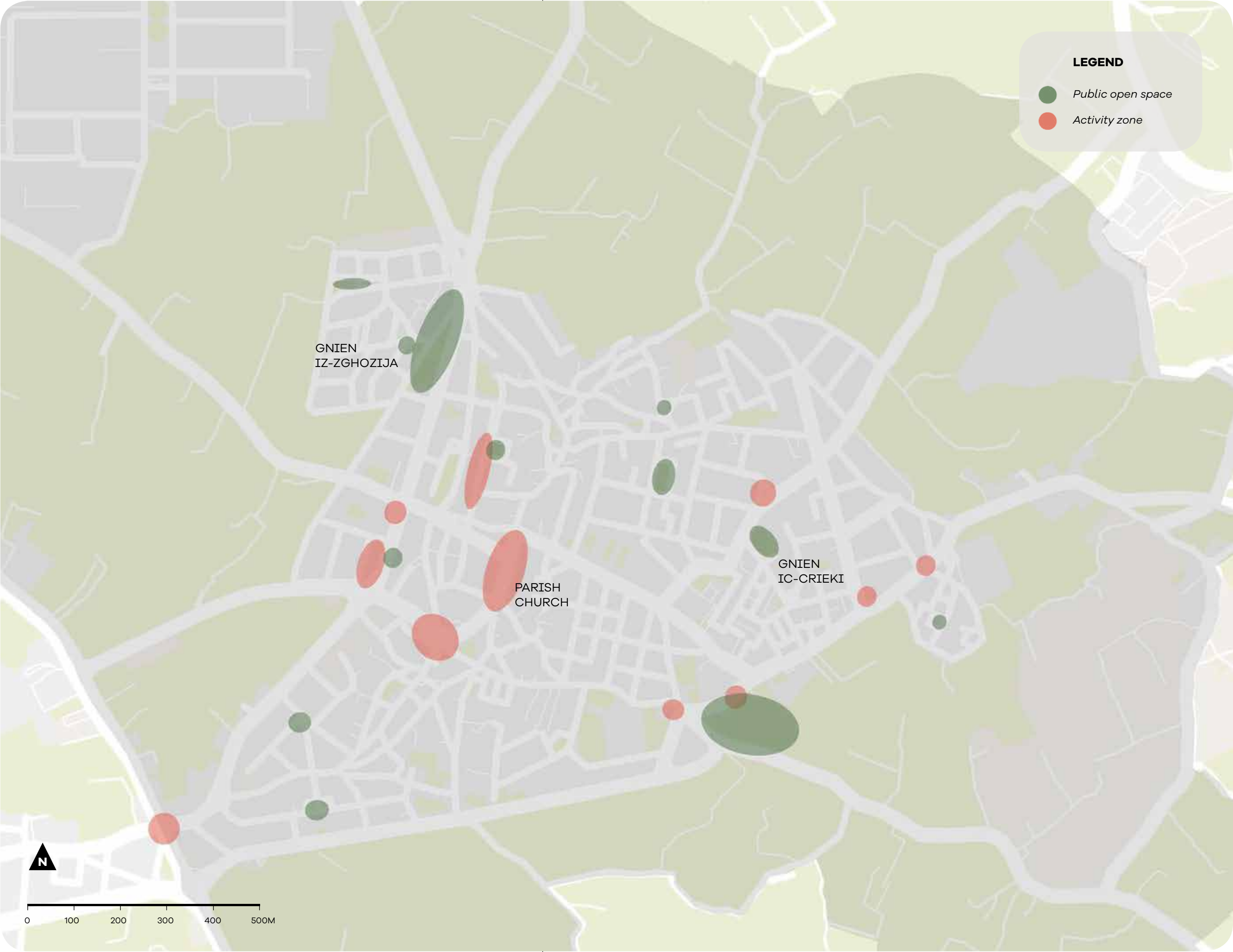




ACTIVITY  
ZONES



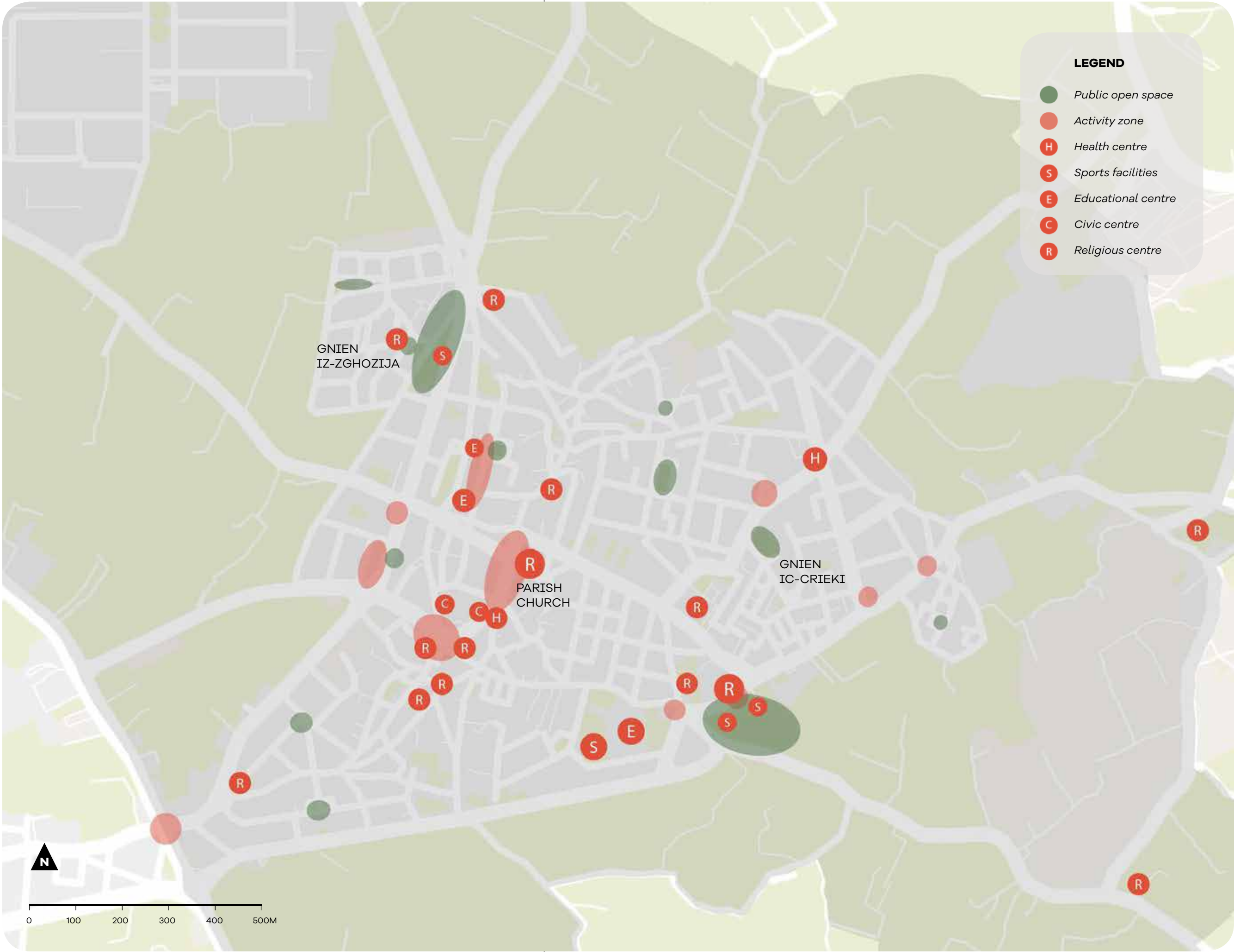
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DESTINATIONS



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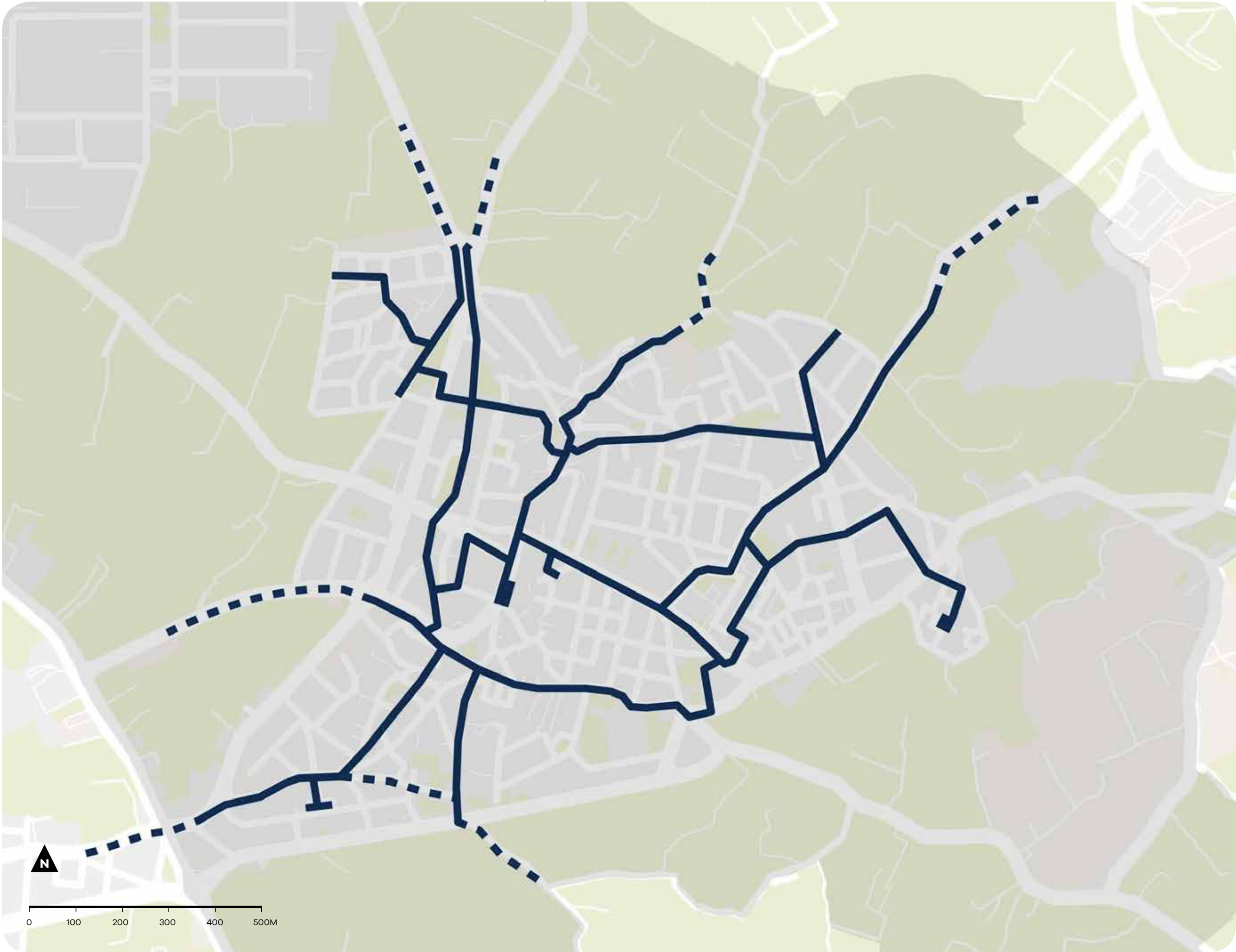




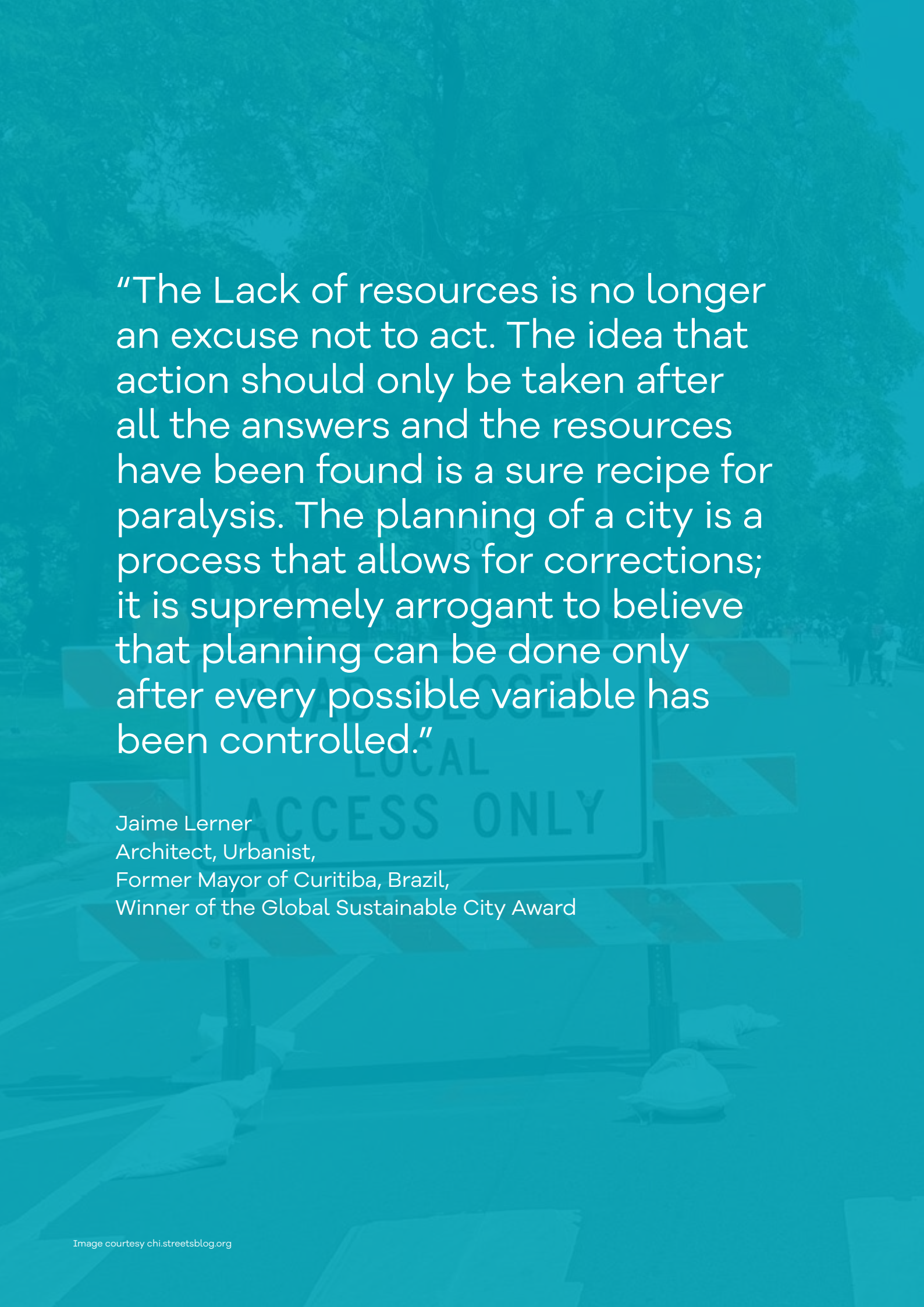
NETWORK



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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

### Zejtun Interventions

### Phasing Strategy



# Types of Interventions

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

## Level 1 - signage & branding

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

## Level 2 - re-routing

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



## Level 3 - tactical urbanism

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







## Level 4 – reconfiguration

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



## Slow Paths

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



## Play Streets

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

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

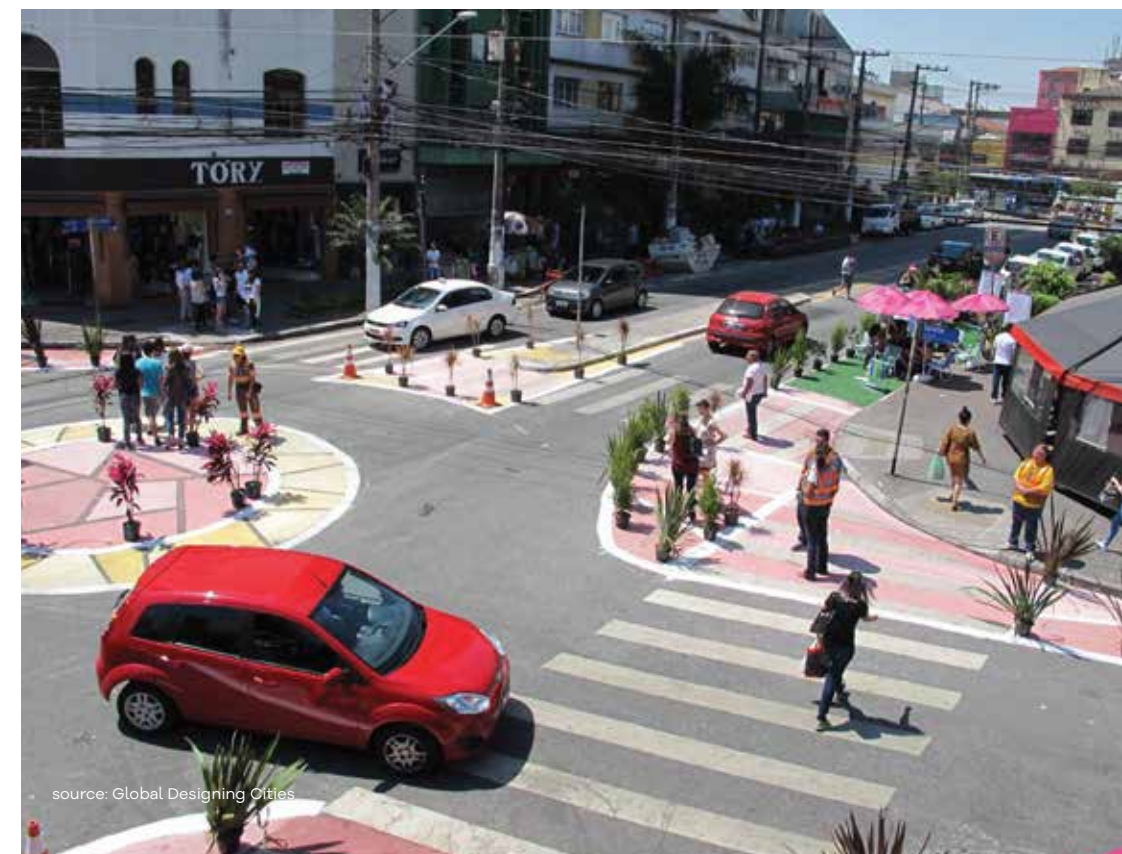






## Play streets – programming

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



## Extensions

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

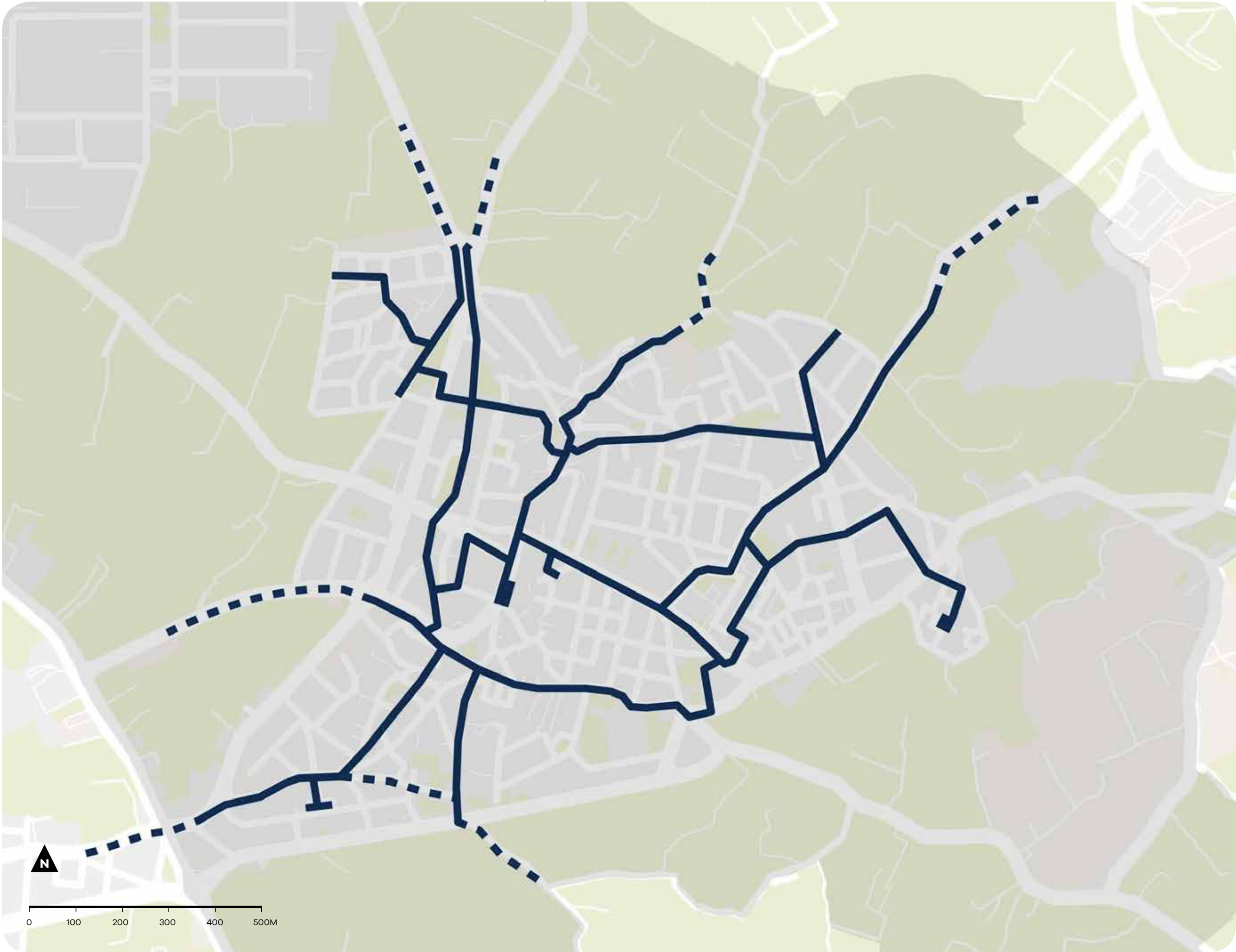




NETWORK



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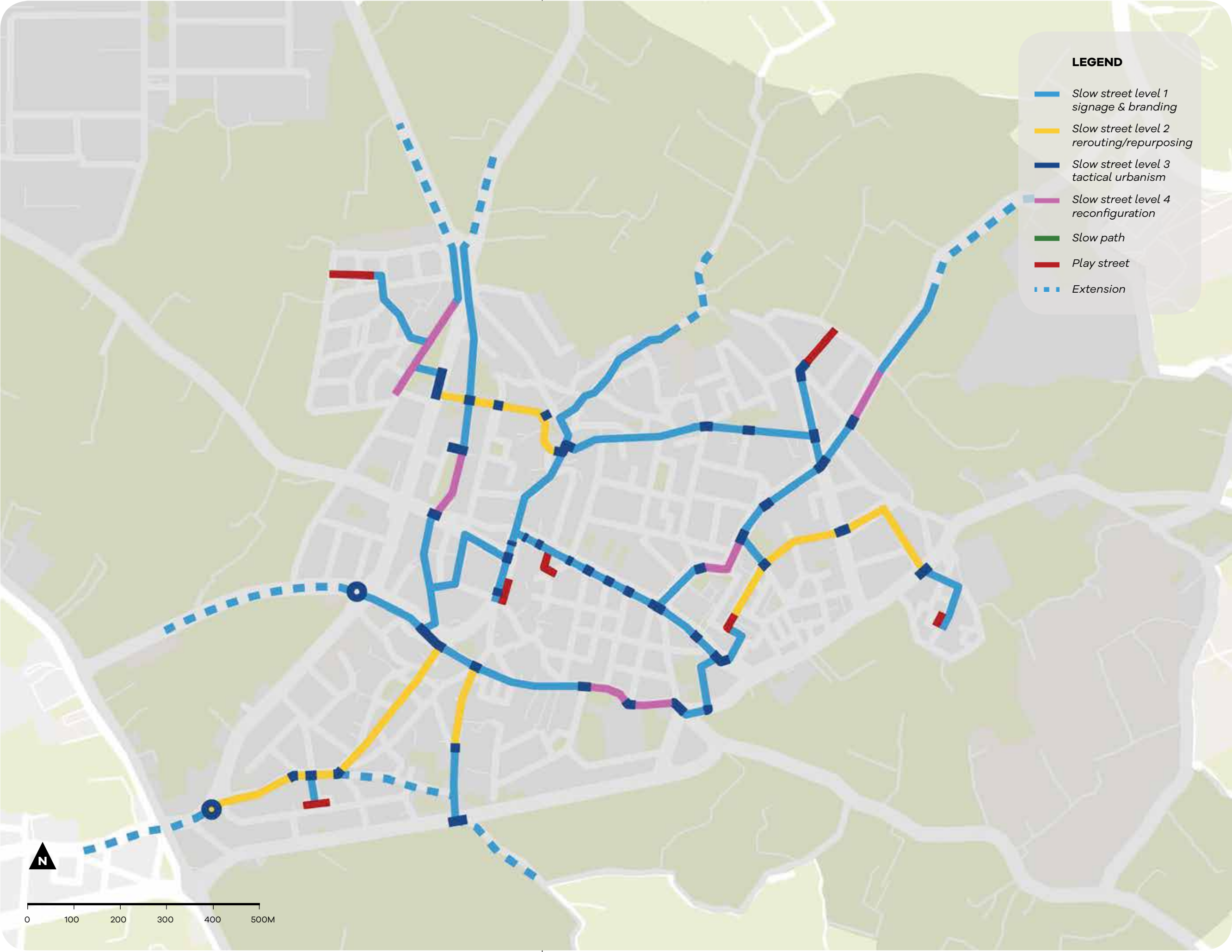




INTERVENTION



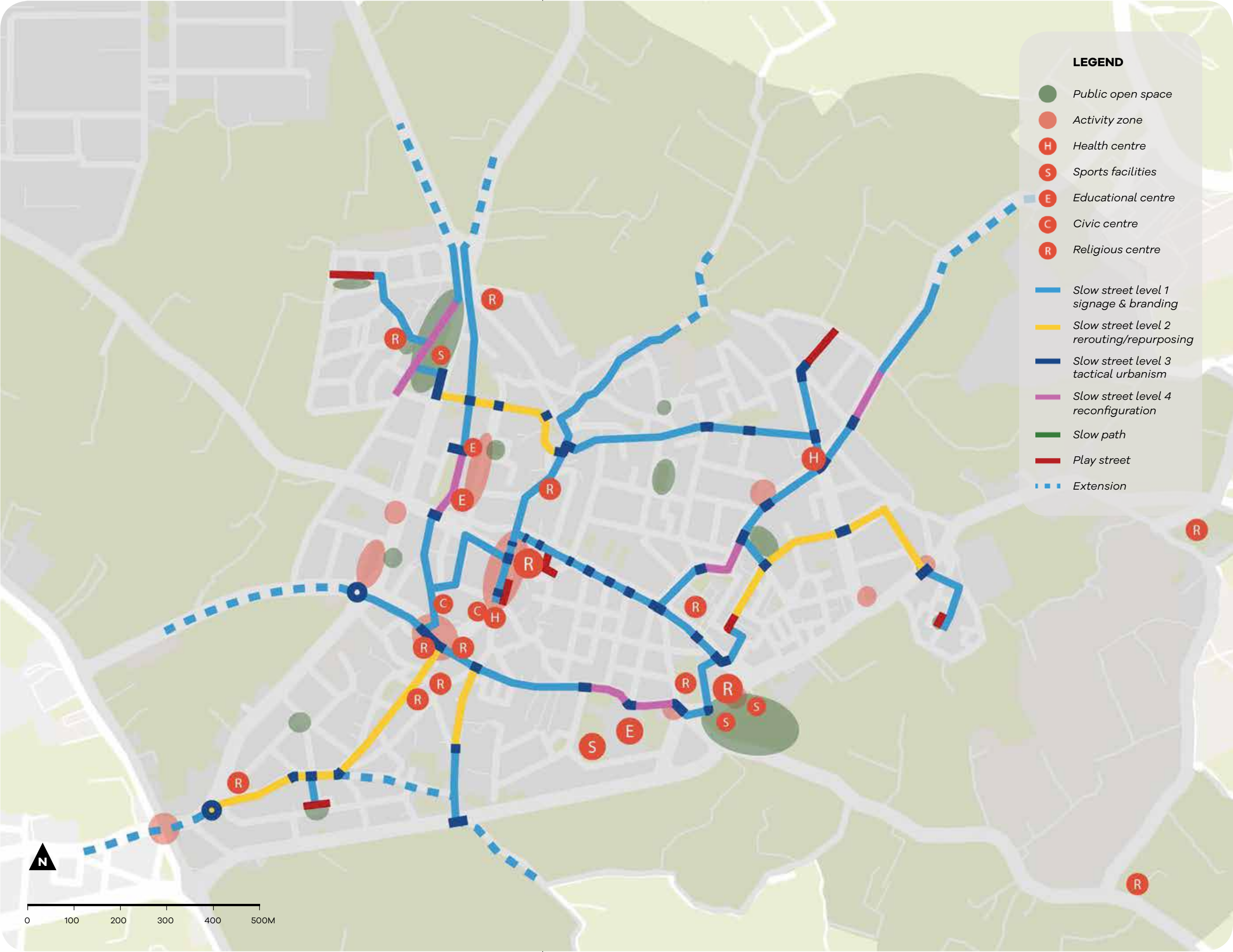
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INTERVENTION



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# Cycling

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

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

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

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

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



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

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

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

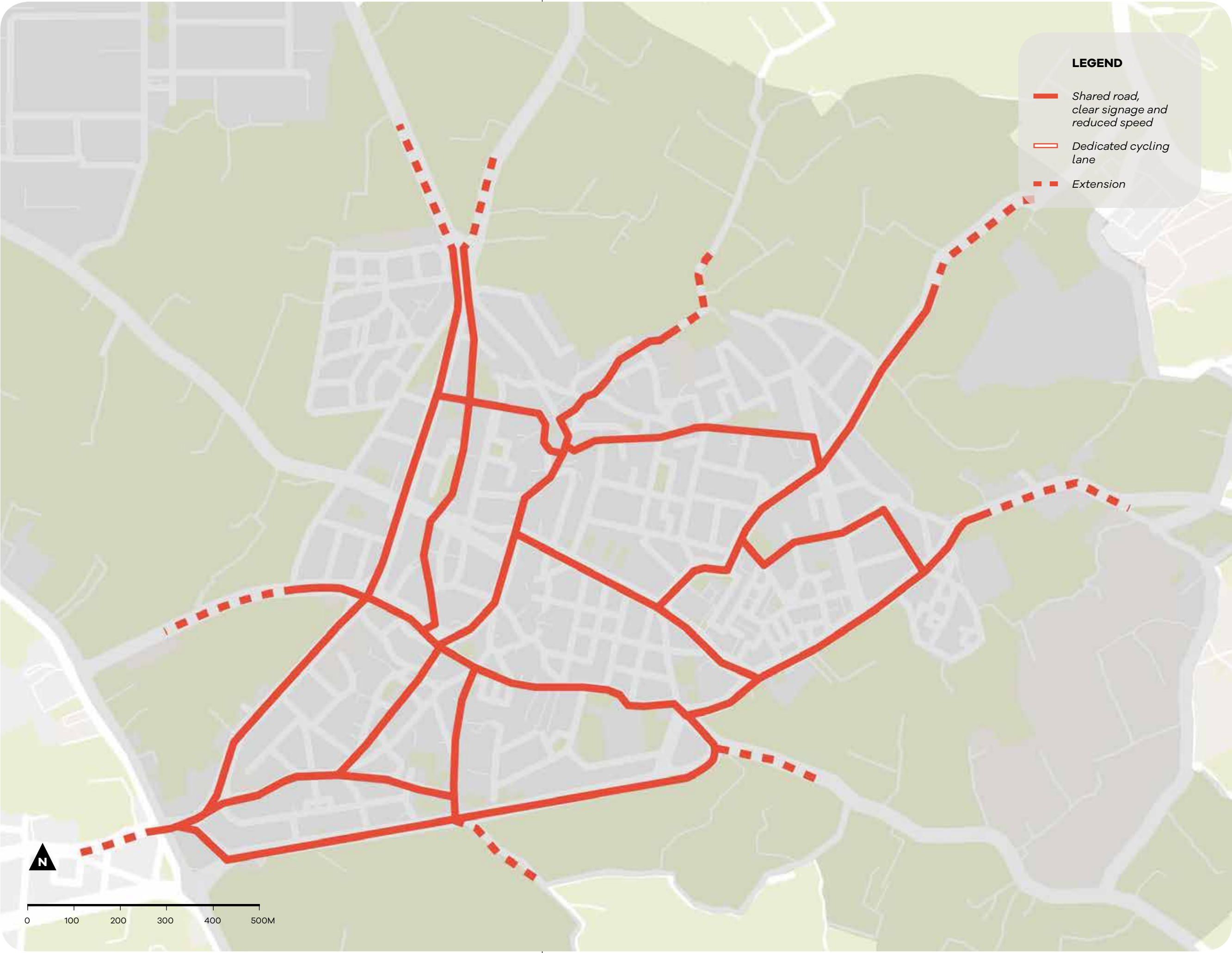
The Slow Streets initiative lays the groundwork for future strategic locality plans, wherein the urban cores and important public spaces may be freed from car traffic and instead used by pedestrians, cyclists and public transport.



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



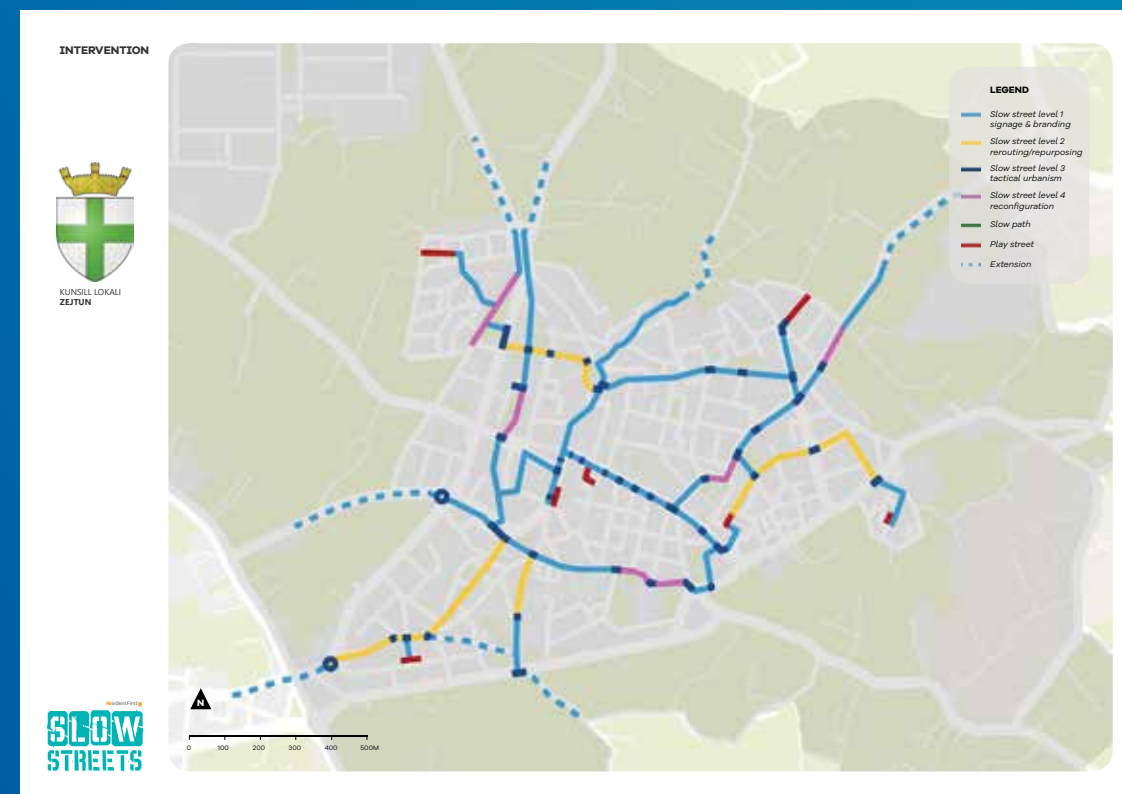
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# Zejtun Interventions

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 Zejtun 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 Bon Kunsill and Misrah Karlu Diacono: Level 1 and Level 3

The first intervention focuses on one of the main entry points to town and the connection to the nearby weekly market area, in order to make the access and area more pedestrian friendly and safer to walk and cycle. The 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 reorganised to include more pedestrian crossings and give these more importance by means of bright and colourful floor markings. Similarly could a safer transition for cyclists to cross the roundabout be organised.





The existing crossing at Misrah Karlu Diacono can be strengthened using similar striking markings and the space in front of the chapel can be reorganised and dedicated to pedestrians. Signage will emphasise slow car speed (30km), signal the sharing of the road with cyclists, indicate all crossing points and alert high pedestrian and cycling activity with the Slow Streets Network branding.



## Intervention 2

### Triq San Pawl and Il-Madonna Tal-Hniena: Level 2 and 3

There is potential to consider this historic and vital connection towards Ghaxaq 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 main roads to circumvent the neighbourhood.

The intervention also proposes tactical urbanism to establish 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.

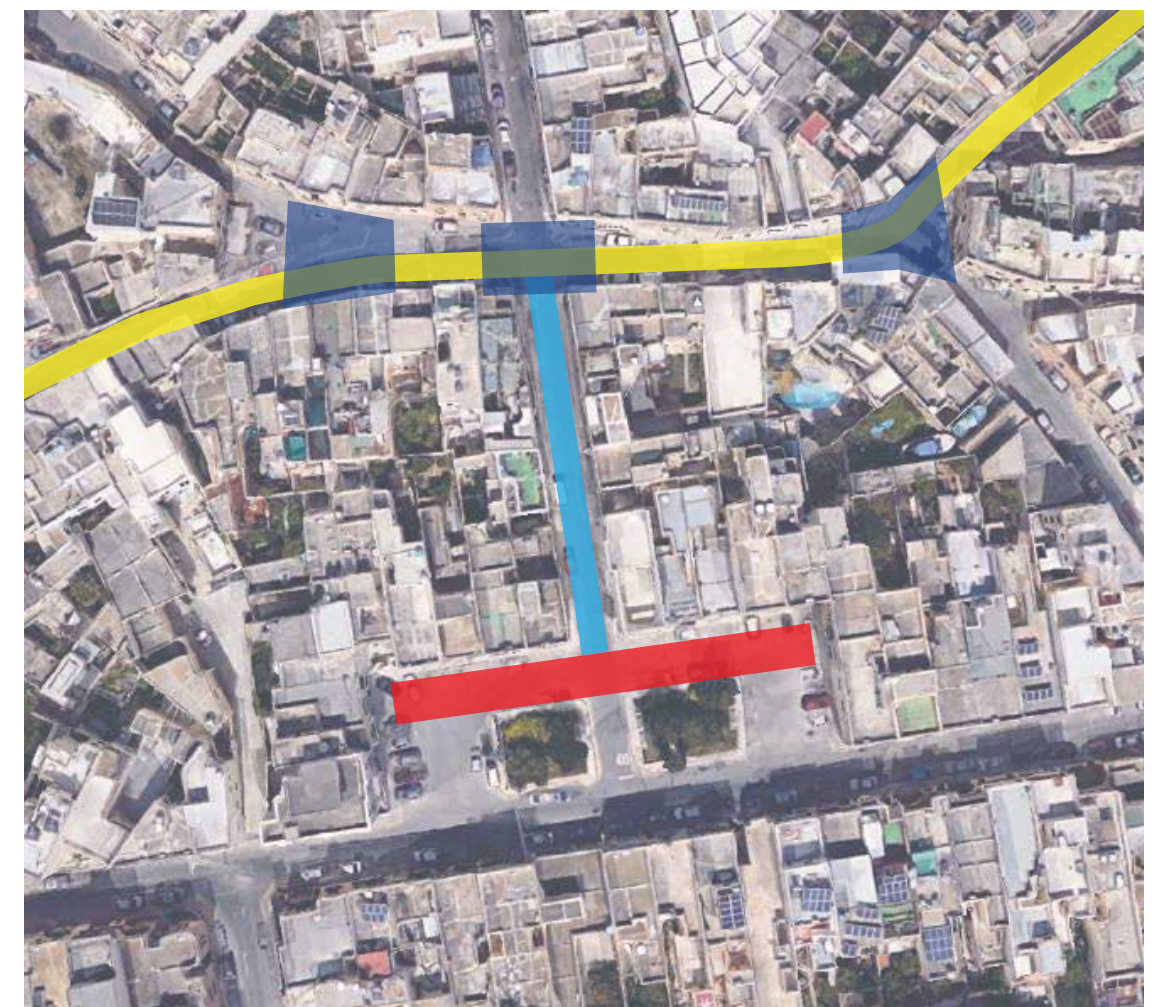


## Intervention 3

### Triq Mechiorre Gafa, Misrah Kan. Giov. Vella: Level 1 and Play Street

Located in the middle of this residential area, Misrah Kan. Giov. Vella 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.

The intervention also 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.







## Intervention 4

### Il-Madonna Tal-Hniena roundabout: Level 3

The roundabout in front of the Church of Our Lady of Mercy and the area around it could benefit tremendously from tactical urbanism interventions. Currently it is not an ideal environment for walking due to the busy and intense traffic. Nonetheless it is one of the few options to continue a Slow Streets Network in the direction of Ghaxaq. In order to make it more pedestrian and cycling friendly, the interventions can shift the attention and use of space in favour of pedestrians. The roundabout can be 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 parking alongside the church can be pushed out in favour of additional pedestrian walkways and breakout space. The narrowing of the actual road, together with tactical paint markings and additional planters, will help slow down traffic. Signage will emphasise slow car speed (20km) close to the roundabout, 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 5

### Triq I-labour: Level 3 (Cycling)

This road is an 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. There are ample tools to emphasize the sharing of the road and raise awareness for the cyclists' safety.





## Intervention 6

### Triq Marsaxlokk: Level 1, 2 and 3

Triq Marsaxlokk is another crucial connection in completing the Zejtun Slow Streets Network. It connects another dense residential area with the centre of town and provides a link to a long-established field road that allows walking and cycling towards Marsaxlokk. The intervention entails a number of actions.



First and foremost it is important to promote the street with the Slow Streets branding, reduce the speed to 20km and add some tactical urbanism paint interventions to give as much as possible space to pedestrians. The road needs to be communicated as a shared space between all users, with mutual care and respect. The very last part of the road, connecting with the main road (President Anton Buttigieg) is already a one-way road. It is suggested to only leave a small section of Triq Marsaxlokk two-way and change the majority to a one-way situation. It will further reduce any unnecessary through-traffic and keep more cars on the main roads.

The intersection with President Anton Buttigieg road would benefit from a strong pedestrian crossing, using tactical urbanism tools to temporarily narrow the road and clearly signal the movement of pedestrians. Last but not least, President Anton Buttigieg road is another cycling link 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: shutterstock



source: Streetplans.com



## Intervention 7

### Triq Luqa Briffa: Level 1 and 3

There is potential to make this long road part of the Slow Streets Network for Zejtun and gear it up for more active pedestrian and cyclist use. It will link up the market area all the way to St Gregory's church, the playground and the Bocci club. The intervention proposes tactical urbanism to establish stronger pedestrian crossings at all intersections, preferably using bright paint markings to make them 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, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.





source: NewSigns



source: steelcitysnapper

## Intervention 8

### Triq Luqa Briffa, Id-Dahla Ta' San Tumas, St Gregory's church and playground: Level 1, 3 and 4



This intervention takes a closer look at the end of Triq Luqa Briffa, in front of the school, and how it makes an important connection with the areas around the Church, the playground, the bocci club and the continuation of the network towards another dense residential part of town.

The width of Triq Luqa Briffa in front of the school allows it to be reconfigured to a more pedestrian friendly option by reducing some space for cars and making it available to pedestrians instead. Students will be able to enjoy an additional 1.7m space including a green buffer to shield them from traffic. It is suggested to stretch a continuous pedestrian walkway towards the church and playground, including bright tactical urbanism crossings. It is recommended to shift the crossing in front of the playground to connect directly with its entrance and the path alongside the cemetery and the church.

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.



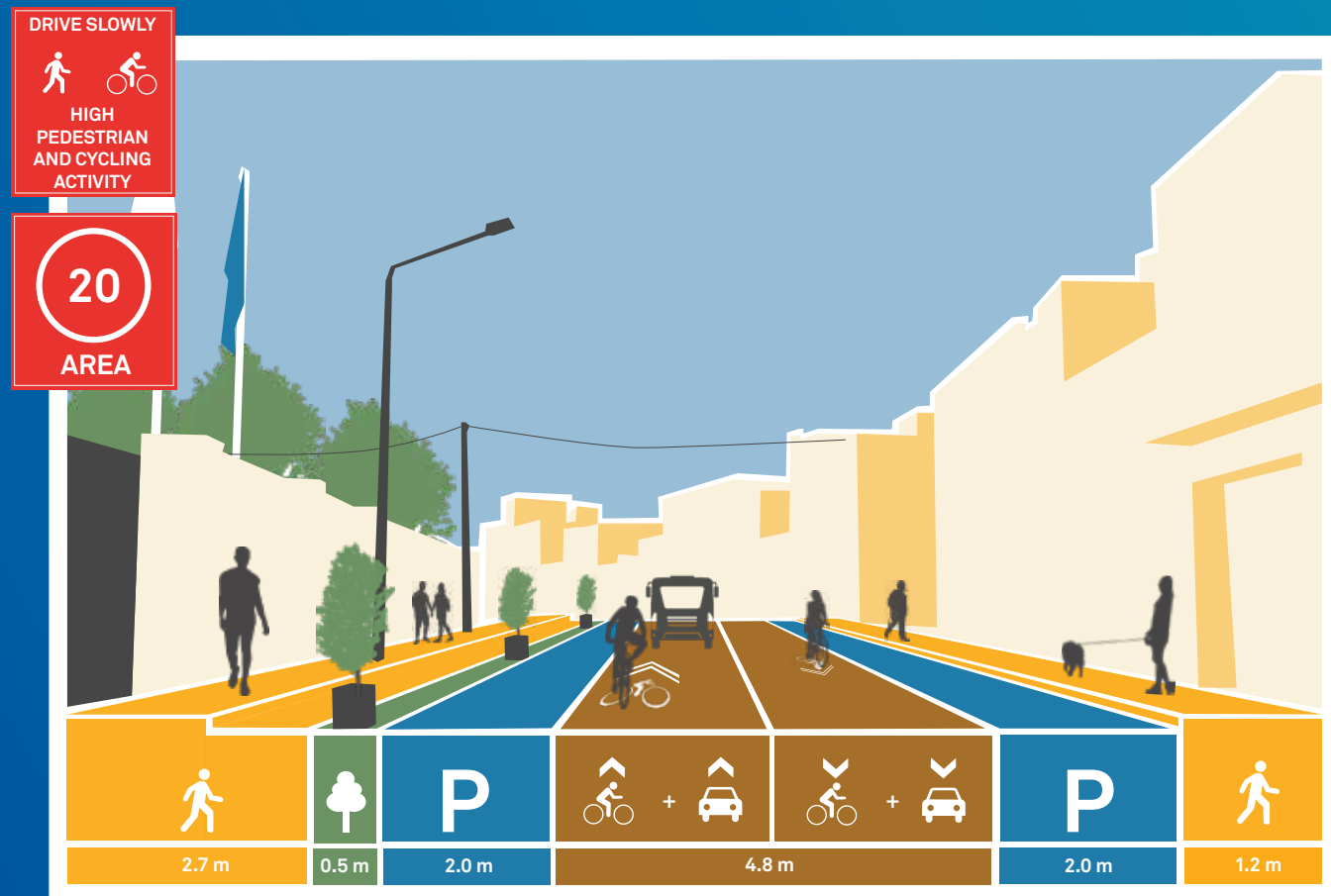
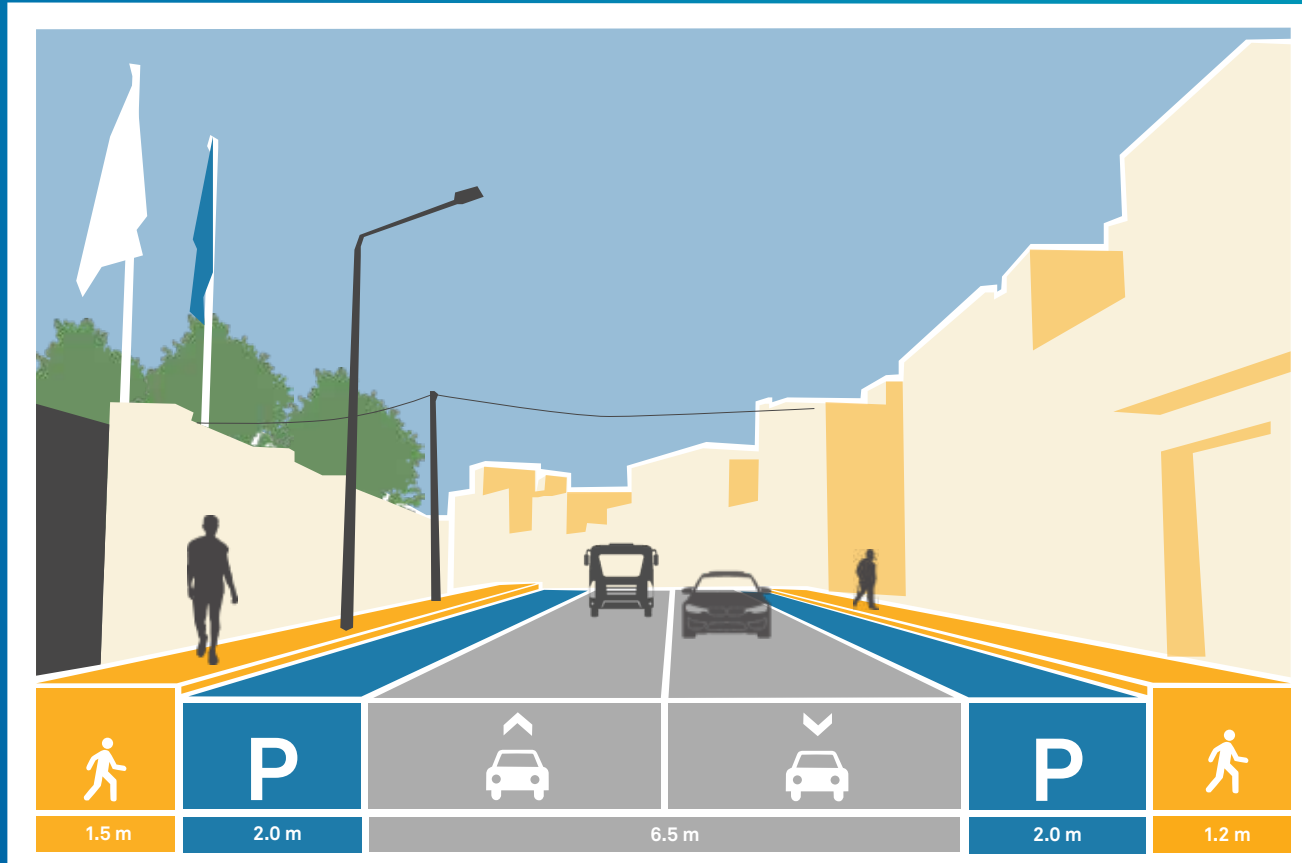
source: peopleforbikes.org



source: shutterstock





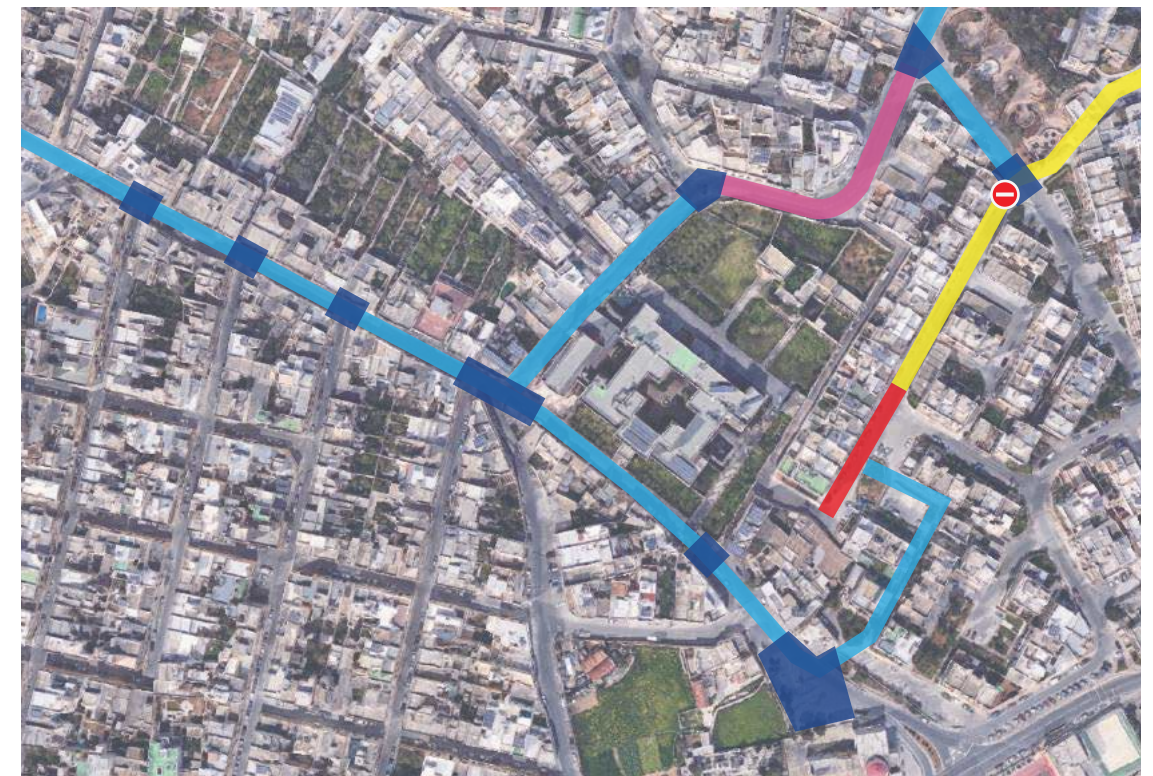


## Intervention 9

### Triq San Girgor: Level 1 and 3



Triq San Girgor is a long and important axis in and out of town, connecting several residential communities. 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 many intersections that could be reorganised and improved in order to slow down traffic and increase the safety and comfort of walking. The street should have signage for low vehicular speeds (30km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.

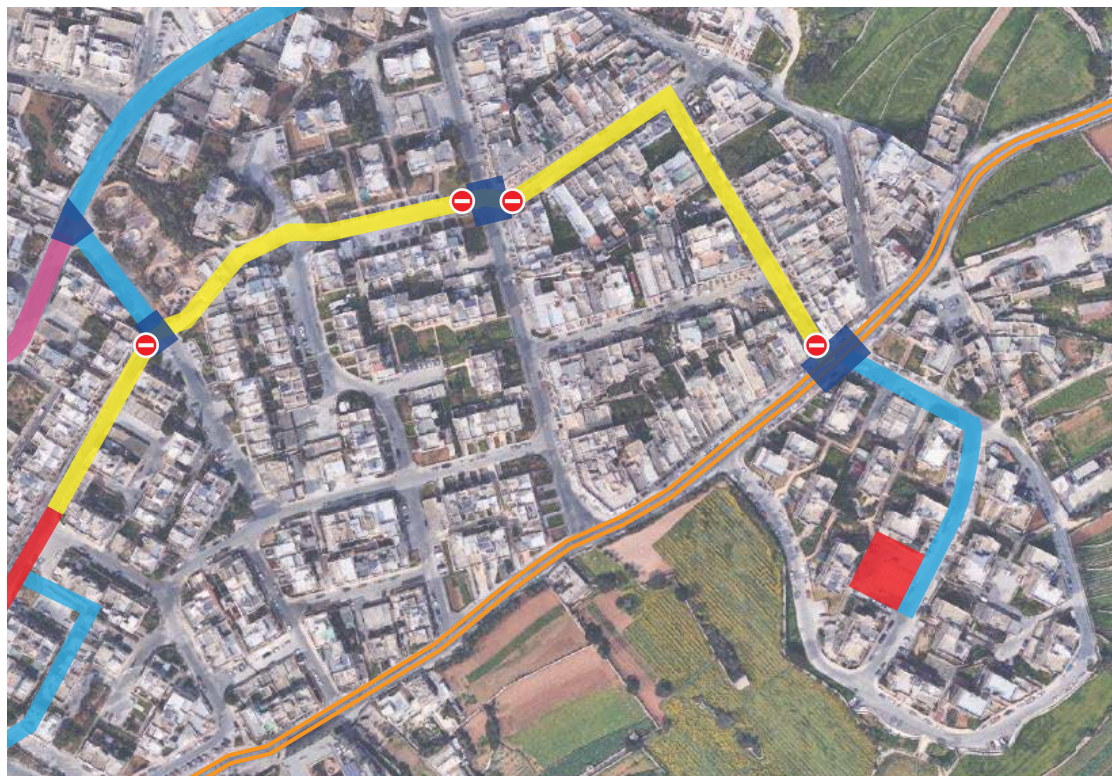




## Intervention 10

### Fossa Tal-Qamh Zaghrun, Triq Il-Giebjja Rumana, Il-Huxlief, Il-Harrub and Il-Bhajra: Level 2 and 3, 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. This intervention stretches the Zejtun Slow Streets Network all the way across this residential area, to stimulate and promote alternative means to move around both within the area as well as to and from the centre of town. The succession of these streets could easily be redefined as 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 adjacent streets to move around the neighbourhood.



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 local access only, and the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.



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





## Intervention 11

### Dawret Hal Tmin, Misrah Hal Tmin: Level 1, 3 and Play Street



Being slightly disconnected from the rest of town it is important to lead the network all the way to the social housing estate 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.

It is also suggested to include a strong pedestrian crossing at the intersection with Triq Id-Dahla Ta' San Tumas, using tactical urbanism tools to temporarily narrow the road and clearly signal the movement of pedestrians.



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





## Barrier elements

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

## Landscaping elements

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

## Programming

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



## Surface treatment

can be used to further define the playstreet

## Signs

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

## Street furniture

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

## Intervention 12

### Triq L-Iscof Emmanuel Galea: Level 1, 3 and 4



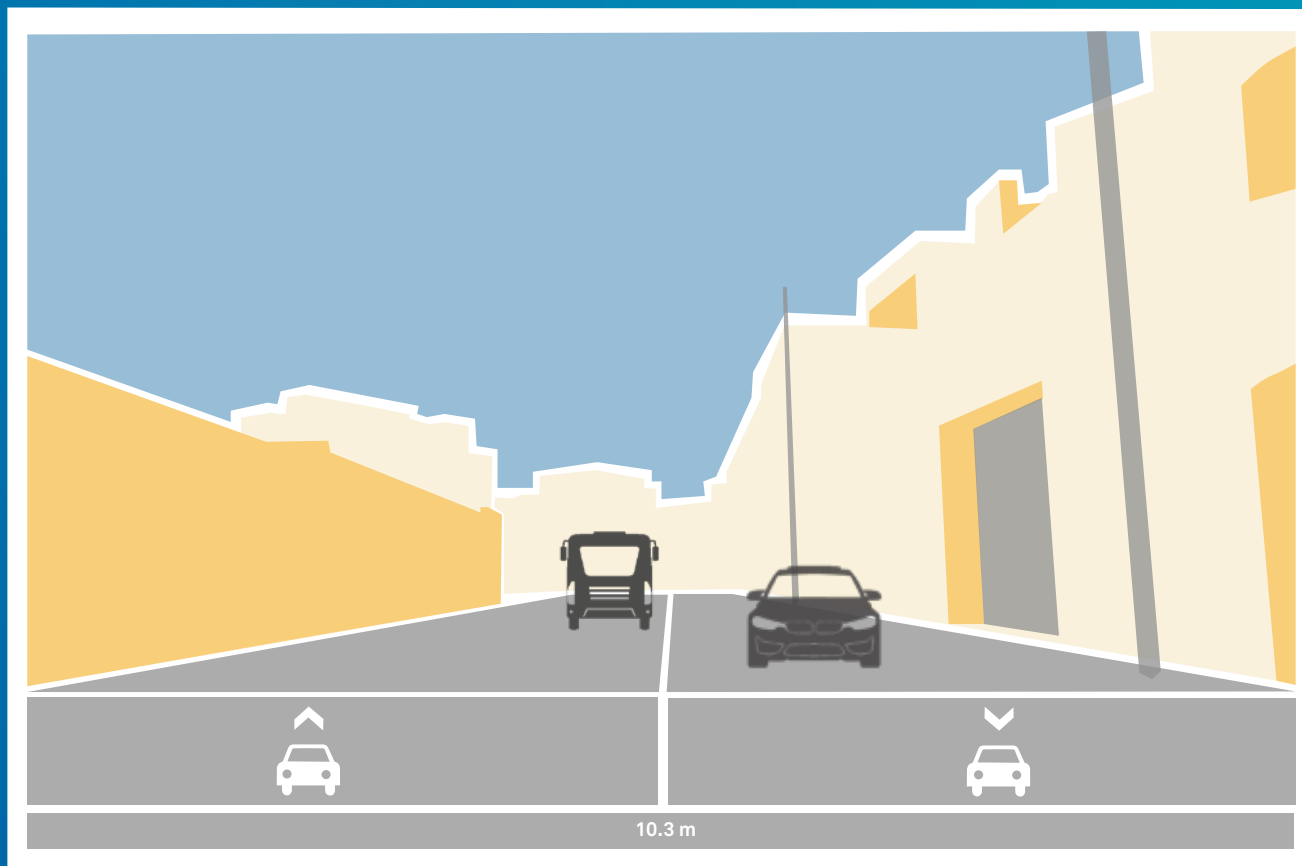
This road is another important connector for the Zejtun network in bringing the center of town closer to the periphery and in linking up with the public transport network. In order to slow down traffic along this road it is suggested to organise several tactical urbanism crossings to shift the priority towards walking. The road should have signage for low vehicular speeds (20km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.



A section of the road, behind the Istitut Gesu Nazzarenu could easily be improved by reconfiguring the use of space. The two-way road width can be reduced to shift space in favor of a pedestrian walkway on either side of the road, including a green buffer to make the road a more pleasant and safer environment for walking.







## Intervention 13

### Triq Giebja Rumana: Level 1

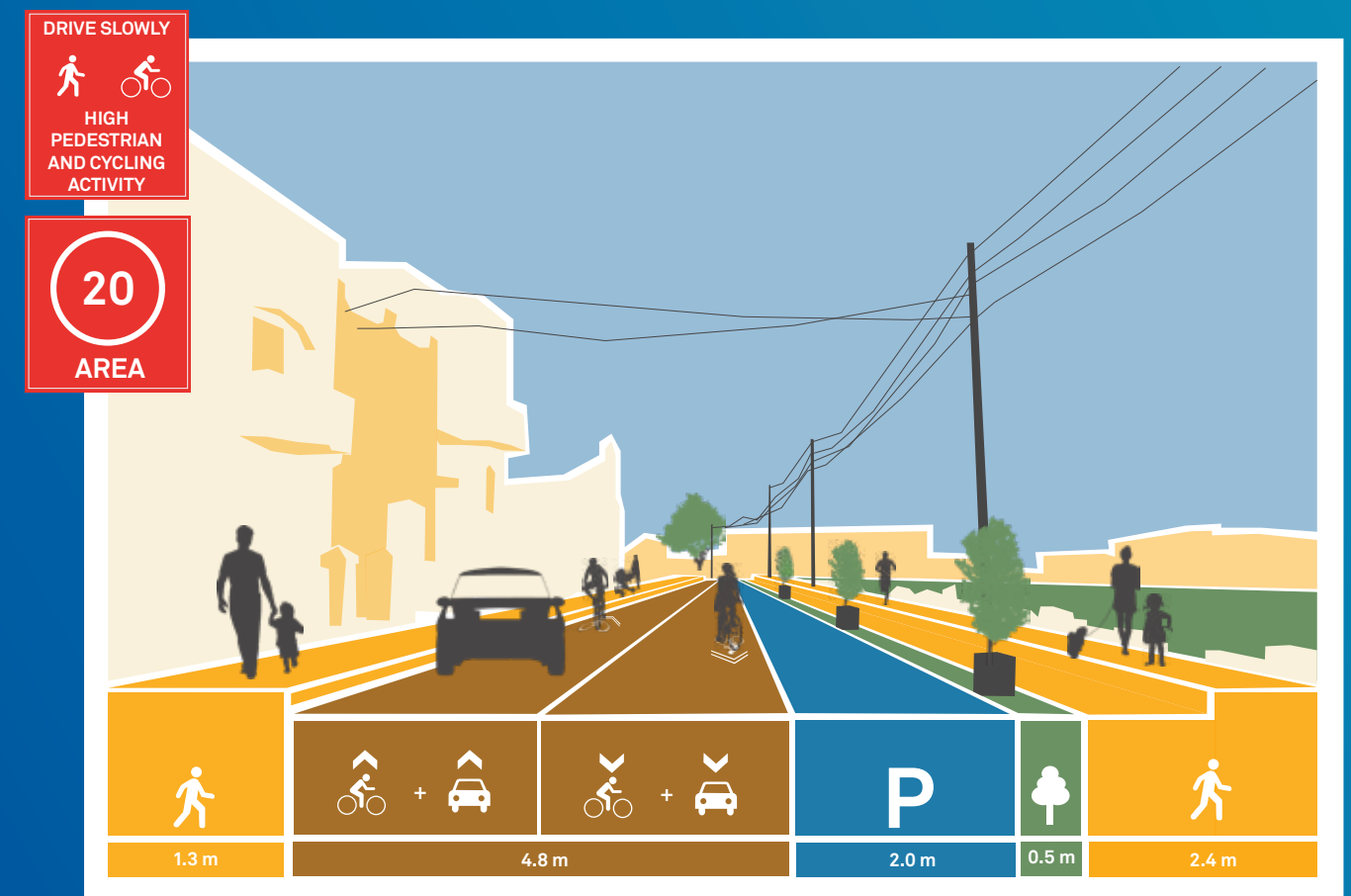
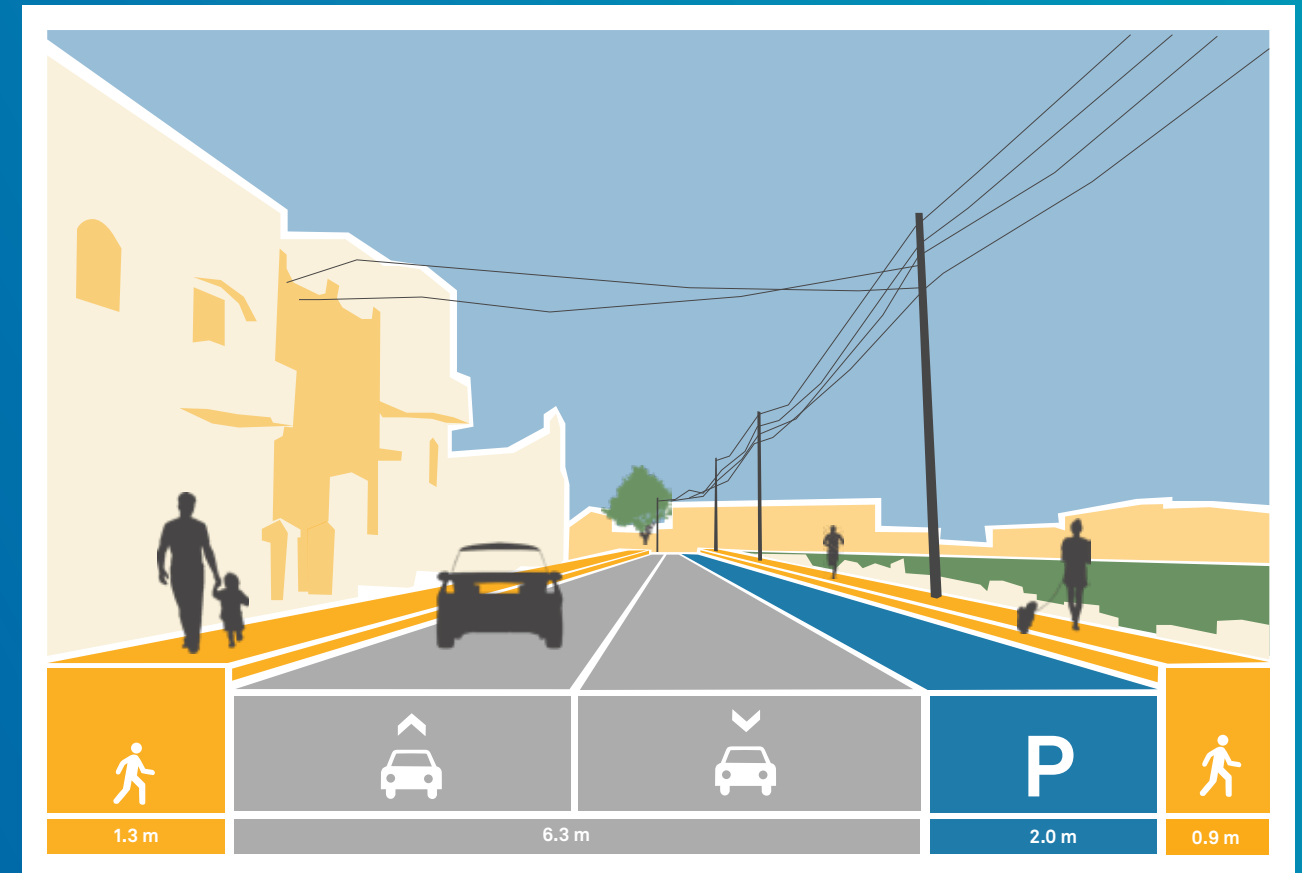
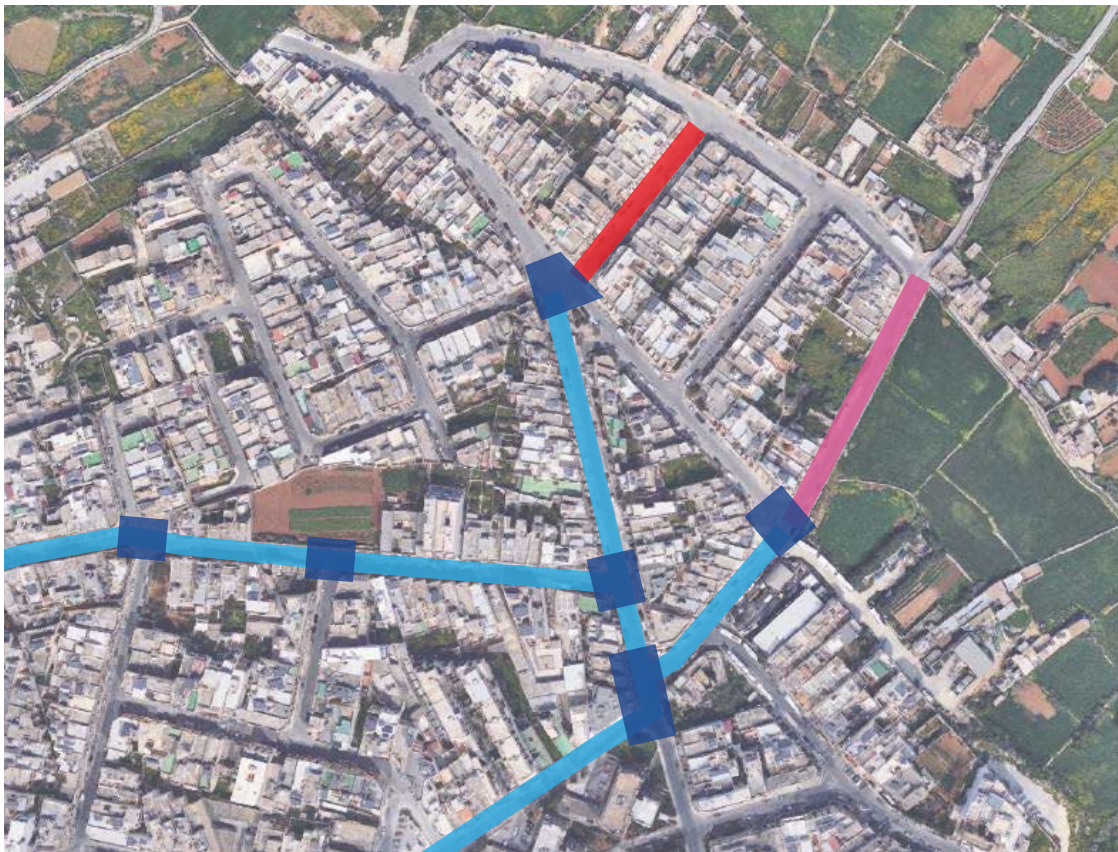
It is suggested to add a small section of this road, the part running alongside the park, to the network and connect two sections of the Slow Streets that are running through this part of town. The street should have signage for low vehicular speeds (20km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.

## Intervention 14

### Triq Wied Il-Ghajn: Level 1, 3 and 4

Triq Wied Il-Ghajn leads the network to the north eastern edge of town and promotes a continuous pedestrian and cycling connection towards the Marsascala family park and waterfront. It is suggested to reconfigure this wide road to include a designated pedestrian walkway to further stimulate the recreational walking and jogging which is already happening at the periphery of town. An extra 1.8m pedestrian zone, including a green buffer can be created on the side of the fields. Both intersections along the road should be treated with tactical urbanism tools to slow down traffic and create safer pedestrian crossings. 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 15

### Triq Il-Qadi and Arkibuzier: Level 1, 3 and Play Street



Triq Arkibuzier has been particularly chosen to serve as a Play Street for 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 neighbouring streets during designated times and days when the street will be temporarily closed off. 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.

Triq Il-Qadi completes the connection to the Play Street and Triq Bugharbiel, which will be the major link in the northern part of the Zejtun Slow Streets Network. It is suggested to improve the intersections with tactical urbanism tools, to have signage for low vehicular speeds (20km), indicate the road as shared with cyclists, and include the promotion of the Slow Streets Network.



## Intervention 16

### Triq Bugharbiel and Sant Antnin: Level 1 and 3



These two roads lead the network back towards the centre of town, from where the network continues to the actual centre and the area around the skate park. Given the varying road width and the limitation of space in certain stretches, 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 and its intersections. Signage for slow car speeds (20km), for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced, including some paint markings along the road and crossings.



## Intervention 17

### Triq Montebello, Sant'Agata, Dun Mikiel Cas-sar and Triq Il-Wied: Level 1



In order to include this quaint historic part of town and make a connection to the fields to promote walking for recreational purposes, it is suggested to extend the network within these narrow roads. Signage for slow car speeds (20km), for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be installed, including some minor paint markings along the road and crossings.

## Intervention 18

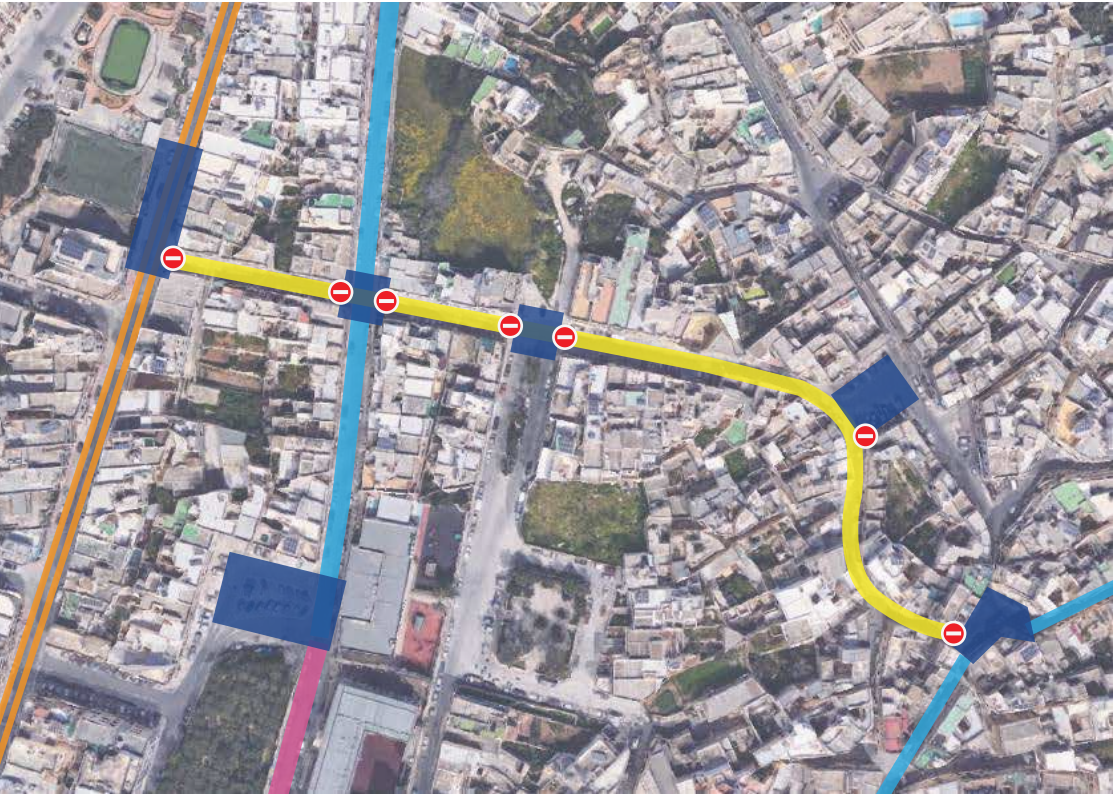
### Triq L-Isqof Antonio Zahra, San Gorg and Misrah Il-Bandolier and Il-Bjar: Level 2 and 3



This set of roads makes another crucial connection in completing the Zejtun Slow Streets Network, leading it to the north western side of town, the recreational grounds and the adjacent residential neighbourhood Gebel San Martin. Since there are ample of alternative connections for cars to reach their destinations in the vicinity, it is suggested that these roads be turned into local access only roads and hand over the priority to pedestrians and cyclists.

Misrah Il-Bjar, currently predominantly a place for parking could easily be turned into a more pleasant space with the introduction of some tactical urbanism and pots of greenery. 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.





source: Pat Dennehy Signs



source: roguehaa

## Intervention 19

### Triq Alfredo Cachia Zammit: Level 3 (Cycling)



Triq Alfredo Cachia Zammit connects directly to Triq Bormla which has been recently reconfigured to include designated cycling and walking lanes and trees. It is therefore important to continue the opportunity to cycle 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 clear roadside and road signage, and the promotion of the Slow Streets Network. There are ample tools to emphasize the sharing of the road and raise awareness for the cyclists' safety.



source: Travel Your Way



source: All Set

## Intervention 20

### Triq Toni Zahra: Level 3 and 4



Triq Toni Zahra is a very wide road and could easily be reconfigured to transfer space in favour of walking. It is suggested to move out the parking alongside the public park and add an additional walking strip of 1.5m. The intersection leading to the residential area can be reorganised by means of tactical urbanism tools to provide more space, comfort and safety for pedestrian movement. Signage will emphasise slow car speed (20km), the crossing points and alert high pedestrian and cycling activity with the Slow Streets Network branding.





## Intervention 21

### Triq Mons. Anton Psaila and Guzi Abela: Level 1 and Play Street

To make the network truly successful it is important to connect to as many areas as possible within the Council. Being on the outskirts of town it is important to lead the network here and promote the moving around by foot and bicycle. Ultimately it is a relatively short walk to the centre of town, especially if there will be the added comfort and safety of the Network. 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.

The area up and around Triq Guzi Abela could easily be turned into a Play Street for this residential area during designated times and/or days when traffic use is low. This space may also connect to the existing patch of green which could be embellished further. The Play Street would therefore become an extension of it, thus increasing its use and activity. 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 22

### Triq Sant Anglu: Level 1, 3 and 4



Triq Sant Anglu is a long road connecting the northern with the southern and even central part of the Slow Streets Network. 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.

The intersection with Triq Santa Katarina needs some special attention to create a safe pedestrian crossing and reassure that cars coming down from the centre slow down timely. This can happen with the use of bright paint marks on the floor and clear signalisation. It is also suggested to reconfigure the stretch in front of the Zejtun Primary School. With the insertion of a designated additional 1.5m pedestrian strip on the side of the school, and turn the environment into a much safer and comfortable pedestrian space for the students. The one-way road would still allow for informal parking at the opposite site, whilst leaving sufficient space for a fire tender to pass in case of emergency.





## Intervention 23

### Triq Kostituzzjoni, L-Ispirtu Santu, and Gwiedi: Level 1

These narrow roads through the historic core connect the centre of town with the Local Council and from there onwards towards the Kapella and the market. 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.



## Intervention 24

### Triq Il-Kbira and San Gorg: Level 1

These two narrow roads link the centre with the northern part of the Zejtun Slow Streets network. 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.

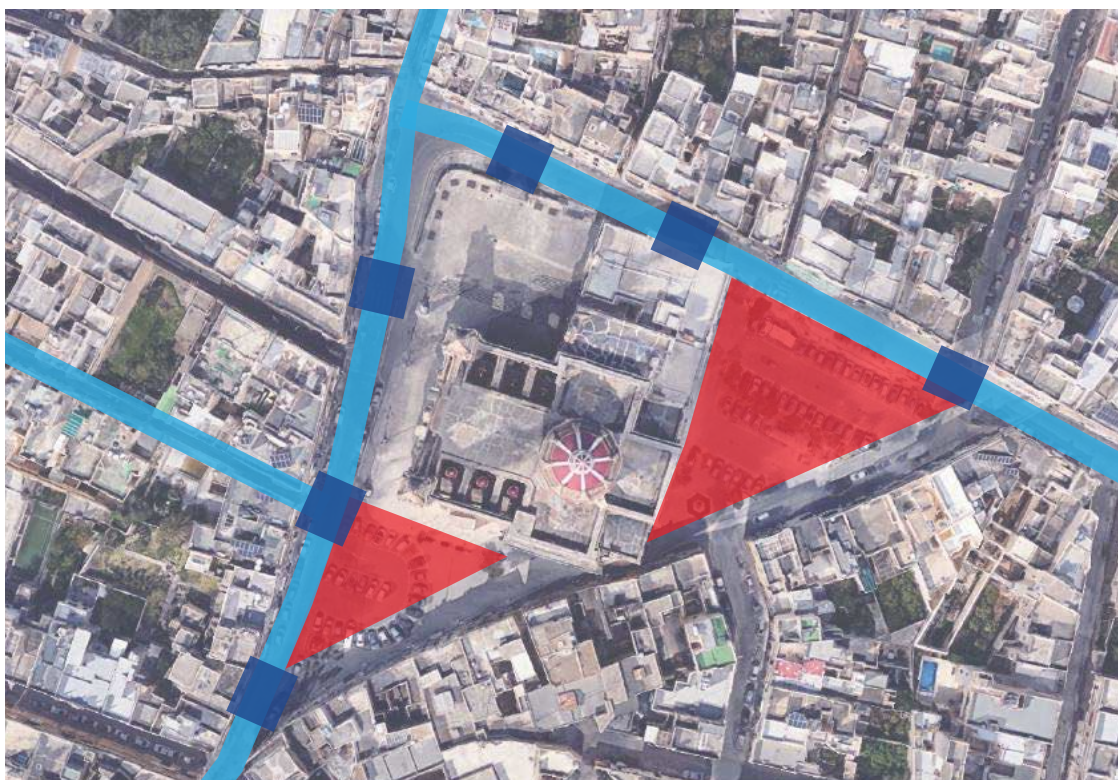
## Intervention 25

### Triq Bon Kunsill : Level 1 and 3

In order to slow down traffic at the very centre of town it is suggested to focus on creating abundant pedestrian crossing points to increase the safety and comfort of walking. 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. The street should have signage for low vehicular speeds (30km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.







## Intervention 26

### December 13th Square and Misrah Gregorio Bonici : Play Street

As mentioned earlier on, 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. It is suggested to come up with a programming of Play Street occasions to turn either local square and parts of the car park into a community building space and bring additional life to the centre of town. Signage will communicate the programme and frequency and use of the Play Street, together with a temporary closure of the square for parking and promote the Slow Streets Network.





# Phasing Strategy

The interventions have been phased in stages, starting with those that are simple to implement and that could potentially catalyse bigger changes in the near future. The stages have been designed to facilitate the implementation of the overall Slow Streets vision.

## Phase 1

Starting and Testing: Projects that are straightforward and easy to implement and that can provide the groundwork for a more significant future reconfiguration, thus requiring less initial financial investment. This phase includes the creation of play streets, tactical urbanism interventions and the testing of elements for eventual Level 4 interventions and are characterised by the use of temporary (removable or reversible) elements that could be deployed on certain days and during certain times.

## Phase 2

Strengthening: This phase is envisioned to require more investment into signage and branding in order to build on Phase 1, and implement the necessary re-routing measures as discussed previously.



## Phase 3

Monitoring should be carried out simultaneously with execution, and post-implementation, in order to gauge whether the intervention is achieving the desired outcome, and if there are actions to be done that could achieve better results. Monitoring will determine whether the interventions could become permanent in nature, and eventually further transformed into more significant infrastructural changes.

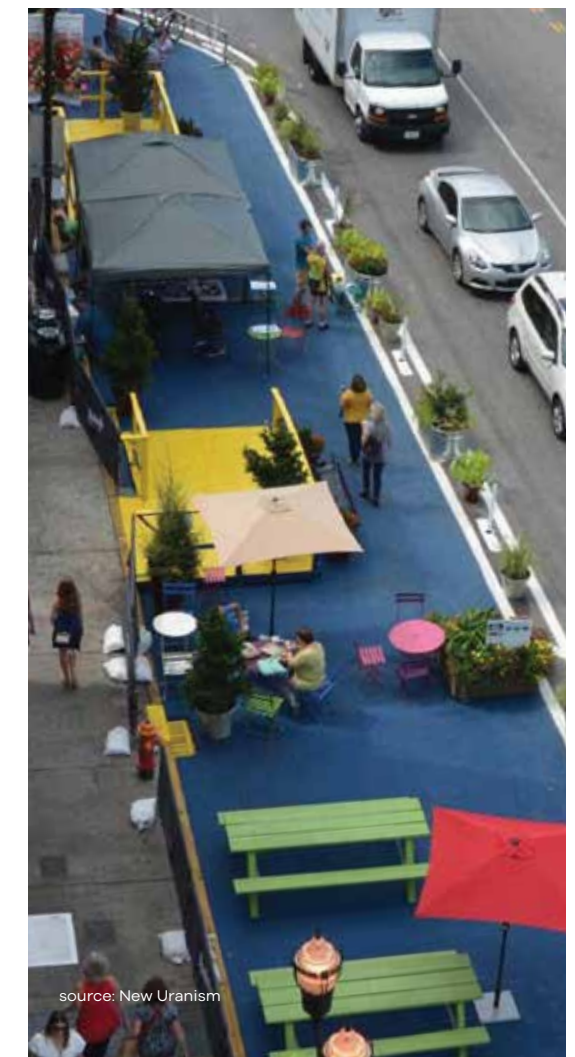


## Zejtun

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, a first cluster or 'circle' of streets close to the centre can be established and promoted as Slow Streets: A part of Triq Sant Anglu, Triq Bon Kunsill (both the stretch leading to the market and the one in front of the church), the streets leading from the Local Council to the centre (Triq Kostituzzjoni, L-Ispirtu Santu, and Gwiedi), Triq Il-Kbira and San Gorg to take the network to the northern side of town and Triq L-Isqof Antonio Zahra, San Gorg and Misrah Il-Bandolier and Il-Bjar to complete the first 'circle' with Triq Sant Anglu

During the second phase, two more clusters or circles can be added to the Slow Streets Network: Triq San Girgor, Triq L' Isqof Emmanuel Galea, Triq Bugharbiel and Sant Antnin for the second circle; and Triq San Girgor and Luqu Briffa for the third circle.

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.



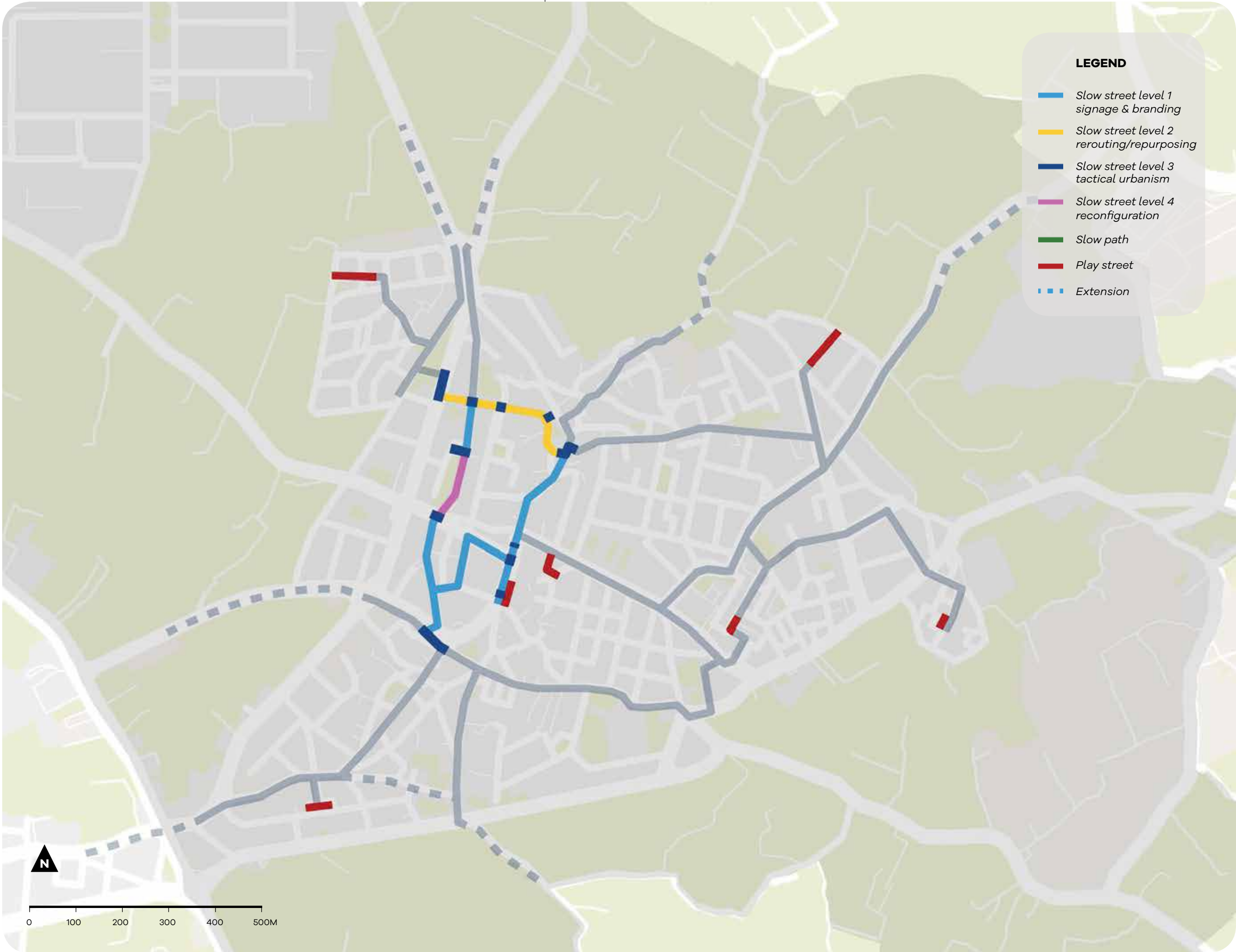


PHASING

STARTING &  
TESTING THE  
NETWORK



KUNSILL LOKALI  
ZEJTUN



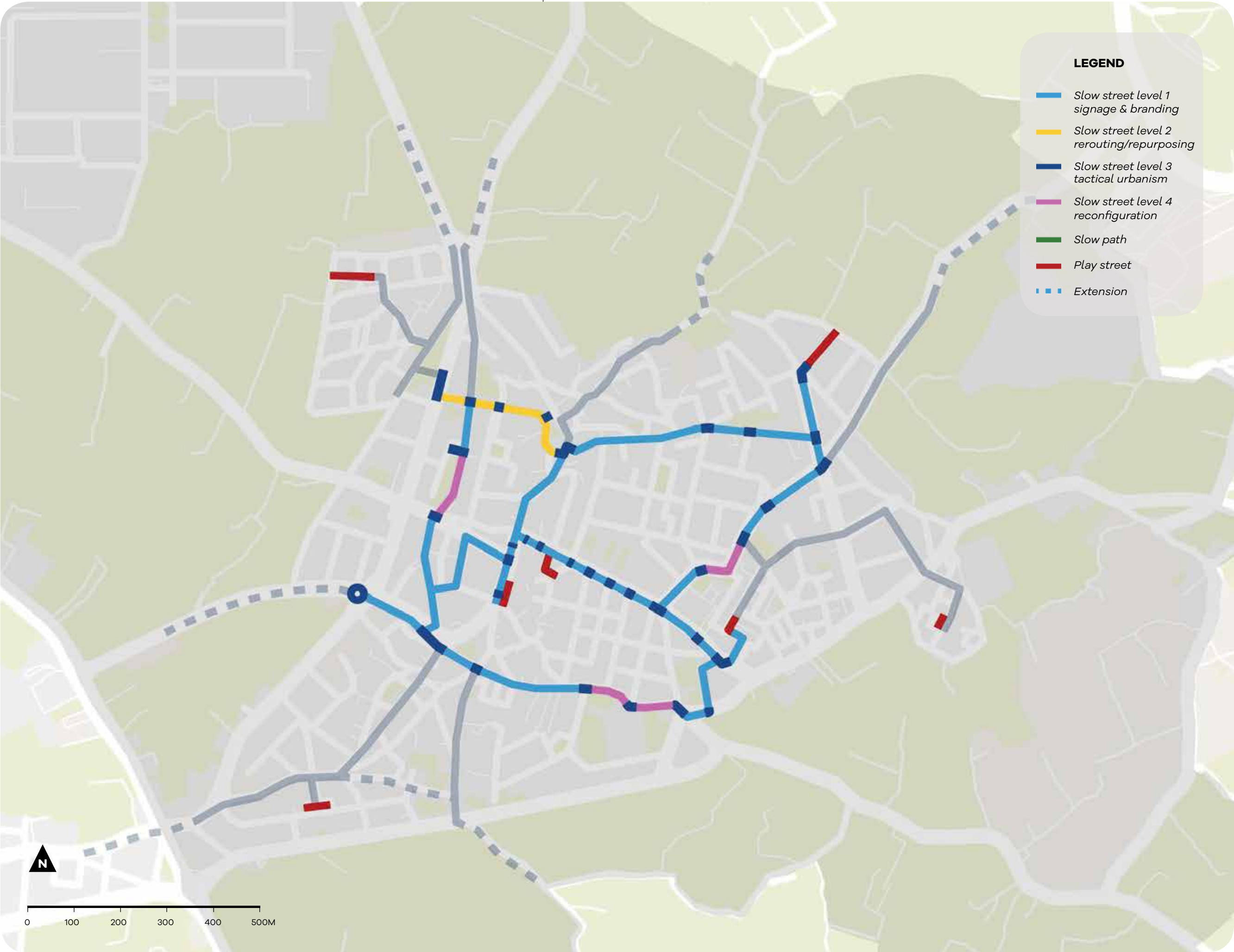


PHASING

STRENGTHENING  
THE NETWORK



KUNSILL LOKALI  
ZEJTUN



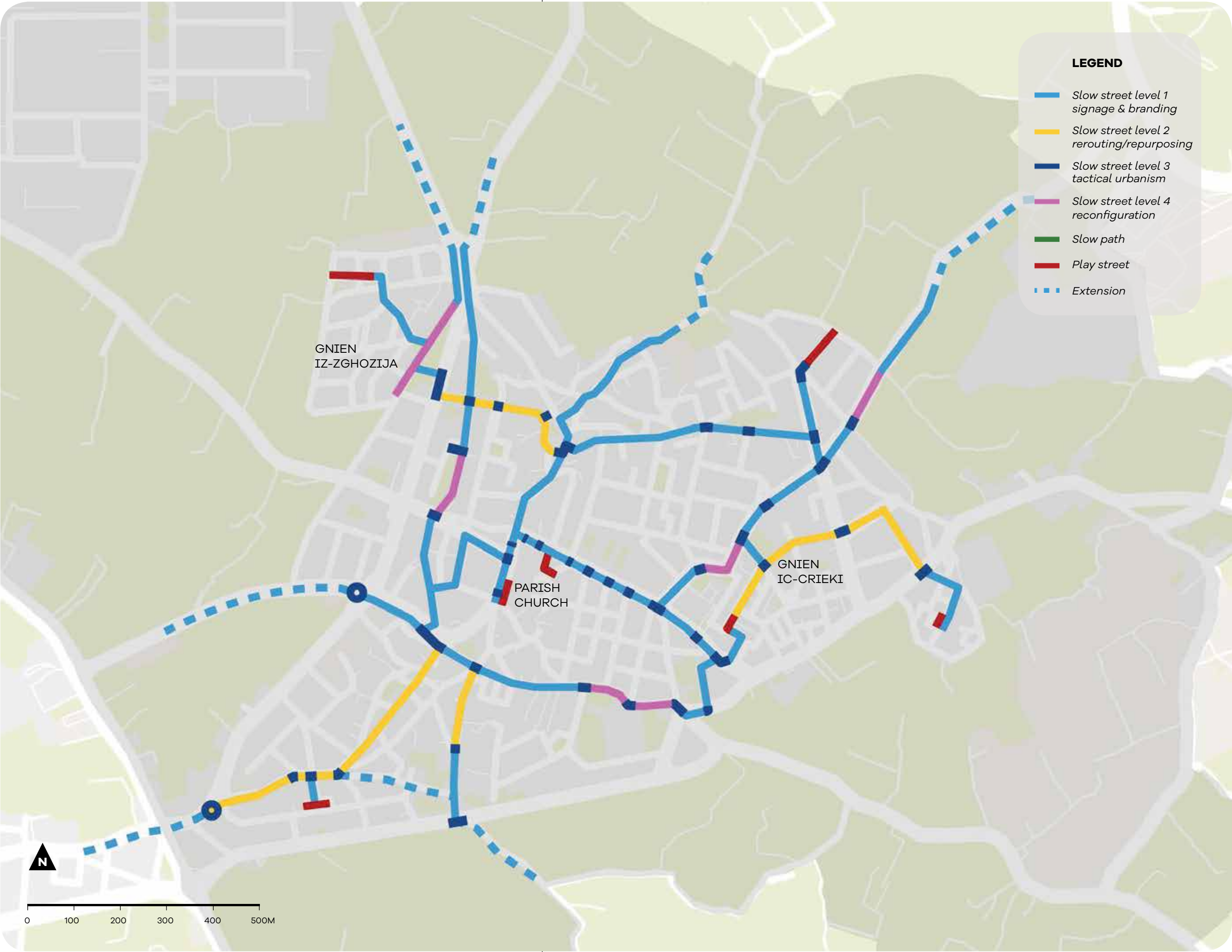


PHASING


COMPLETING  
THE NETWORK



KUNSILL LOKALI  
ZEJTUN







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.



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

The main aim of Zejtun'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:

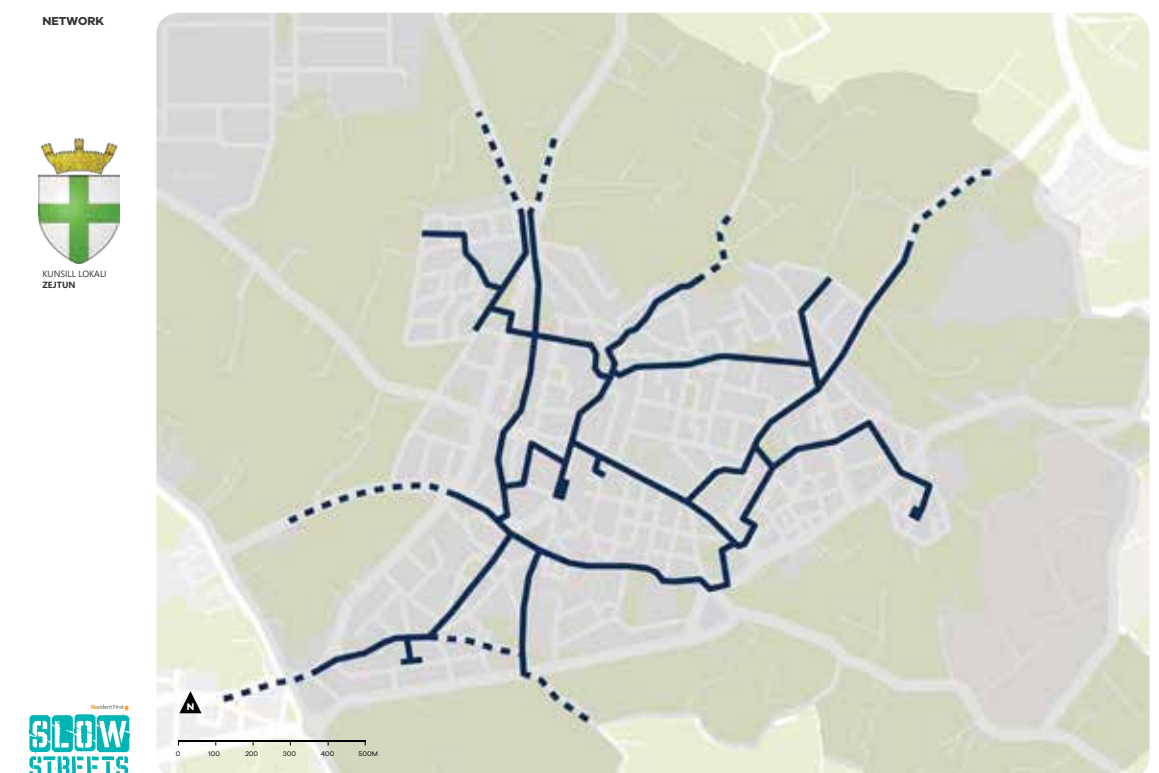
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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 Bon Kunsill and Misrah Karlu Diacono: 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  
Signage: pedestrian crossing points  
Tactical urbanism: designing and emphasizing clear pedestrian crossings, reorganising and dedicating the space in front of the Chapel

## Intervention 2 - Triq San Pawl and Il-Madonna Tal-Hniena: 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 and intersections

## Intervention 3 - Triq Mechiorre Gafa, Misrah Kan. Giov. Vella: signage & branding and Play Street

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

## Intervention 4 - Il-Madonna Tal-Hniena roundabout: 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 crossings, reorganising the area alongside the church

## Intervention 5 - Triq I-labour: 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 6 - Triq Marsaxlokk: signage & branding, rerouting and tactical urbanism

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: Drive Slowly, high level of pedestrian and cycling activity  
Signage: pedestrian crossing points  
Rerouting: the part of the street closets to the center will turn one-way only  
Tactical urbanism: designing and emphasizing clear pedestrian crossings, zones and walkways

## Intervention 7 - Triq Luqa Briffa: signage & branding and tactical urbanism

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

## Intervention 8 - Triq Luqa Briffa, Id-Dahla Ta’ San Tumas, St Gregory’s church and playground: signage & branding, tactical urbanism and reconfiguration

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: Drive Slowly, high level of pedestrian and cycling activity  
Signage: pedestrian crossing points  
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways  
Reconfiguration: convert part of the road into a 1.7m additional walkway including a green buffer

## Intervention 9 - Triq San Girgor: signage & branding and tactical urbanism

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



**Intervention 10 - Fossa Tal-Qamh Zaghrun, Triq Il-Giebjja Rumana, Il-Huxlief, Il-Harrub and Il-Bhajra: rerouting, tactical urbanism and Play Street**

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

**Intervention 11 - Dawret Hal Tmin, Misrah Hal Tmin: 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 crossing
- Play Street: programming of activities

**Intervention 12 - Triq L-Iscof Emmanuel Galea: signage & branding, 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 crossings and walkways
- Reconfiguration: convert sides of the road into additional walkways including a green buffer

**Intervention 13 - Triq Giebjja Rumana: signage & branding**

- 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

**Intervention 14 - Triq Wied Il-Ghajj: signage & branding, 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 crossings and walkways
- Reconfiguration: convert side of the road into an additional 1.8m walkway including a green buffer

**Intervention 15 - Triq Il-Qadi and Arkibuzier: signage & branding, tactical urbanism and Play Street**

- 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
- Signage: Play Street (communicating designated days and times)
- Tactical urbanism: designing and emphasizing clear pedestrian crossing
- Play Street: programming of activities

**Intervention 16 - Triq Bugharbiel and Sant Antnin: signage & branding and tactical urbanism**

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

**Intervention 17 - Triq Montebello, Sant’Agata, Dun Mikiel Cassar and Triq Il-Wied: signage & branding**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (pedestrians, cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity



**Intervention 18 - Triq L-Isqof Antonio Zahra, San Gorg and Misrah Il-Bandolier and Il-Bjar: rerouting, tactical urbanism and Play Street**

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

**Intervention 19 - Triq Alfredo Cachia Zammit: 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 20 - Triq Toni Zahra: 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 point  
Tactical urbanism: designing and emphasizing clear pedestrian crossing and walkways  
Reconfiguration: convert one side of the road into an additional 1.5m walkway

**Intervention 21 - Triq Mons. Anton Psaila and Guzi Abela: signage & branding and Play Street**

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

**Intervention 22 - Triq Sant Anglu: signage & branding, tactical urbanism and reconfiguration**

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: Drive Slowly, high level of pedestrian and cycling activity  
Signage: pedestrian crossing points  
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways  
Reconfiguration: alongside the school, convert side of the road into an additional 1.5m walkway

**Intervention 23 - Triq Kostituzzjoni, L-Ispirtu Santu, and Gwiedi: signage & branding**

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: Drive Slowly, high level of pedestrian and cycling activity

**Intervention 24 - Triq Bon Kunsill : 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  
Signage: pedestrian crossing points  
Tactical urbanism: designing and emphasizing clear pedestrian crossings

**Intervention 25 - December 13th Square and Misrah Gregorio Bonici : Play Street**

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



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