

ResidentFirst

# SLOW STREETS

October 2020



KUNSILL LOKALI  
ŻURRIQ

ResidentFirst

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



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

## What is 'tactical urbanism'?

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

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

Some examples of tactical urbanism strategies are:

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



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



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

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

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

## Slow Streets Network

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

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

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

private cars.

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

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

# Żurrieq

A large locality located in the southernmost region of Malta, Żurrieq is one of the oldest urban settlements on the island. It is known for its picturesque coastline and countryside, and also for its historical village centre which hosts The Matrix Parish Church of St Catherine of Alexandria, located in close proximity to the Local Council and primary school buildings. Another iconic landmark is the Mithna tax-Xarolla, one of the only remaining traditional windmills in Malta and Gozo, with parts of its original mechanism still in working condition.

The central core of Żurrieq is relatively walkable since distances are short, services are easily available and largely within good reach. The 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 reduction in order to be used as public spaces in their own right by local residents. This can be achieved by diverting cars primarily towards upgraded main and arterial roads or by programming road closures during designated times and/or days.

The main aim of the Slow Streets strategy, therefore, is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities 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 routes have also been identified for potential reconfiguration since they could provide critical and much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.



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.

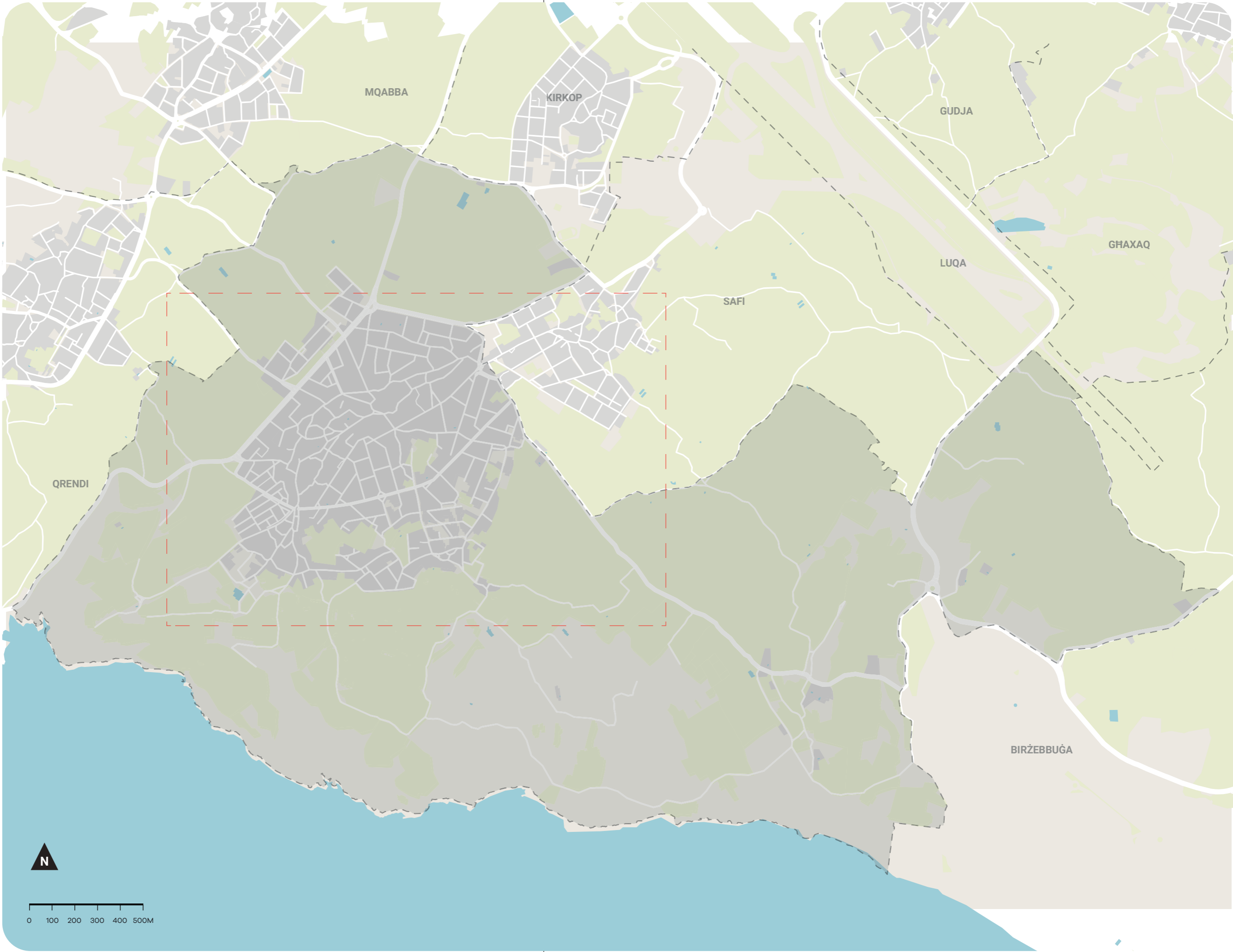
The strategy is finally concluded once it may be established that the individual interventions are able to coexist seamlessly, without creating any unwanted repercussions and while further considering potential extensions with neighbouring localities.

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



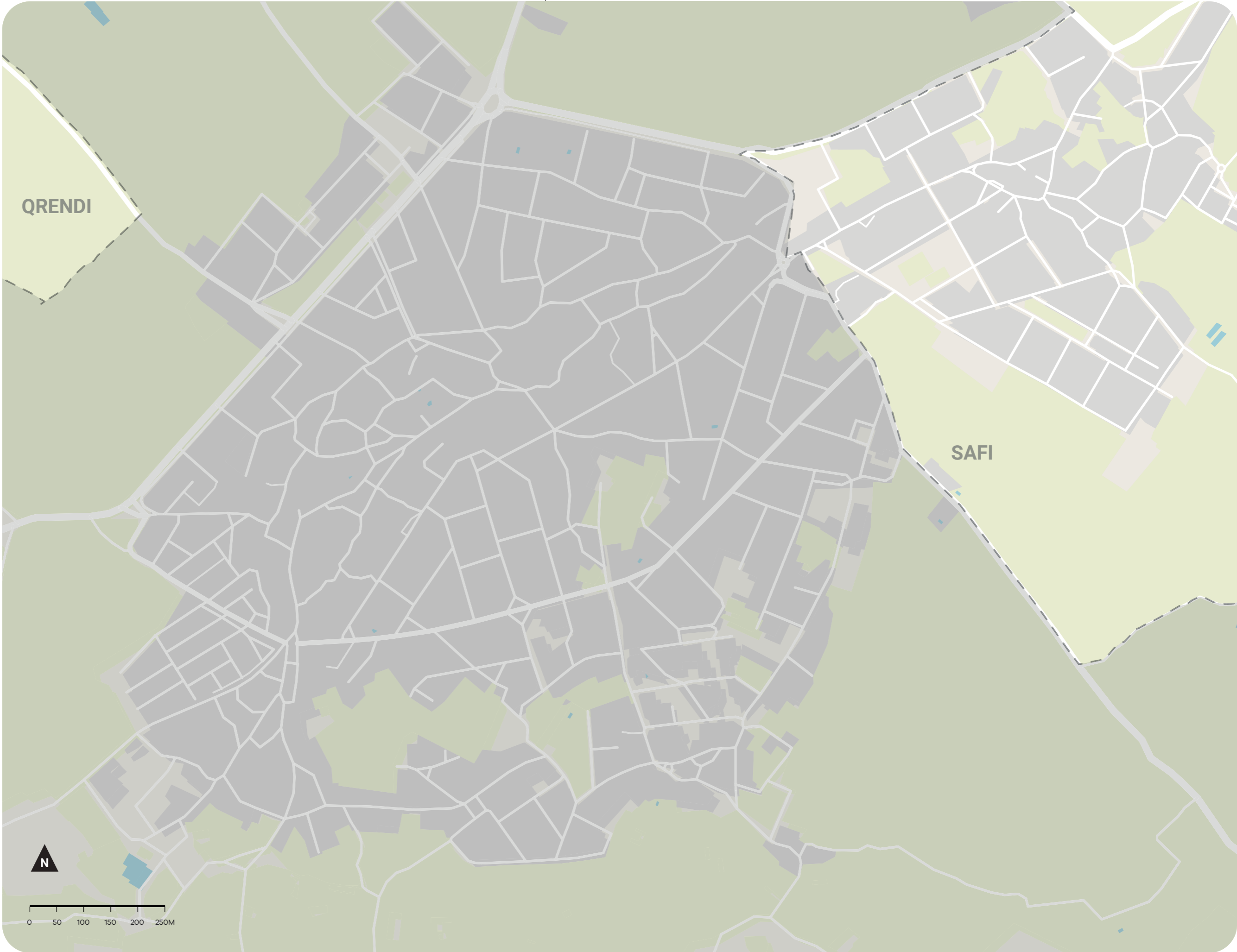
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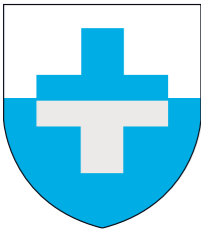
LOCALITY



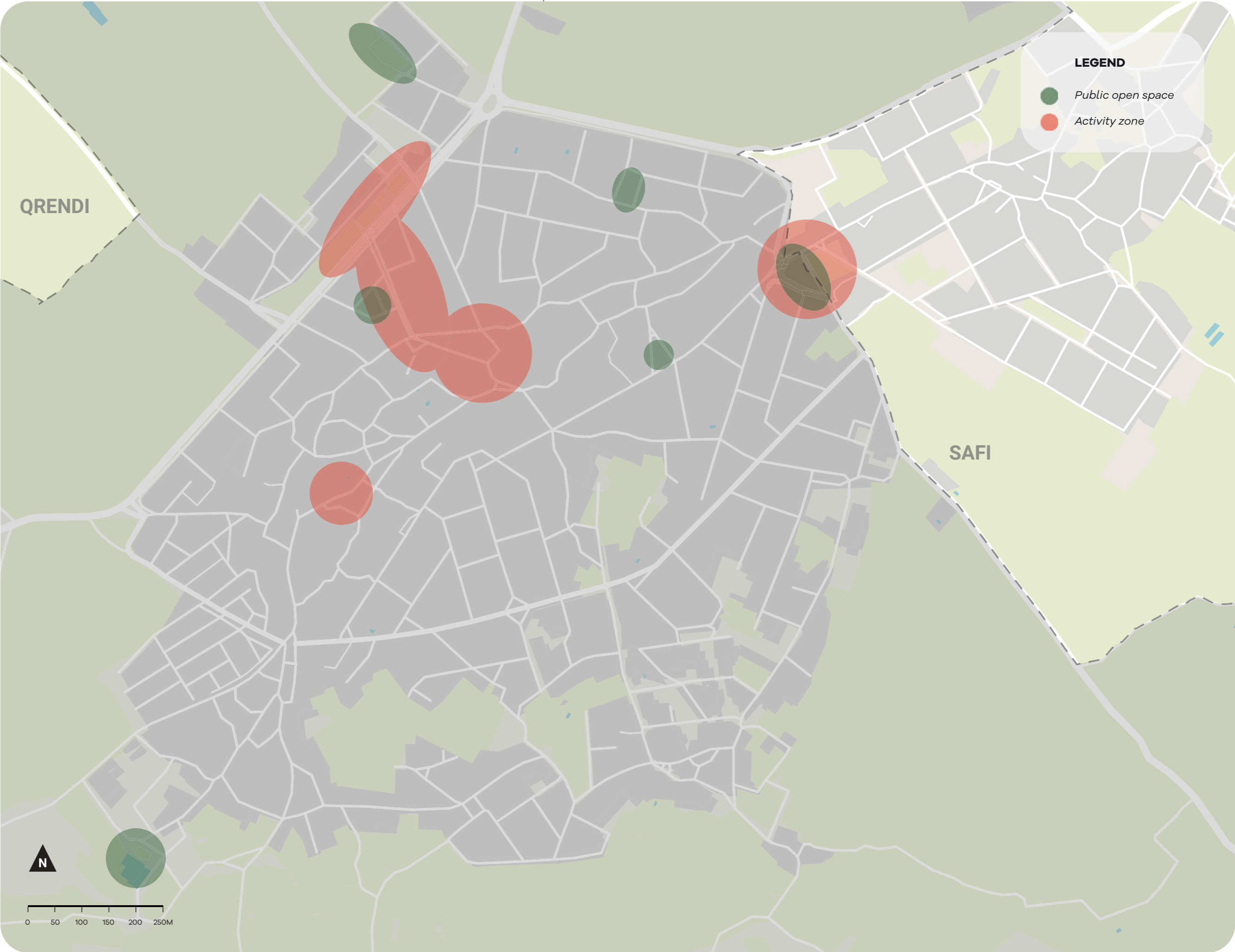
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ACTIVITY  
ZONES



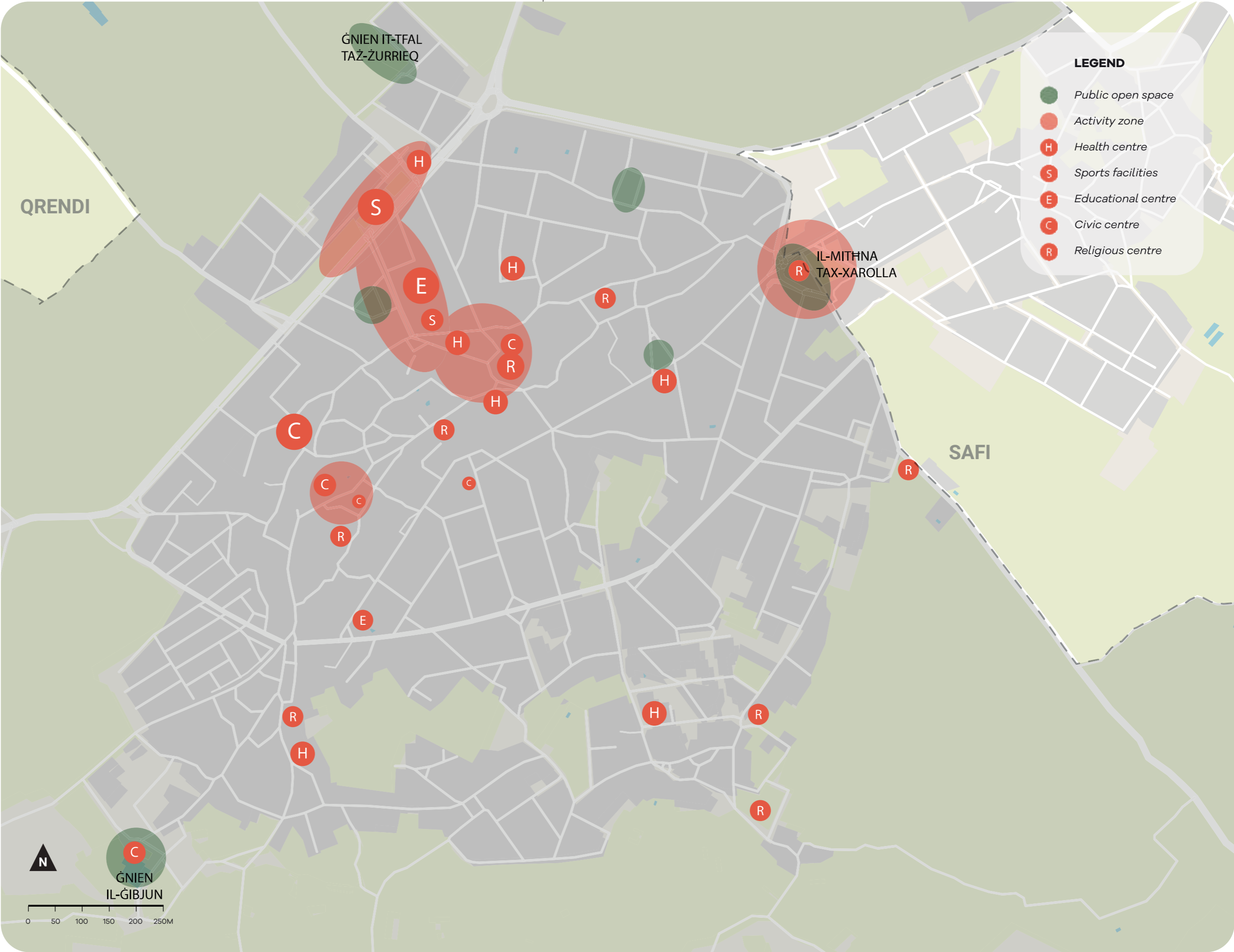
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DESTINATIONS



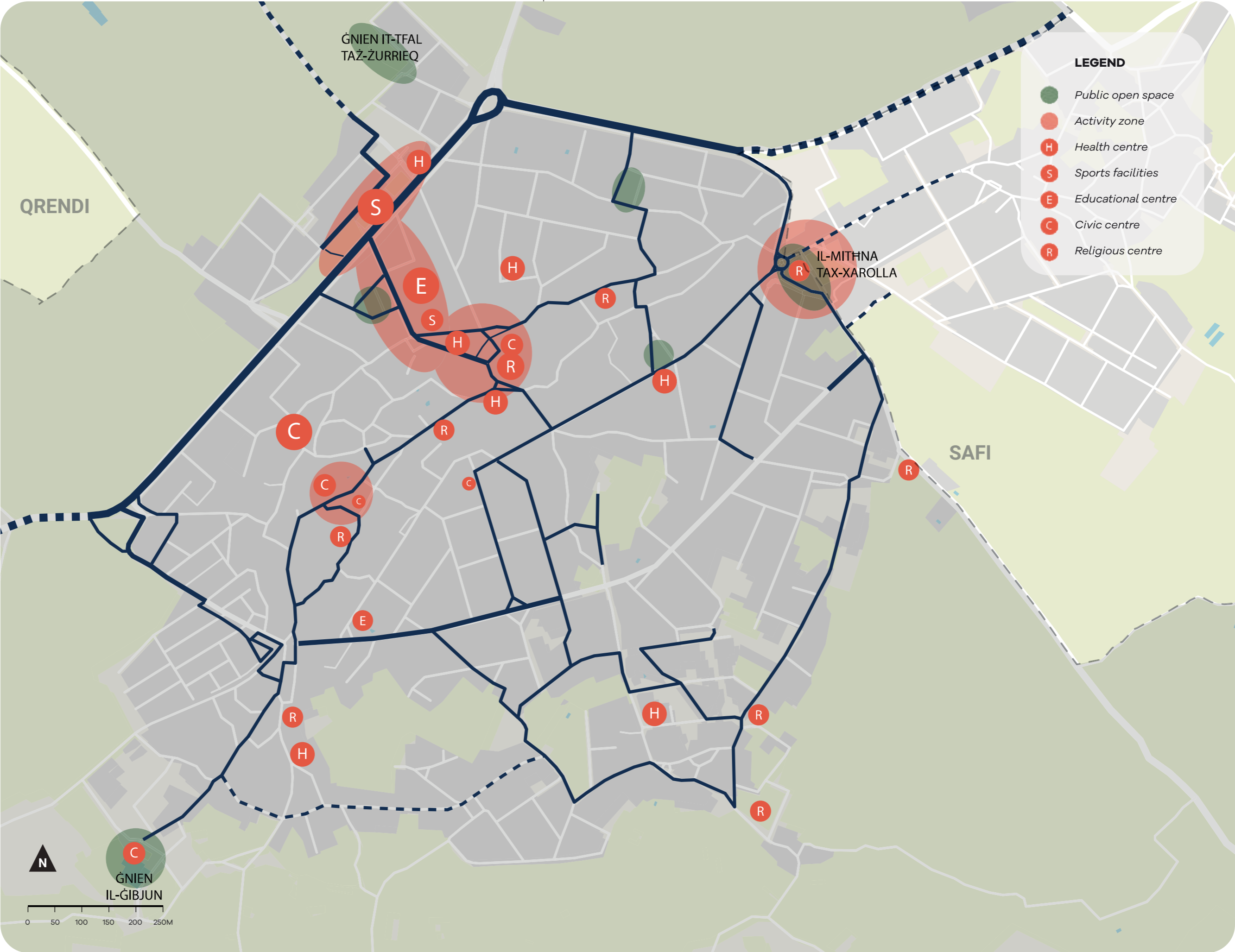
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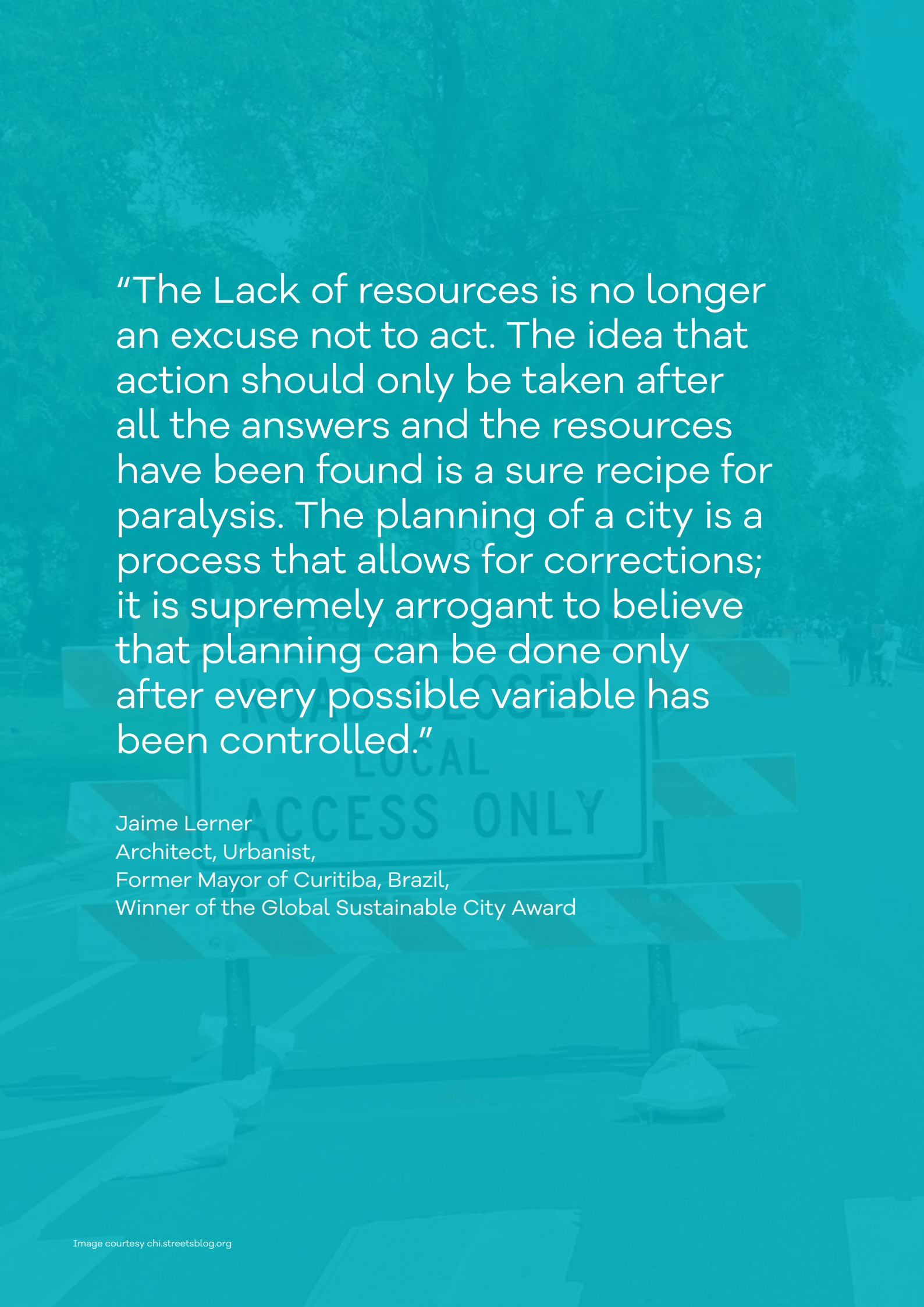


NETWORK



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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

### Žurrieq Interventions

### Phasing Strategy

# Types of Interventions

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

## Level 1 - signage & branding

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

## Level 2 - re-routing

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



## Level 3 - tactical urbanism

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





source: Smart Growth Online

## Level 4 – reconfiguration

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



source: South Carolina Safe Routes



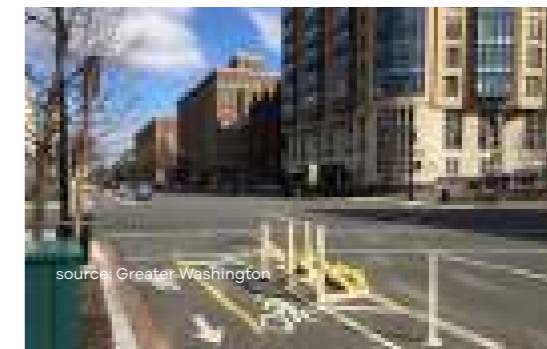
source: publicspace.org

## 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.



source: Global Design Cities



source: Greater Washington

## Play Streets

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

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



source: Cadence



source: designcouncil.org.uk



## Play streets – programming

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



## Extensions

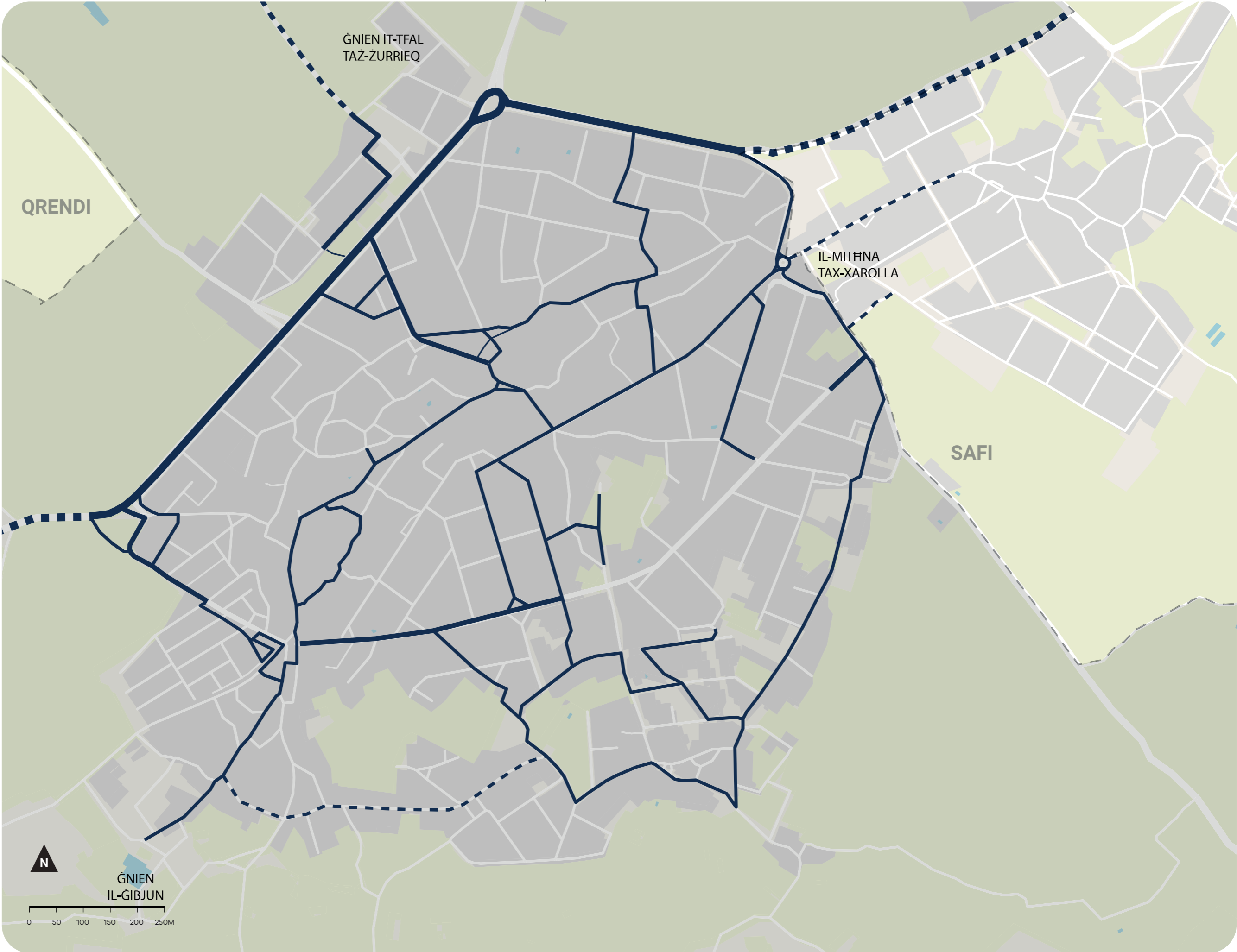
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



NETWORK



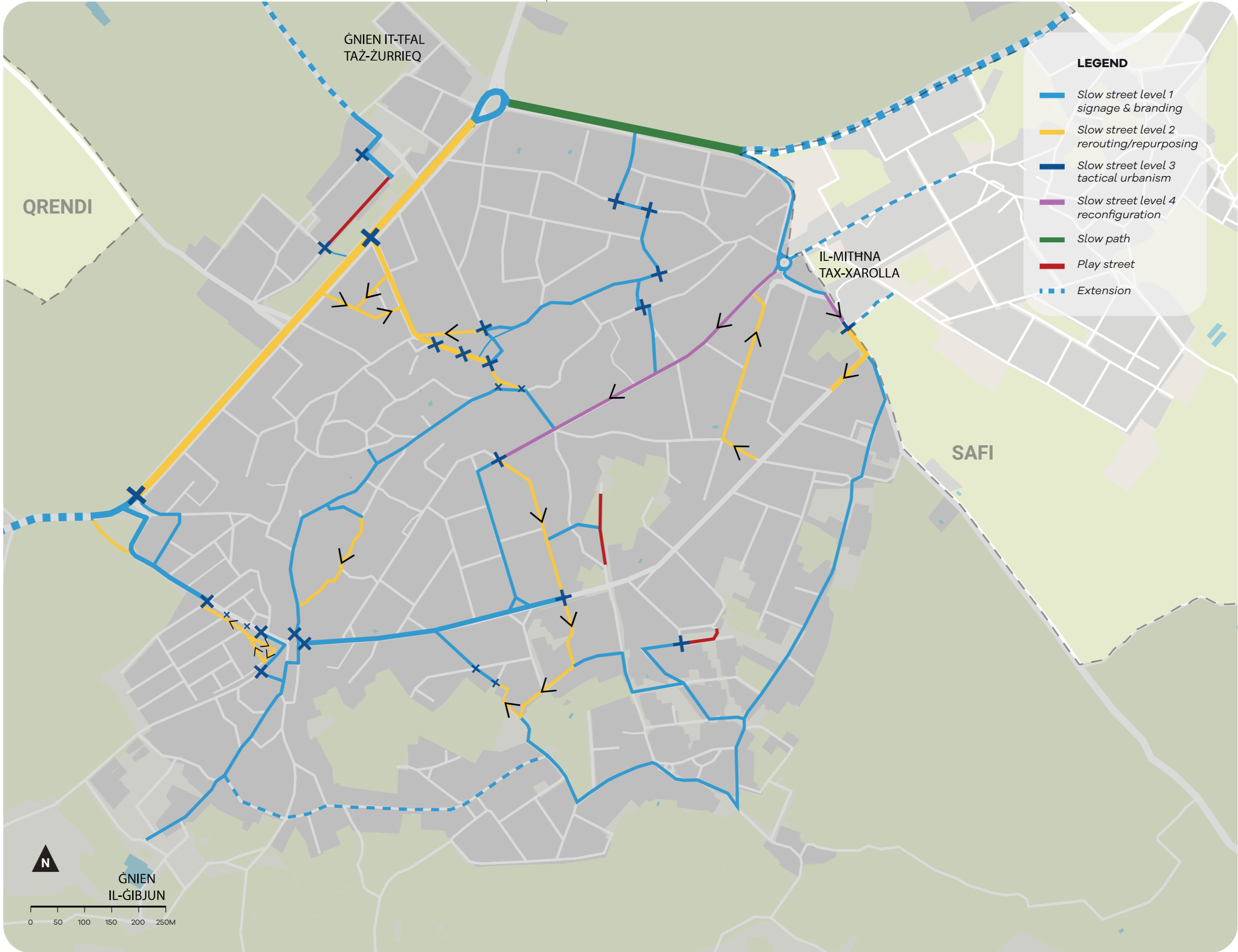
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INTERVENTION



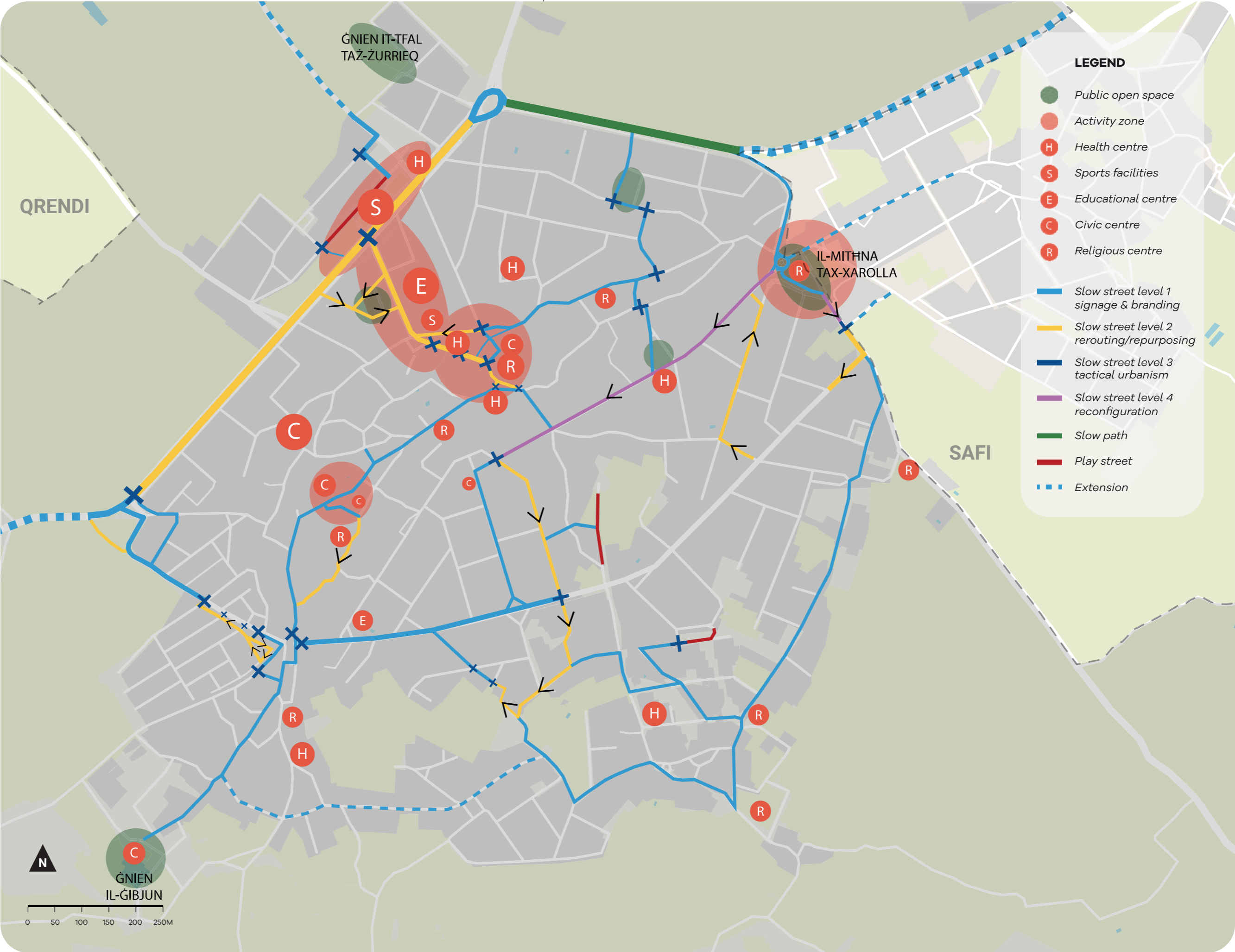
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INTERVENTION



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# Cycling

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

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

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

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

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



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

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

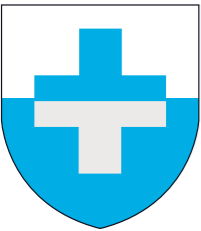
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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



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

CYCLING  
NETWORK



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ŻURRIQ



# Żurrieq Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. One of the main challenges in Żurrieq is to decongest the narrower local streets from extraneous, through traffic and instead divert drivers onto more prominent routes, particularly the arterial and distributor road network. The second challenge is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.



## Intervention 1

### Triq Sant' Andrija: Level 3 and 4, Triq Matteolo Saliba and Triq San Martin: Level 2



Triq Sant' Andrija is located at the edge of Żurrieq, in proximity to one of the most iconic landmarks, il-Mithna tax-Xarolla, and it also links directly to the neighbouring village of Safi. The first segment of the street – from Triq Vince Dimech until Vjal l-Indipendenza – is proposed to become a one-way route instead of the current two-way. The vehicular parking spaces situated in the open space along Triq Sant' Andrija could be shifted towards the road, and hence, the free space gained through this intervention could be used as an additional pedestrian area.

The proposal further includes tactical urbanism, specifically floor marking, in order to designate this freed-up space for pedestrians more formally. The remainder of the street should further contain appropriate signage for low speeds and pedestrian priority.

The lowermost segment of Triq San Martin (between Vjal l-Indipendenza and Triq Matteolo Saliba), is being proposed as a one-way street (direction towards Triq Matteolo Saliba). This one-way configuration would continue throughout the entire extent of Triq Matteolo Saliba. Thus, traffic from Triq Matteolo Saliba would meet traffic coming from Triq it-Taħhan at the intersection, and would only be allowed to proceed onto Triq il-Bronja.

#### LEGEND

##### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (bollard)
- One-way
- Limited access

##### Traffic Management

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

#### TRIQ SANT'ANDRIJA - TRIQ IT-TAĦHAN - TRIQ MATTEOLO SALIBA





### Intervention 2

#### Triq Vincenzo Caruana - Triq Sant' Agata - Triq Santa Marija - Triq San Leone - Misraħ Santa Marija - Triq it-Torri : Level 1

These local streets have a relatively low traffic count and form a network around the southern peripheral area of Żurrieq. The route connects landmarks such as the Żurrieq cemetery, Bubaqra Tower and several open pockets that can potentially become future projects for green open spaces, including Misraħ Santa Marija, which already caters for some seating spaces. The intervention proposes the introduction of appropriate signage for low speeds and pedestrian priority in order to increase safety and walkability along this peripheral route, while also catering better for cyclists.



### Intervention 3

#### Triq ir-Rettur Dun Salv Farrugia - Triq Il-Luq - Triq Is-Sardinell - Triq Dun Salvatore Magri - Triq Bubaqra: Level 1

These local roads connect to both the southern peripheral route (Intervention 2) and to the proposed play street (Intervention 4). They also lead to the main street, Vjal l-Indipendenza, which is an important axis cutting through Żurrieq. In order to expand the proposed pedestrian route to include relatively secluded, residential areas, the intervention proposes appropriate signage for low speeds and pedestrian and cyclist priority in order to increase safety and improve walkability.

### Intervention 4

#### Triq it-Tin: Level 3 and Play street

Located in a residential zone that lacks open spaces, this street is proposed to be used as a play street during designated times and/or days as traffic use is already low and very localised. The street also has a low garage count, making it easier to implement. The open land, currently left abandoned and used as a roundabout, has the potential to become a green pocket in the future. The play street could therefore attract residents to use the space which may eventually catalyse a future project in this particular area. The entrance of the play street is proposed to have floor markings in order to designate the area more clearly and slow down vehicles.

The perpendicular parking along the stone wall could also be rearranged in order to designate the dead end area for temporary play equipment as it is isolated from any street access and provides the safest pocket. This play street has been particularly chosen to serve the residential area of Bubaqra and in order to have a good geographical spread of such spaces throughout the locality.





## 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.

## Barrier elements

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



## 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

## Surface treatment

can be used to further define the playstreet



## Intervention 5

### Triq Ta' Ciantar and Triq Żakkarija Roncali: Level 1 and Level 2

Triq Ta' Ciantar is an important connector stretching from Vjal l-Indipendenza to Triq il-Bronja, two important spines in Żurrieq. It therefore is strategically located and offers a direct connection between the two streets. However, despite the fact that it currently caters for two-way traffic, the street has a very narrow width often resulting in conflicts due to opposing traffic flows. The intervention therefore proposes the street to be rerouted into a one-way instead of the current two-way system, leading traffic downwards from Triq il-Bronja to Vjal l-Indipendenza, and further down to Triq Żakkarija Roncali. This would increase the street's safety for pedestrians.

In turn, the first segment of Triq Żakkarija Roncali, which extends from Triq Bubaqra until Triq Ta' Ciantar, is proposed to have appropriate signage for low speeds and pedestrian priority, as a continuation of the southern pedestrian route proposed in the previous interventions. The second segment, from Triq Ta' Ciantar towards Triq it-Torri is proposed to be rerouted into a one-way towards Triq it-Torri, in order to have a continuous traffic route which commences from Triq Ta' Ciantar. This one-way vehicular system would allow for a safer walking experience from the central square area to the southern Bubaqra area of Żurrieq.



## Intervention 6

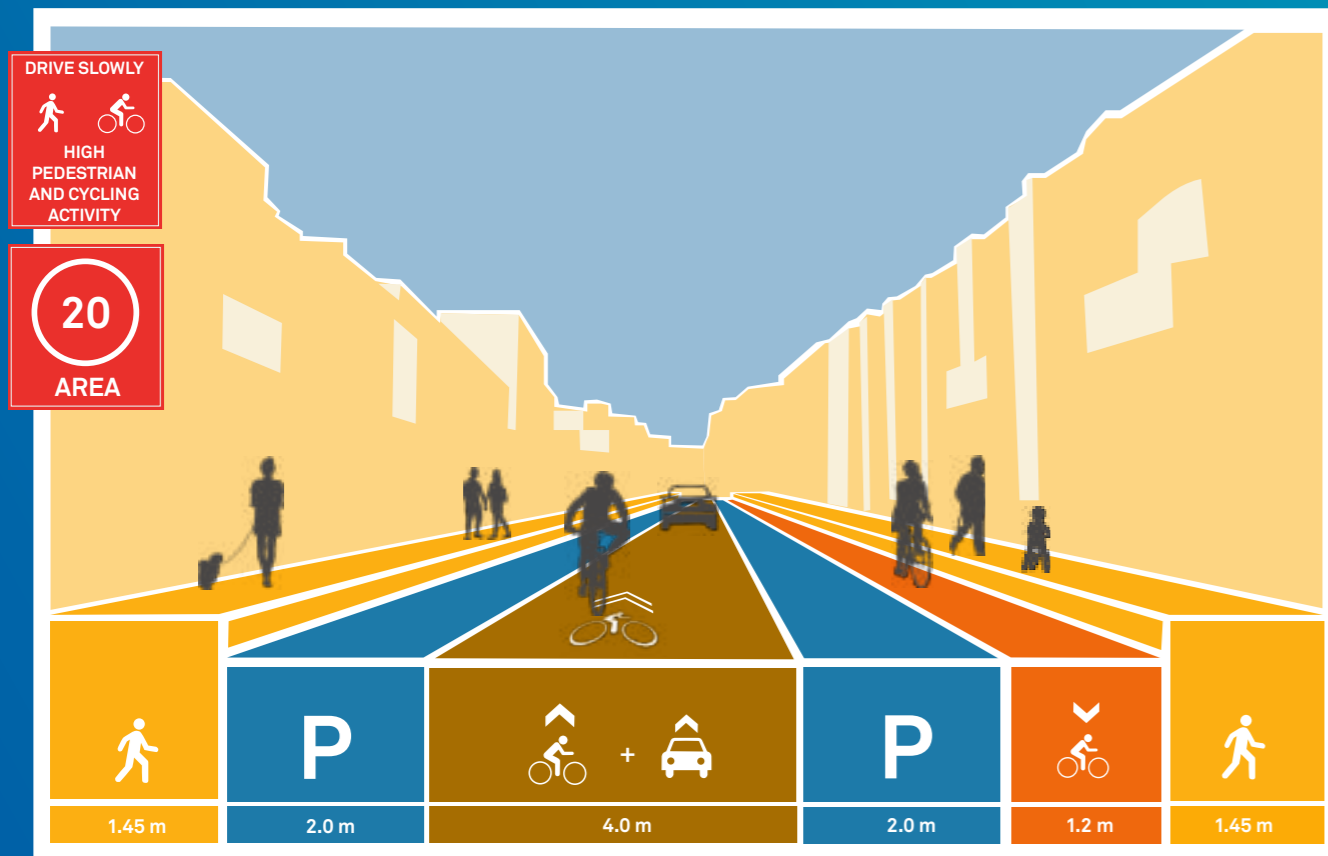
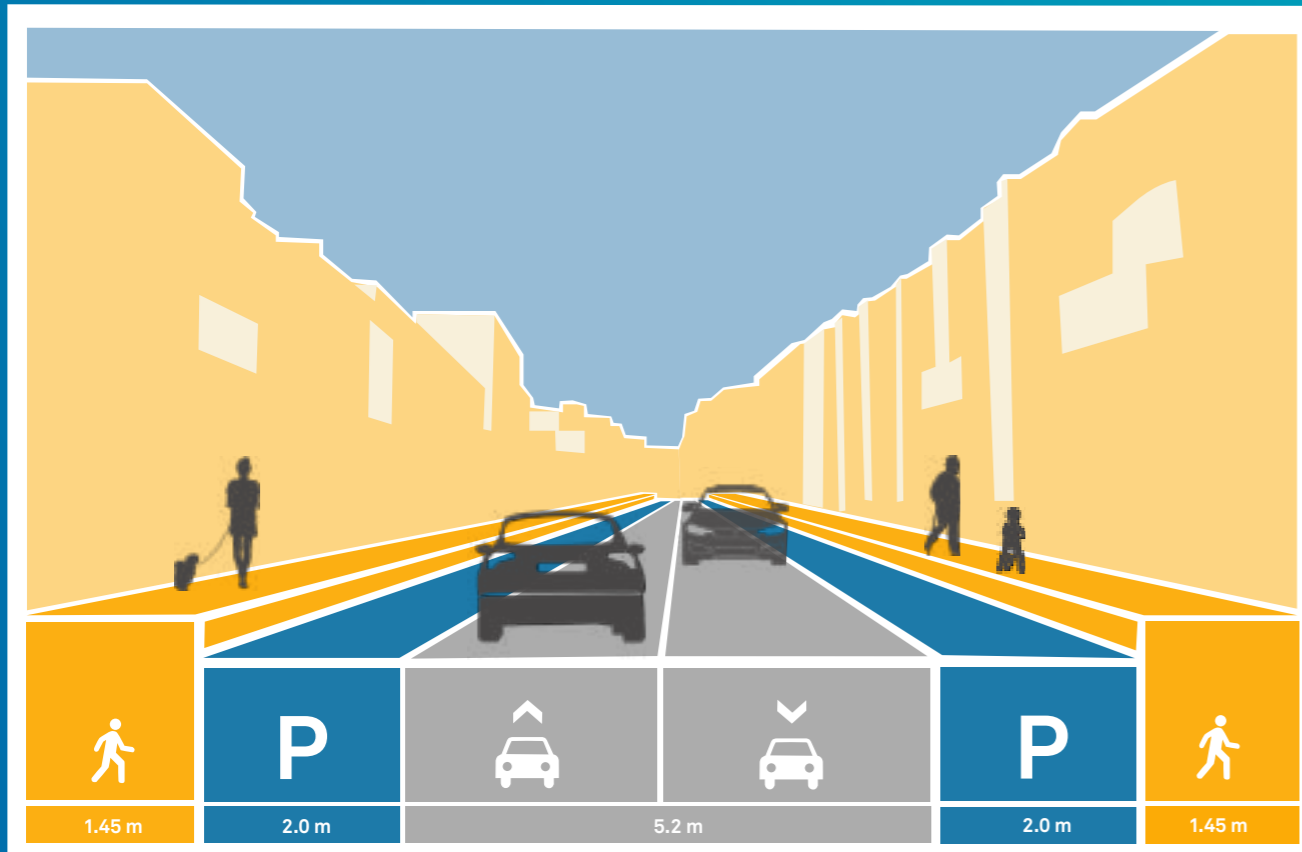
### Triq Ġużeppi Matthew Callus: Level 1 and Triq Il-Bronja: Level 4

Similar to Triq Ta' Ciantar, Triq Ġużeppi Matthew Callus stretches from Triq il-Bronja to Vjal l-Indipendenza, making it also a crucial pedestrian route. It is a very pleasant route to walk through as there are landscaped front gardens with low stonewalls along the pavement zone. As visibility is an appealing and important quality of a positive street environment, the intervention proposes for this street to include appropriate signage for low speeds, and to be shared between vehicles, cyclists and pedestrians.



Triq Il-Bronja's strategic location next to the village centre defines it as an important access route and therefore makes it an important connector to both the pedestrian and cycling networks, with potential of a higher incidence of such active use.





The current configuration is a two-way road with designated parking spaces on both sides. The intervention proposes to convert the current two-way traffic direction to a one-way, direction towards Triq Ġużeppi Mattew Callus. The remaining space, gained from the reduction of one vehicular lane, is proposed to cater for a designated cycling lane going in the opposite direction (toward the Xarolla windmill) whilst vehicles and bicycles would share the retained lane. The strategy aims at eliminating through traffic by providing less space for cars solely wishing to bypass through the locality and in turn promoting a walkable and bicycle-friendly street that is directly connected to the centre.



## Intervention 7

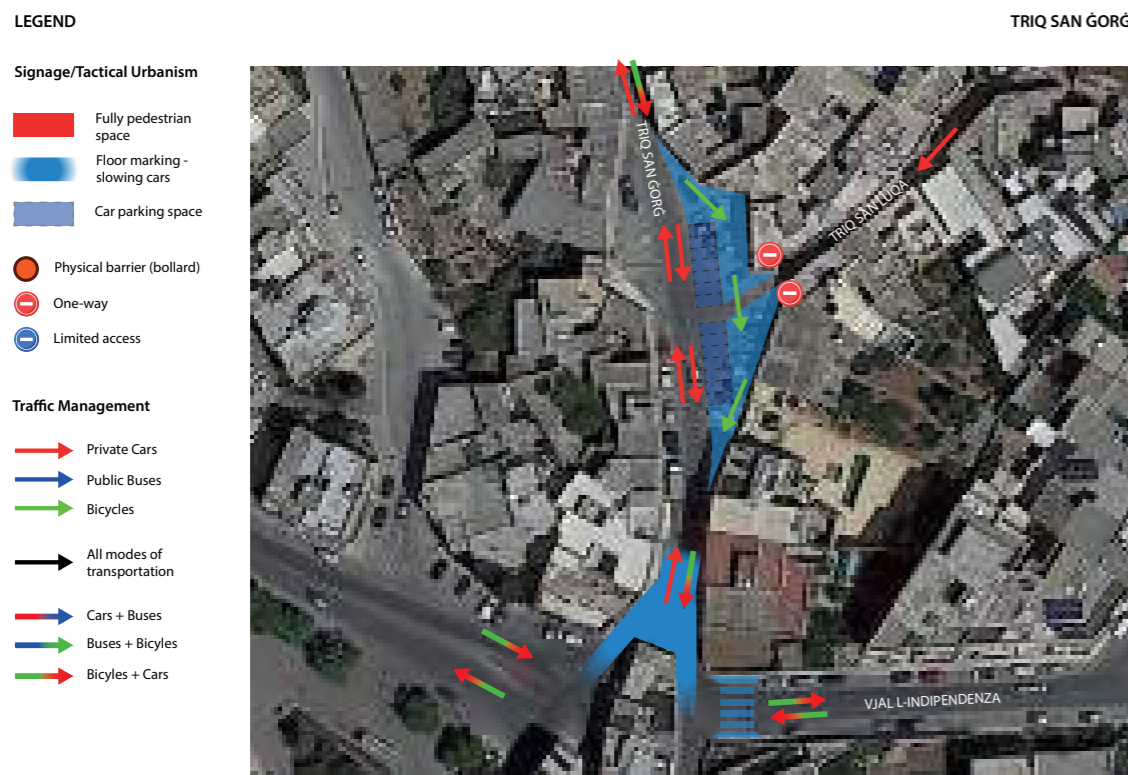
### Vjal l-Indipendenza: Level 1, 2 and 3



This street, as an important axis stretching from the west to the east of Żurrieq, is also highly used by public transport. Both sides of the road currently cater for designated on-street parking, leaving a minimal width for the two-way vehicular lanes. The proposal intervenes on different segments of the long street, starting from the first segment on the eastern side – from Triq Sant' Andrija until Triq Ġwann Camilleri – which is being proposed as a one-way street so as to stop vehicles from exiting Vjal l-Indipendenza onto Triq Sant' Andrija, thus further improving the safety of Triq Sant' Andrija for pedestrians.



The second segment from Triq Ta' Ciantar until Triq il-Kunċizzjoni forms part of the proposed pedestrian and cyclist network, and is therefore proposed to have appropriate signage in order to slow down cars and, in turn, increase safety for both pedestrians and cyclists. Tactical urbanism interventions are also being proposed, in the form of a new pedestrian crossing at the western end of Vjal l-Indipendenza and floor markings at the intersection with Triq Ta' Ciantar so as to provide a better crossing for pedestrians. Given that the intersecting roads are important pedestrian routes, it would be critical to ensure that safety at each crossing be improved.



## Intervention 8

### Triq Espeditu Deguara: Play Street

Currently a dead end and simultaneously a wide road, this street is proposed to be used as a play street since it is well located while also being limited to residents' access. This proposal is also easy to execute as there is no designated on-street parking and minimal garage entrances when compared to other neighbouring streets. Programming the space for various potential activities could attract residents from a wide catchment within the community and not be limited to the residents on this particular street, given that this road may be reached by pedestrians from both Triq il-Bronja and Vjal l-Indipendenza.



## Intervention 9

### Triq Franġisk Zahra - Triq San Pawl - Triq Fonzu Gauci - Triq San David - Triq Alessandru: Level 1 and 3

These streets form a network between Vjal ix-Xarolla (the main and recently upgraded peripheral street of Żurrieq) and Triq il-Bronja (one of the locality's central spines), linking these two important roads and furthermore connecting with two vital open spaces along the way – Ġnien il-Bennej (in the northern area of Żurrieq) and Ġnien Il-Kunsill Ta' L-Ewropa (in a central area, next to Triq il-Bronja).

In order to have a safer pedestrian route, these roads are proposed to have appropriate signage for low car speed and pedestrian priority. Furthermore, tactical urbanism at intersections would slow down vehicle speeds further and enhance the pedestrian experience. This Intervention would also encourage pedestrians to use this route as a shortcut, rather than walking along Vjal ix-Xarolla, discussed next, which is more vehicular oriented.



## Intervention 10

### Vjal ix-Xarolla: Slow path and Level 1



This road forms part of a recently upgraded bypass, and directly connects with Triq il-Kučċard in Ħal Safi, which with its recent upgrade has the potential to cater for higher vehicular volumes. It contains a service road, vehicular parking, a central median, a two-way main road and a designated cycle lane. This road is also important as it leads to the iconic and historical windmill, tax-Xarolla, and the catacombs lying beneath. Its service road may form part of the Slow Streets network as a slow path shared between drivers, pedestrians and cyclists (direction towards Blue Grotto Avenue).

At the roundabout in front of the historical windmill, and leading to Triq it-Taħħan, appropriate signage for low speeds and pedestrian priority is proposed to highlight this area further as being pedestrian- and cyclist-friendly.

## Intervention 11

### Triq Mons. Pietru Pawl Pullicino: Play Street



The street is located within a residential cluster which is separated from the rest of Żurrieq by the main local road Blue Grotto Avenue. For this reason, it is being proposed to be used as a play street on certain designated days so as to cater for the locals residing therein. The road is located parallel to a football sports complex, which already has a catchment in its own right. The play street would therefore reinforce such catchment, attracting more potential users to the area and serving as extensions to each other's activities. On the opposite side, residential units face the play street, providing additional safety and surveillance. The street is wide, straight and well paved, giving it an additional attractive quality as a playing and social space.



## Intervention 12

### Triq Matthew Gervase - Triq Napuljun - Triq l-Imqabba (above Blue Grotto Avenue): Level 1 and 3



This route leads from the proposed play street (Intervention 11) to the existing Ġnien it-Tfal taż-Żurrieq, further leading to potential future connections to the neighbouring localities of Mqabba and Qrendi. Appropriate signage is proposed in order to designate the area as a pedestrian priority zone and emphasise low vehicular speeds, thus increasing pedestrians' safety. Locals would therefore be encouraged to walk between the sports complex, the play street and the playground (Ġnien it-Tfal taż-Żurrieq).

At the intersection of Triq Napuljun and Triq Matthew Gervase, floor markings are proposed to alert drivers to slow down and to further identify the area as pedestrian priority. The markings could also become a symbol in its own right for identifying the location of the play areas.



## Intervention 13

### Blue Grotto Avenue: Level 2 and 3

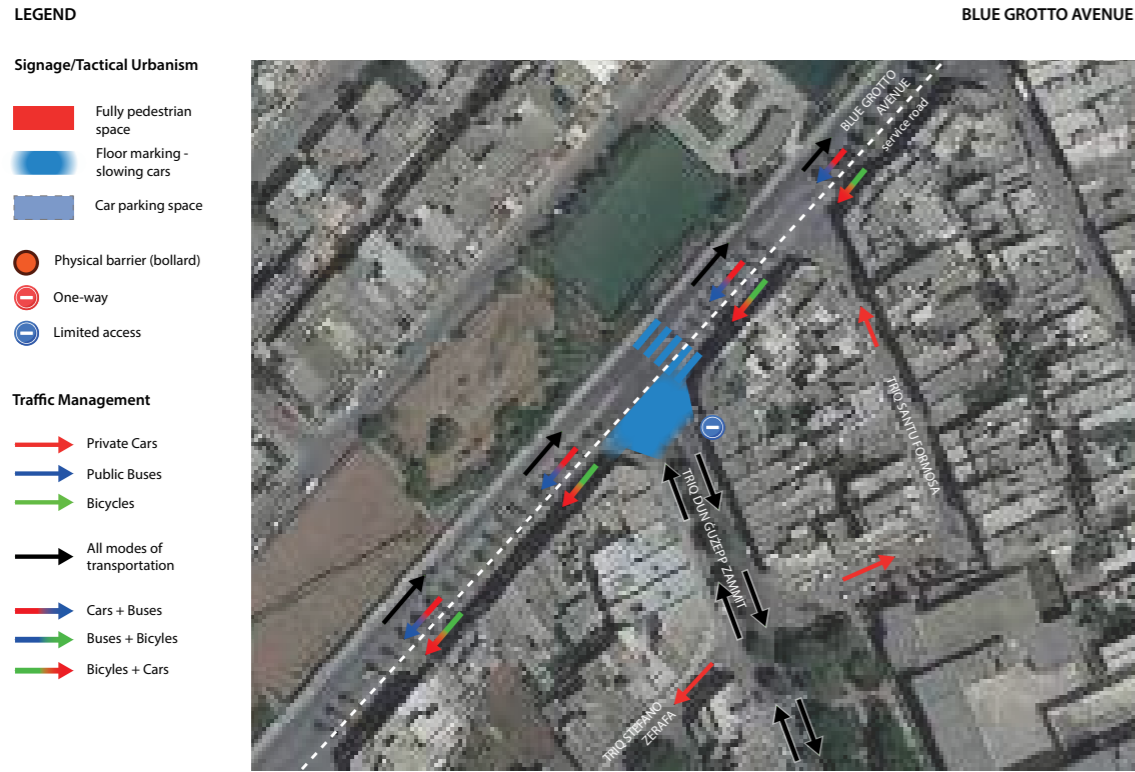


This bypass is an important axis that connects the newly upgraded roundabout adjacent to the Monument of Our Lady of Mount Carmel (where Vjal ix-Xarolla starts) to Triq Wied Babu and Triq Wied Iż-Żurrieq, further leading to the Blue Grotto. It is characterised by a service road which is currently used by vehicles in both directions, a two-way road and a central median separating the two roadways.

The intervention proposes restricting the traffic direction at the service road to a one-way direction towards Triq Wied Iż-Żurrieq. This strategy would slow down vehicles and decrease vehicular conflicts – an important consideration given its narrow width – thus making it safer for both cyclists and pedestrians to use the service road. The inclusion of new signage would further reinforce this road as a shared space among the various users.



Tactical urbanism interventions, in the form of floor markings, are proposed at the intersection of the road with Triq Dun Ġużepp Zammit and also at the junction with Triq Wied Iż-Żurrieq. These markings would identify important pedestrian routes within the Żurrieq Slow Streets network, and serve as an indicator for cars to slow down.



The access of cars into Żurrieq square via this route would be limited to parking only, enabling the parking of vehicles along this road and within the upper parking area at Misraħ Mattia Preti, from which cars could loop down via Triq Armerija and exit Żurrieq square along the other side of Triq Dun Ġużepp Zammit, direction to Blue Grotto Avenue. No further car access into Triq Pietru Pawl Saydon would therefore be possible. In addition, both lanes of Triq Dun Ġużepp Zammit are being proposed as slower-moving shared roads between cars, public transport, and bicycles.

The upper part of Triq Santa Katerina, currently two-way, would become a one-way upwards towards Triq il-Ħaddiema/Triq San Bartilmew. In turn, the portion of Triq il-Ħaddiema between Triq Santa Katerina and Triq Dun Ġużepp Zammit, would be turned into a one-way direction towards Triq Dun Ġużepp Zammit. In this way the routes may become safer for pedestrians given that the amount of potential through traffic navigating around the square would be significantly limited.

Triq Stefano Zerafa and Triq Carmelo Caruana, two streets currently feeding into Triq Dun Ġużepp Zammit, are being proposed to change to one-way streets. Triq Stefano Zerafa would be accessed from Triq Dun Ġużepp Zammit, direction towards Triq Carmelo Caruana, while the latter is proposed to change into a one-way street direction towards Triq Dun Ġużepp Zammit. This proposal, therefore, creates a loop for residents to access their homes, but makes it harder for through traffic and thereby further reduces the amount of such traffic on Triq Dun Ġużepp Zammit. The proposal follows the previous efforts to decrease car traffic in this central area and therefore renders it more pedestrian friendly.

## Intervention 14

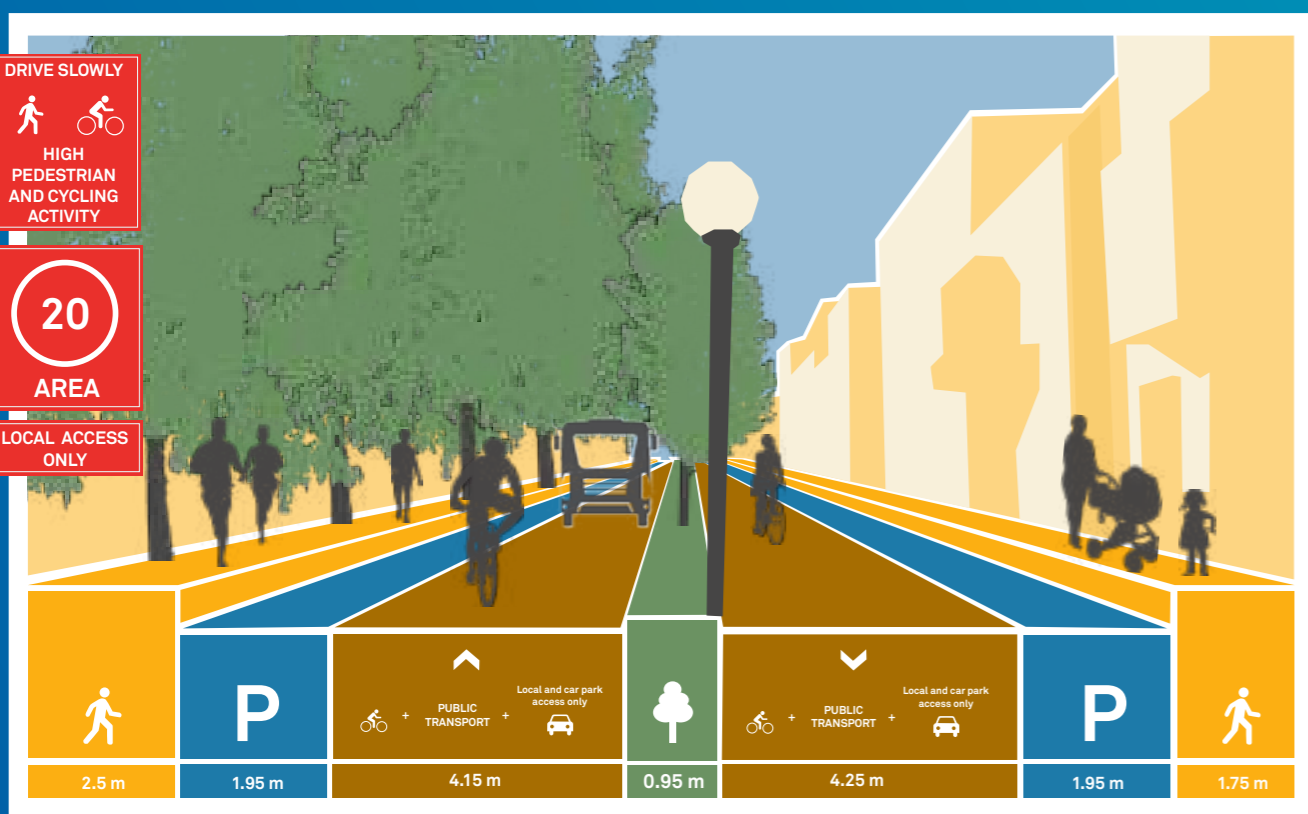
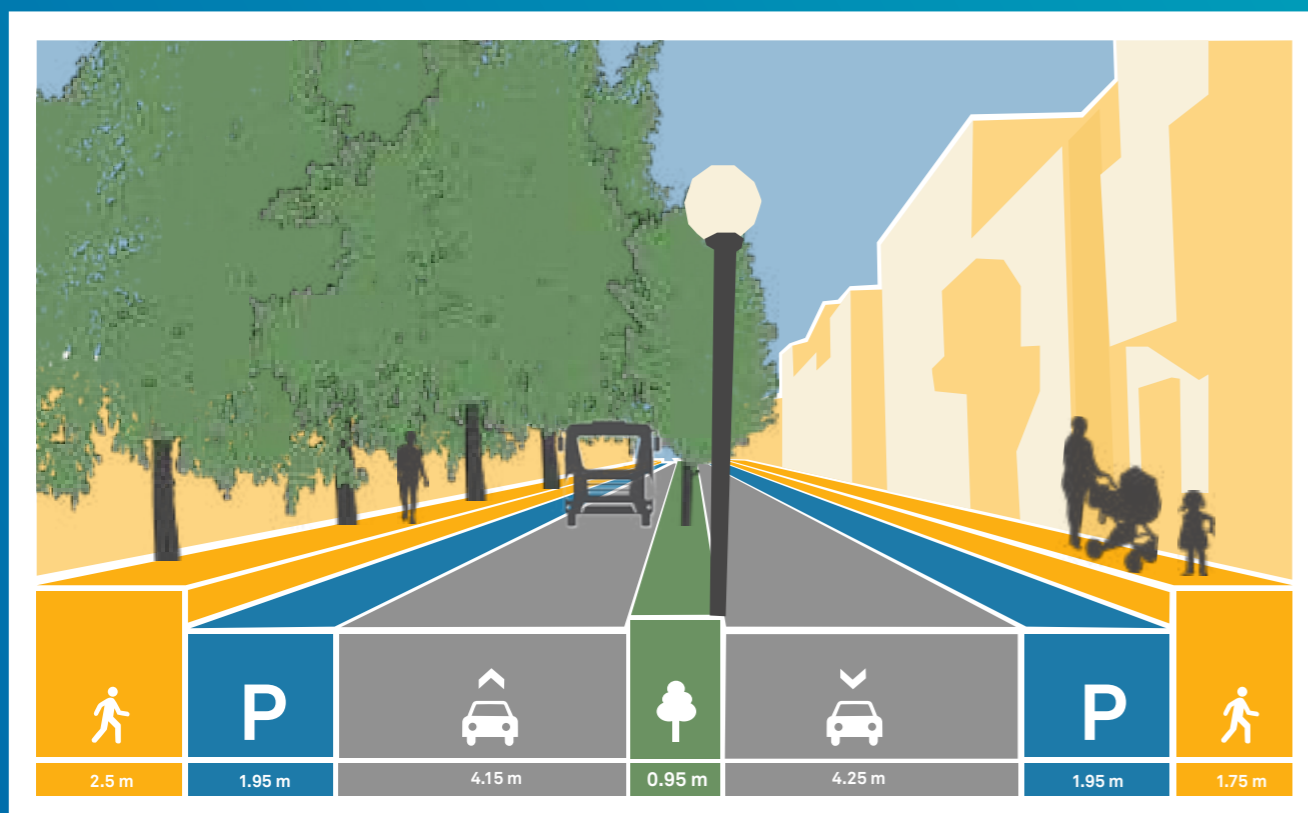
**Triq Dun Ġużepp Zammit: Level 2**

**Triq il-Ħaddiema and Triq Santa Katerina: Level 2**

**Triq Carmelo Caruana and Triq Stefano Zerafa: Level 2**

Triq Dun Ġużepp Zammit is a highly used linear road that leads from Blue Grotto Avenue to the historic village centre. It is a two-way road separated by a green median and it houses the local primary school with a public garden fronting it. The aim of this intervention is twofold – to decrease car traffic entering Żurrieq from this street, thus making it a safer road for pedestrians, particularly on the side of the school; and to decrease the amount of vehicular traffic (particularly through traffic) accessing Żurrieq square. At the same time, it is acknowledged that there is a significant amount of on-street parking, both along Triq Dun Ġużepp Zammit and Triq Pietru Pawl Saydon (Intervention 15), and vehicular access to this parking is being retained.





# LEGEND

## Signage/Tactical Urbanism

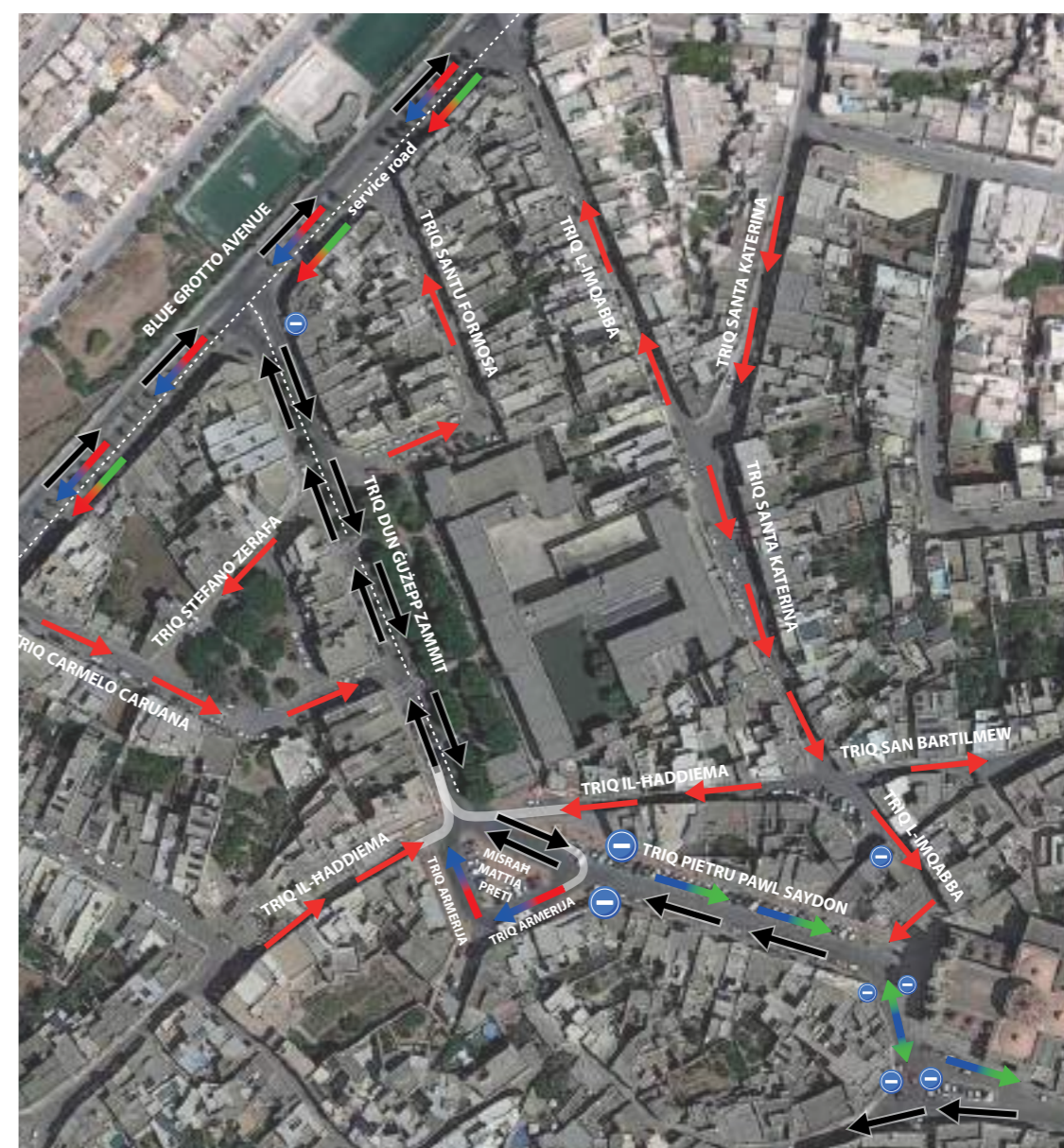
- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (bollard)
- One-way
- Limited access

## Traffic Management

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

## ŻURRIEQ SQUARE:

BLUE GROTTO AVENUE;  
 TRIQ DUN GUŻEPP ZAMMIT,  
 TRIQ CARMELO CARUANA,  
 TRIQ STEFANO ZERAFA,  
 TRIQ IL-HADDIEMA,  
 TRIQ SAN BARTILMEW  
 TRIQ SANTA KATERINA,  
 MISRAH MATTIA PRETI,  
 TRIQ ARMERJA,  
 TRIQ PIETRU PAWL SAYDON



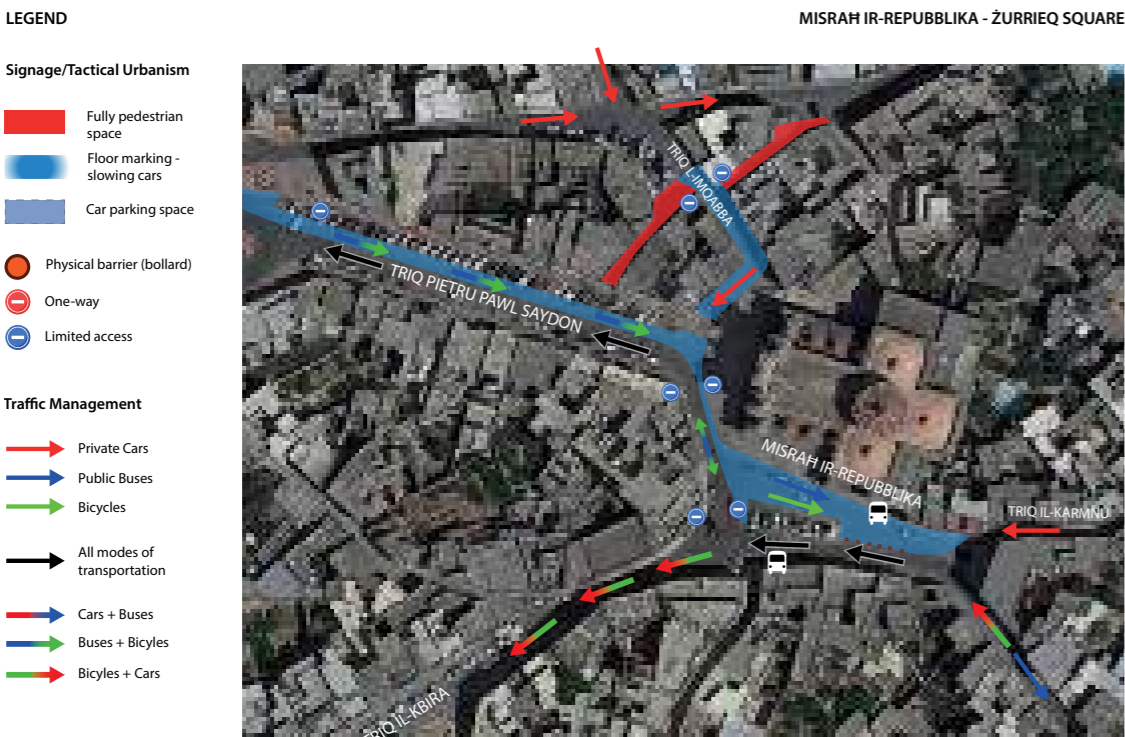
Intervention 15

Triq Pietru Pawl Saydon and Misraħ ir-Repubblika (Żurrieq square): Level 2 and 3

The vision for Żurrieq square is to become an area which prioritises pedestrians and limits vehicular access to just parking, increasing pedestrian and cyclist safety within the area and giving the centre back to the residents.

The intervention aims at eliminating through traffic from the square (specifically within Triq Pietru Pawl Saydon). Triq Pietru Pawl Saydon fronts the Parish Church and is being proposed as a one-way vehicular road from Misraħ ir-Repubblika towards Triq Dun Ġużepp Zammit (Intervention 14), while retaining a two-way configuration for public transport. For it to become accessible only for parking, and for public transportation, it would include new signage for the limited access (such as those included in Triq l-Imqabba), and would also include the cycling route to increase accessibility to the square through new modes of transportation.

In a similar manner, Misraħ ir-Repubblika would allow full access for public transport and cyclists in both directions. Car access would however be redirected onto Triq il-Kbira in order to prohibit cars from not accessing Triq Pietru Pawl Saydon and limiting vehicles therein. The introduction of tactical urbanism in the form of floor marking within the limited access area along both Triq Pietru Pawl Saydon and Misraħ ir-Repubblika would further alert vehicles to slow down. This would in turn increase the pedestrian space and also act as an extension to the Parish Church’s parvis, eventually potentially becoming further formalised into a more permanent paved and landscaped space.



Intervention 16

Triq San Bartilmew and Triq Il-Kbira: Level 1

Triq San Bartilmew is a narrow one-way towards Triq Sant’ Andrija (east), that houses the Chapel of San Bartilmew. The proposed Level 1 intervention will strengthen this street as a slow-moving one, through appropriate signage, thus making it a safer and more pleasant road for pedestrians to walk through.



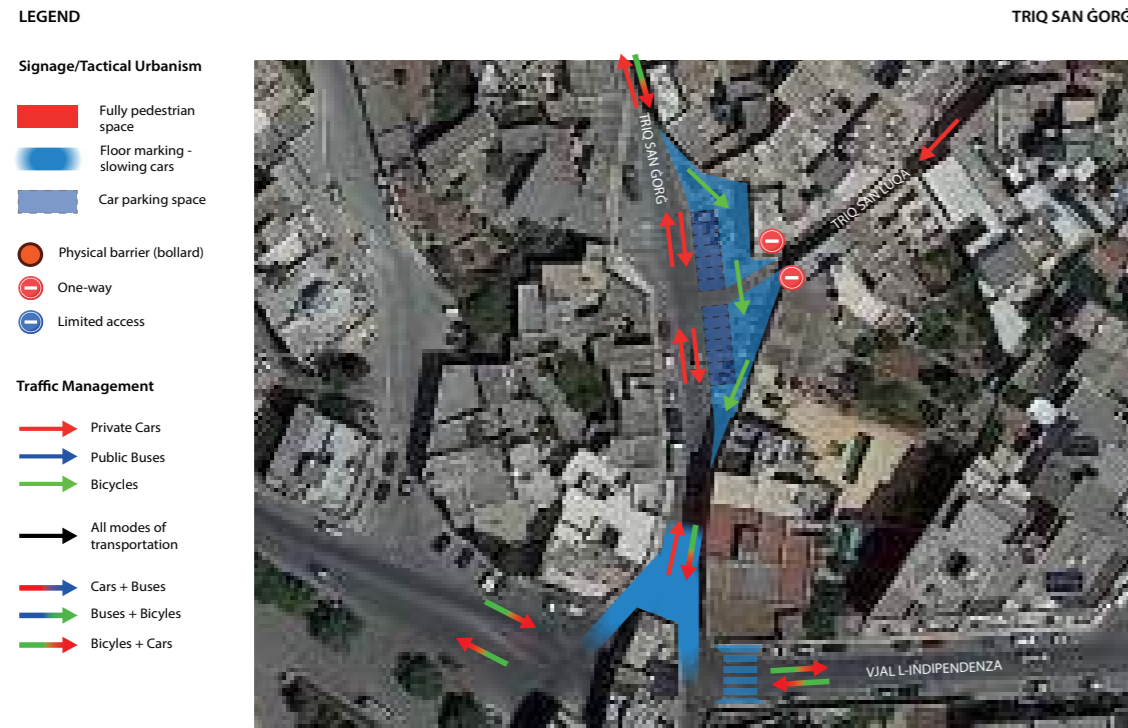
Triq il-Kbira is a narrow street which stems out of Misraħ ir-Repubblika and is typical of historical Maltese villages which makes it particularly pleasant to walk through or to cycle. As it also offers a shaded pathway throughout most of the day, it would be an important part of the pedestrian network. The street already has a designated 20 km/hr speed limit so the proposed intervention formalises this through the Slow Streets network branding and signage. In this way it is envisaged that through traffic would be further deterred from using this route as a shortcut, opting instead to use the wider road infrastructure.

Intervention 17

Triq San Luqa: Level 2  
Triq San Ġorġ : Level 1 and 3

Triq San Luqa can be better categorised as an alley, as it is extremely narrow, stretching from Triq il-Kbira (intervention 16) to Triq San Ġorġ and therefore should be a slow one-way access (direction towards Triq San Ġorġ) complete with the appropriate signage and branding.

At the intersection of Triq San Luqa with Triq San Ġorġ, there is an open area currently used as a parking space; however, this leaves ample unused and unarticulated space. The residential area has very narrow sidewalks, leading pedestrians to often walk within the street. In order to enhance the pedestrian experience, especially when accessing Triq San Luqa, tactical urbanism in the form of floor markings is being proposed in the open space, including the potential addition of planters to create a greener space and to buffer pedestrians from vehicles. Parking could be reorganised and pushed away from the pavements, allocating that liberated space to pedestrians instead.



The entire stretch of Triq San Ġorġ could be formalised into a slow-moving street with appropriate signage and branding as part of the Slow Streets network. Its southern end is one which carries several vehicular-pedestrian conflicts because of limited pedestrian amenities, sharp corners and undefined road space. Floor markings are proposed to slow down vehicular flow and improve walkability. These would also provide safer routes for pedestrians walking towards or from Vjal L-Indipendenza.



## Intervention 18

### Triq Il-Mithna: Level 1

This long street connects the central Triq Il-Kbira to the southern peripheral residential areas of Żurrieq, all the way south to Ġnien Il-Ġibjun, which is a valuable open space with attractive views and facilities for different users. The street could also be a valuable pedestrian route as it links several windmills, reflecting the local character of the locality. This intervention therefore proposes appropriate signage for low speed limits and pedestrian priority. Such attractive pedestrian connections are important assets to the entire Slow Streets network.

## Intervention 19

### Triq Wied Babu: Level 1 and 3

### Triq Wied Babu (slip road) / Misraħ

### Il-Karmelitani: Level 2

### Triq il-Kangu and Triq Widnet il-Baħar: Level 1

Triq Wied Babu forms part of the ring road around the centre of Żurrieq along with Vjal L-Indipendenza. It comprises a slip road (linking to the green pocket Misraħ il-Karmelitani), a green median, and a two-way road. The two-way slip-road is being proposed as one-way, direction towards Triq Wied iż-Żurrieq/Blue Grotto Avenue, in order to limit some current vehicular conflicts, and so as to introduce designated two-way cycle lanes.



This would allow the slip road to act as a slow path, making it a safer area to walk through and cycle. This configuration is further strengthened by closing off two of the openings between the slip road and Triq Wied Babu with tactical urbanism interventions (such as bollards or planters). In addition, floor painting would be used at the cross-roads entering and exiting the slip road, in order to alert drivers of pedestrians and cyclists crossing Triq Wied Babu. The road around Misraħ Il-Karmelitani is being proposed as a one-way loop in the same direction as the slip road, in order to create a safer and more direct route for vehicles that in turn creates a safer environment for all street users.



The narrow lane from Triq il-Kangu to Triq Wied Iż-Żurrieq, currently used also by cars, is proposed to be closed off to vehicles and restricted to pedestrian access only, acting as a good pedestrian shortcut between the two roads, and thus promoting walkability leading to the belvedere at Triq Wied iż-Żurrieq.

Triq il-Kangu and Triq Widnet il-Baħar link Triq Wied iż-Żurrieq/Blue Grotto Avenue to Triq Wied Babu, and are proposed to have appropriate signage and branding in order to complete the Slow Streets network and ensure slower vehicular speeds and a safer environment for pedestrians and cyclists.



# 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.

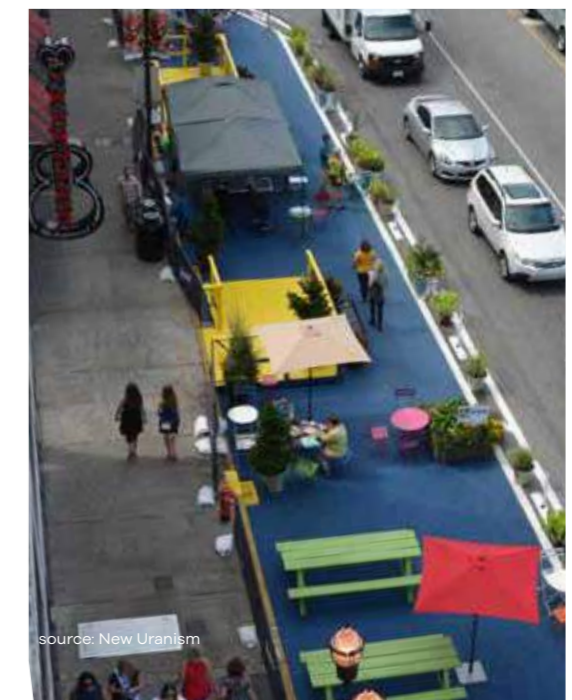


## Žurrieq

The simplest interventions to implement first would be the play streets, tactical urbanism interventions (namely floor markings) and temporary signage. Floor markings at intersections and critical crossings may be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative. Specifically at intersections along Blue Grotto Avenue and on Vjal L-Indipendenza, the floor markings are important as safety measures to ensure safe crossings linking the pedestrian and cyclist routes. Play street closures during this phase may be carried out on designated days and at times when traffic is already low, such as on a Sunday. Testing for the closure of Triq it-Tin, Triq Espeditu Deguara and Triq Mons. Pietru Pawl Pullicino could begin on Sundays during this phase, using temporary signage and protective barriers. Testing of the key interventions around the square leading to their eventual implementation may also be carried, as well as the areas around Mithna tax-Xarolla and Triq Wied Babu (specifically the slip road and Misrah il-Karmelitani).

During the second phase, the interventions for the reconfiguration of Triq Il-Bronja could be tested and eventually carried out, as this would provide an important axis for the pedestrian network. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend, while the testing for the interventions within the inner local roads could occur at designated times during the entire week. Interventions to Blue Grotto Avenue's slip road would occur in this phase, as well as a number of Level 1 and Level 2 interventions such as the stretch around Vjal l-Indipendenza.

Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including the Bubaqra area and all outstanding Level 1 interventions that enable the network to be consolidated.

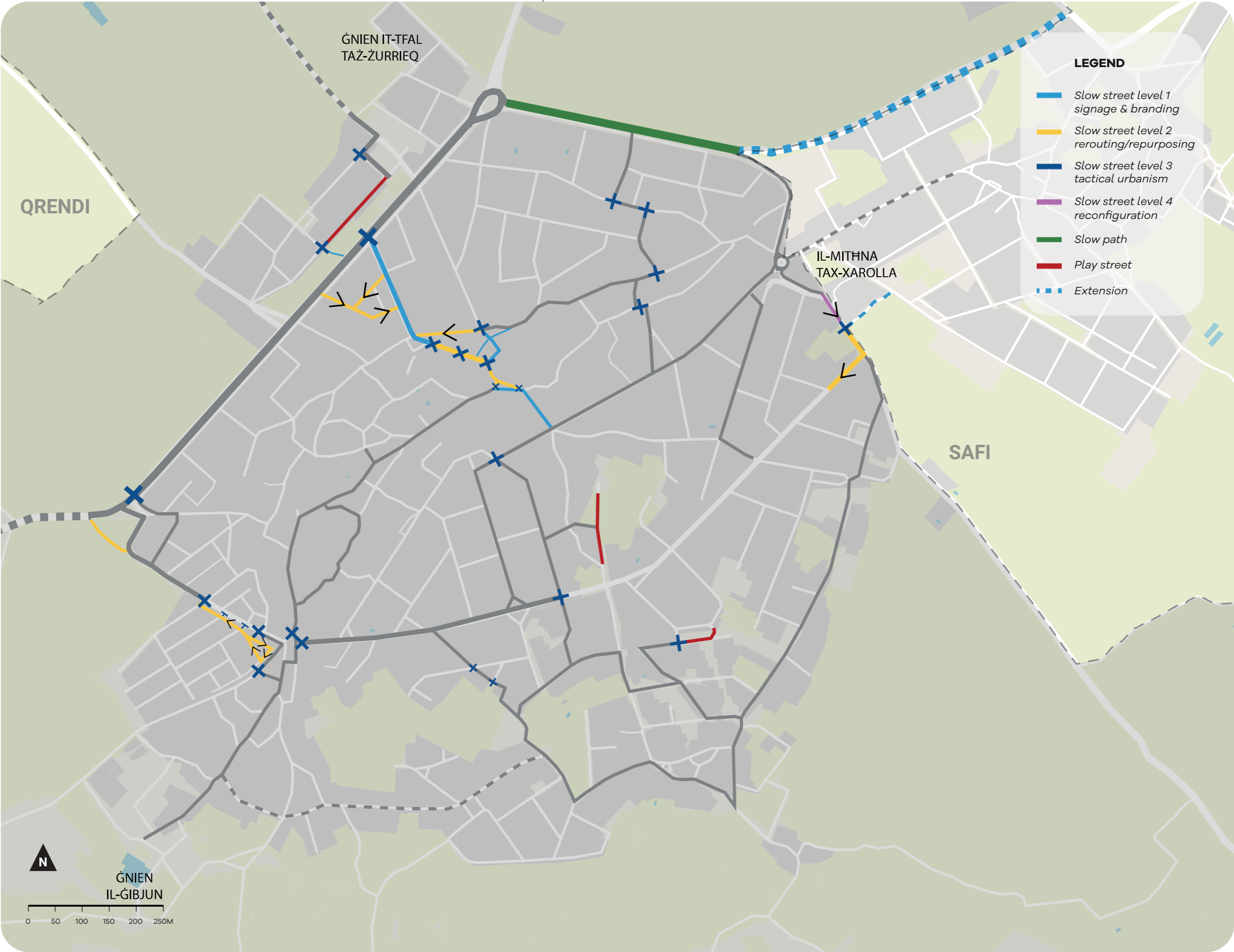


PHASING

STARTING &  
TESTING THE  
NETWORK

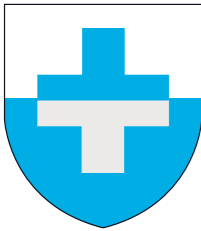


KUNSILL LOKALI  
ŻURRIQ

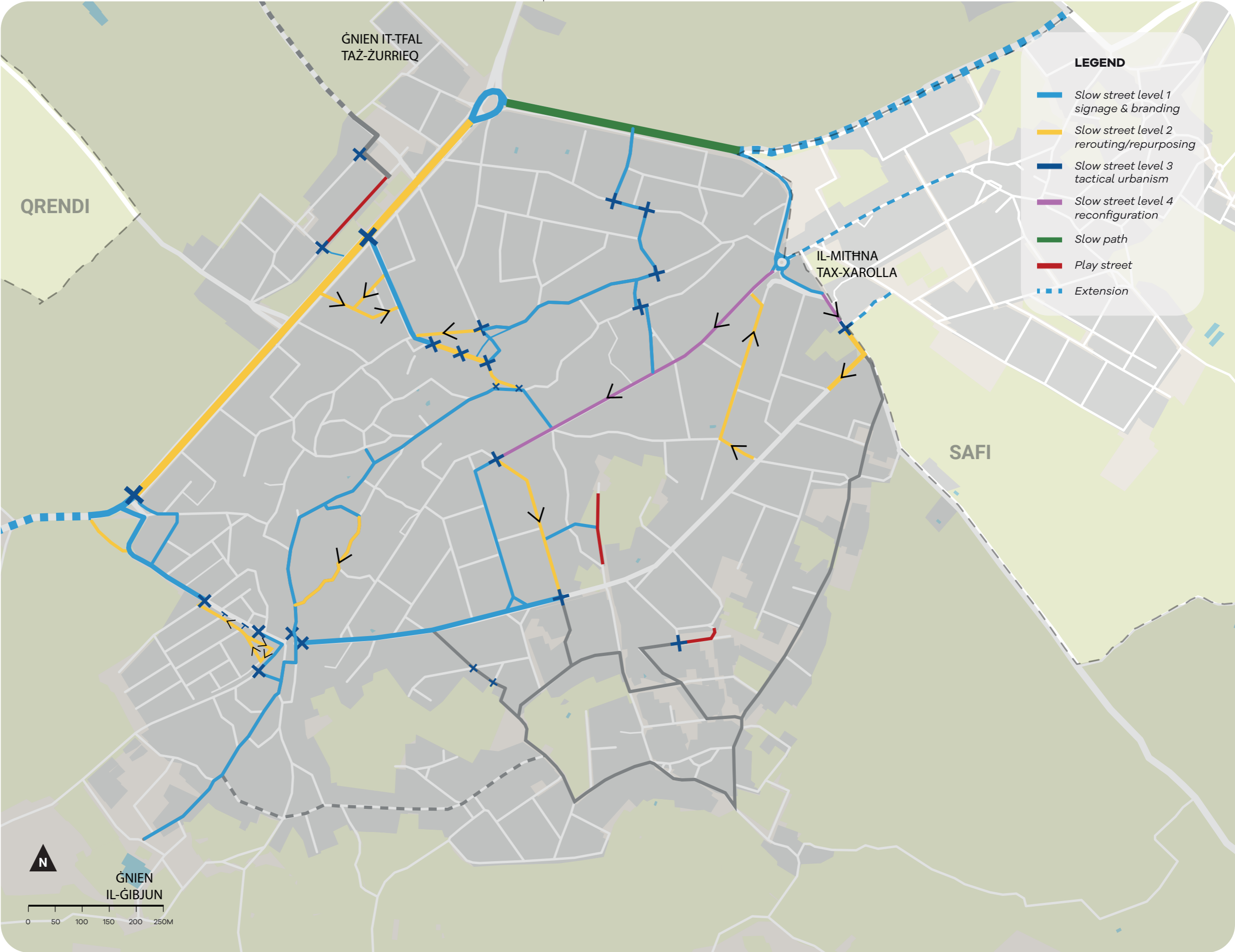


**PHASING**

STRENGTHENING  
THE NETWORK



KUNSILL LOKALI  
ŻURRIQ




**PHASING**

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
ŻURRIQ





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.

A large locality located in the southernmost region of Malta, Żurrieq dates back as one of the oldest villages in the country. The central core of Żurrieq is relatively walkable since distances are short, services are easily available and, most of the time, within good reach, and the narrow streets provide much-needed shade during the hot summer months. These streets which have a characteristically local feel are in need of traffic reduction in order to be used as public space by local residents. This can be achieved by diverting cars primarily towards the arterial road network, which has very recently been upgraded, or by using programming to close off certain roads during designated times.

The main aim of Slow Streets strategy, therefore, is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, key routes have also been identified for potential reconfiguration since they enable a stronger and safer street environment for pedestrians and cyclists alike.

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

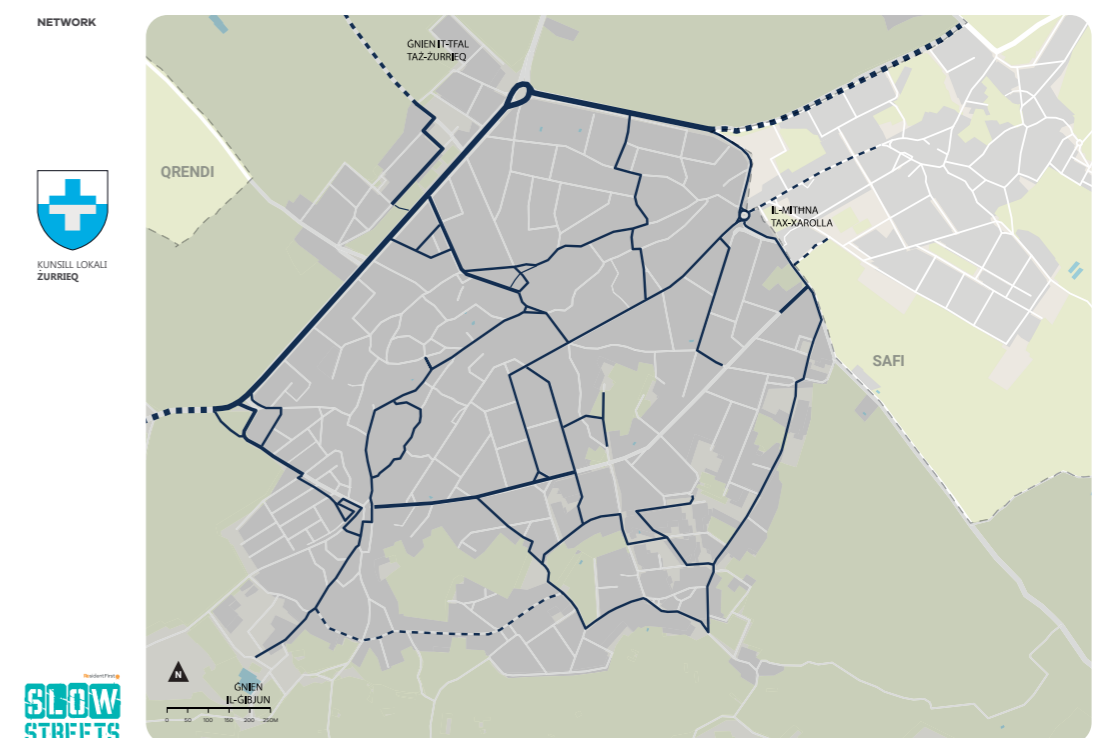
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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 Sant’Andrija (tactical urbanism and reconfiguration)

- Signage: Slow Streets branding
- Signage: 20km/hr speed limit
- Signage: share the road (bicycles, private vehicles and public buses)
- Signage: one-way road
- Rerouting: two-way road to one-way road direction east
- Reconfiguration: reduce road width to 3.6m, shift parking spaces towards road, and designate liberated space for pedestrians.
- Tactical Urbanism: floor marking emphasizing new pedestrian space

## Intervention 1 - Triq Matteolo Saliba and Triq San Martin (rerouting)

- Signage: Slow Streets branding
- Signage: 20km/hr speed limit
- Signage: one-way road
- Rerouting: two-way road to one-way road direction north

## Intervention 2 - Triq Vincenzo Caruana, Triq Sant’ Agata, Triq Santa Marija, Triq San Leone, Misraħ Santa Marija, Triq it-Torri (signage & branding)

- Signage: Slow Streets branding
- Signage: 20km/hr speed limit
- Signage: share the road (bicycles and private vehicles)

## Intervention 3 - Triq ir-Rettur Dun Salv Farrugia, Triq il-Luq, Triq is-Sardinell, Triq Dun Salvatore Magri, Triq Bubaqra (signage & branding)

- Signage: Slow Streets branding
- Signage: 20km/hr speed limit
- Signage: share the road (bicycles and private vehicles)

## Intrvention 4 - Triq it-Tin (tactical urbanism and Play street)

- Signage: Slow Streets branding
- Tactical Urbanism: floor marking showing rearranged parking spaces
- Play Street: programming of activities

## Intervention 5 - Triq Ta’ Ciantar and Triq Żakkarija Roncali (signage & branding and rerouting)

- Signage: Slow Streets branding
- Signage: 20km/hr speed limit
- Signage: one-way road
- Rerouting: two-way road to one-way road direction south and west, respectively

## Intervention 6 - Triq Ġużeppi Matthew Callus (signage & branding)

- Signage: Slow Streets branding
- Signage: 20km/hr speed limit
- Signage: share the road (bicycles and private vehicles)

## Intervention 6 - Triq il-Bronja (reconfiguration)

- Signage: Slow Streets branding
- Signage: 30km/hr speed limit
- Signage: one-way road
- Rerouting: two-way road to one-way road direction west
- Reconfiguration: reduce road width to 4.0m, introduce a cycle lane in the opposite direction (east) and shift parking spaces (to be located between the vehicular lane and cycling lane)
- Tactical Urbanism: floor marking for designated cycle lane direction east

## Intervention 7 - Vjal l-Indipendenza - eastern section of road from Triq Sant’Andrija to Triq Ġwann Camilleri (signage & branding and rerouting)

- Signage: Slow Streets branding
- Signage: 30km/hr speed limit (western part of road)
- Signage: one-way road
- Rerouting: two-way road to part one-way road direction west

## Intervention 7 - Vjal l-Indipendenza - western section of road from Triq il-Kunċizzjoni to Triq Ta’ Ciantar (signage & branding and tactical urbanism)

- Signage: Slow Streets branding
- Signage: 30km/hr speed limit (western part of road)
- Signage: share the road (bicycles and private vehicles)
- Signage: pedestrian crossing points
- Tactical Urbanism: floor markings in the form of pedestrian crossings at intersections with Triq il-Kunċizzjoni and Triq Ta’ Ciantar.

**Intervention 8 - Triq Espeditu Deguara (Play Street)**

Signage: Slow Streets branding  
Play Street: programming of activities

**Intervention 9- Triq Franġisk Zahra, Triq San Pawl, Triq Fonzu Gauci, Triq San David and Triq Alessandru (signage & branding and tactical urbanism)**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (pedestrians and drivers)  
Tactical Urbanism: floor marking at intersections to slow down vehicular traffic

**Intervention 10 - Vjal ix-Xarolla (Slow Path and signage & branding)**

Signage: Slow Streets branding  
Signage: share the service road (pedestrians, cyclists and drivers)  
Signage: pedestrian and cyclist priority at the roundabout in front of Xarolla windmill

**Intervention 11 - Triq Mons. Pietru Pawl Pullicino (Play Street)**

Signage: Slow Streets branding  
Play Street: programming of activities

**Intervention 12 - Triq Matthew Gervase, Triq l-Imqabba (above Blue Grotto Avenue) (signage & branding and tactical urbanism)**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority zone  
Tactical Urbanism: floor markings at intersections of Triq Napuljun and Triq Matthew Gervase to slow down vehicular traffic.

**Intervention 13 - Blue Grotto Avenue - service road (rerouting and tactical urbanism)**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian crossing poins  
Signage: share the road (pedestrians, cyclists and drivers)  
Signage: one-way service road  
Rerouting - two-way service road to one-way service road direction east (towards Triq Wied iż-Żurrieq)  
Tactical Urbanism: floor markings at the intersecion with Triq Dun Ġużepp Zammit and with Triq Wied iż-Żurrieq.

**Intervention 14 - Triq Dun Ġużepp Zammit (rerouting)**

Signage: Slow Streets branding  
Signage: share the road (bicycles, private vehicles and public buses)  
Signage: no entry except for residents, parking and public transportation (direction towards Triq Pietru Pawl Saydon)  
Rerouting: limited entry into Triq Dun Ġużepp Zammit from Blue Grotto Avenue

**Intervention 14 - Triq Santa Katerina (rerouting)**

Signage: Slow Streets branding  
Signage: one-way part-road (southern part of Triq Santa Katerina)  
Rerouting: two-way road to one-way road direction south towards Triq il-Ħaddiema/ Triq San Bartilmew.

**Intervention 14 - Triq il-Ħaddiema (rerouting)**

Signage: Slow Streets branding  
Signage: one-way part-road (portion between Triq Santa Katerina and Triq Dun Ġużepp Zammit)  
Rerouting: two-way road to one-way road direction west towards Triq Dun Ġużepp Zammit

**Intervention 14 - Triq Stefano Zerafa (rerouting)**

Signage: Slow Streets branding  
Signage: one-way road (direction west)  
Rerouting: two-way road to one-way road direction west towards Triq Carmelo Caruana

**Intervention 14 - Triq Carmelo Caruana (rerouting)**

Signage: Slow Streets branding  
Signage: one-way road direction east  
Rerouting: two-way road to one-way road direction east towards Triq Dun Ġużepp Zammit

**Intervention 15 - Triq Pietru Pawl Saydon and Misraħ ir-Repubblika (Żurrieq square)  
(rerouting and tactical urbanism)**

Signage: Slow Streets branding  
Signage: drive slowly, high level of pedestrian and cycling activity  
Signage: share the road (public buses and bicycles)  
Signage: no entry except for public buses (direction towards Misraħ ir-Repubblika)  
Signage: no entry except for public buses (from Misraħ ir-Repubblika)  
Signage: no entry except for residents and parking (from Triq l-Imqabba)  
Rerouting: two-way road to one-way road, except for public buses, direction towards Misraħ ir-Repubblika  
Tactical Urbanism: floor markings in Misraħ ir-Repubblika emphasizing pedestrian priority space as an extension to the existing Parish Church’s parvis.

**Intervention 16 - Triq San Bartilmew and Triq il-Kbira (signage & branding)**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority  
Signage: share the road (pedestrians, cyclists and drivers)

**Intervention 17 - Triq San Luqa (rerouting)**

Signage: Slow Streets branding  
Signage: pedestrian priority  
Signage: limited access to residents only  
Signage: one-way road  
Rerouting: two-way to one-way road direction towards Triq San Ġorġ

**Intervention 17 - Triq San Ġorġ (signage & branding and tactical urbanism)**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Tactical Urbanism: planters to buffer pedestrians from vehicles, floor paint designating reorganised vehicular parking spaces, and floor markings emphasizing pedestrian space  
Tactical Urbanism: floor markings to improve walkability and slow down vehicular flow (southern end of the road)

**Intervention 18 - Triq il-Mithna (signage & branding)**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority  
Signage: share the road (pedestians, cyclists and drivers)

**Intervention 19 - Triq Wied Babu (signage & branding and tactical urbanism)**

Signage: Slow Streets branding  
Tactical Urbanism: bollards or planters closing off the central two openings between Triq Wied Babu and the slip road.  
Tactical Urbanism: floor markings in the form of pedestrian crossings before entering or exiting the slip road

**Intervention 19 - Triq Wied Babu slip road (rerouting)**

Signage: Slow Streets branding  
Signage: 20km/hr  
Signage: one-way slip road  
Rerouting: two-way slip road to one-way slip road direction towards Triq Wied iż-Żurrieq, including designated two-way cycling lanes

**Intervention 19 - Misraħ il-Karmelitani (rerouting )**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: one-way road  
Rerouting: two-way loop to one-way loop (in the same direction as the slip road)

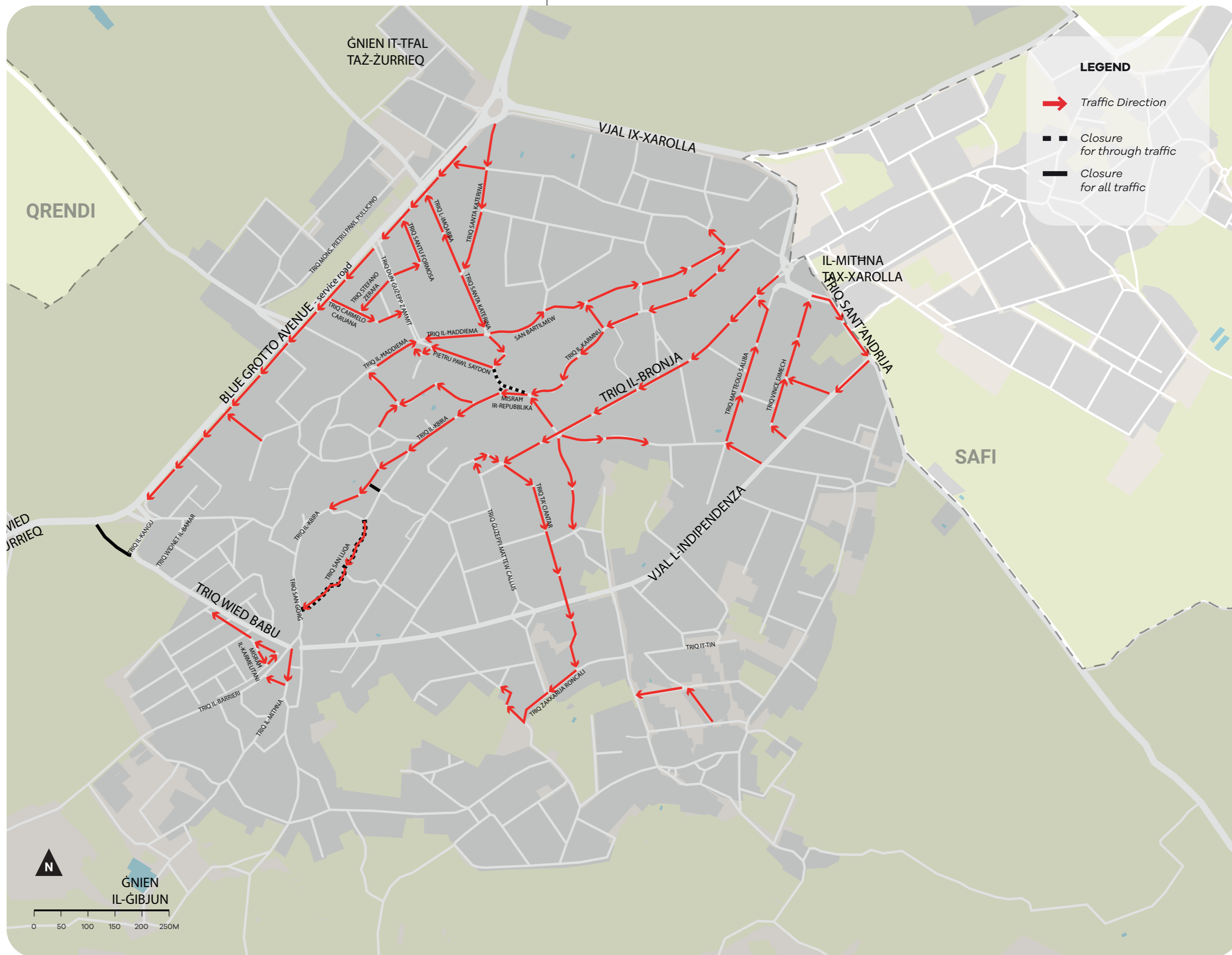
**Intervention 19 - Triq il-Kangu and Triq Widnet il-Baħar (signage & branding)**

Signage: Slow Streets branding  
Signage: no entry (narrow lane fom Triq Wied iż-Żurrieq to Triq il-Kangu)  
Signage: 20km/hr speed limit  
Signage: share the road (cyclists and drivers)

## TRAFFIC



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