



MINUTI

Laqgħa tal-Kunsill Lokali San Lawrenz

IT-TMIEN LEGISLATURA

Laqgħa Numru 22

It-Tlieta, 23 ta' Frar, 2021

Il-Kunsill Lokali San Lawrenz iltaqa' permezz ta' Microsoft Teams meeting fil-13:30.

PREŻENTI:

Noel Formosa – Sindku
Anthony Formosa – Viċi Sindku
Joseph Cauchi – Kunsillier
Carmela Grima – Kunsillier
George Camilleri – Kunsillier

Etienne Cauchi – Ambaxxatur taż-żgħażaġh

UFFIĊJAL PREŻENTI:

Sarah Formosa – Segretarju Eżekuttiv

*Kunsill Lokali San Lawrenz
22A, Triq id-Duluri
San Lawrenz
Tel: 21563556*

22.1 Kunsiderazzjoni u Approvazzjoni tal-Minuti;

22.1.1 Is-Segretarju Eżekuttiv (SE) ipprezentat il-minuti tal-laqgħa preċedenti li kienu meqjusa moqrija.

22.1.2 Il-minuti kienu approvati u ffirmati mis-Sindku u s-SE.

22.2 Kommunikazzjoni mis-Sindku u Korrispondenza;

22.2.1 Is-Sindku informa lill-kunsilliera li saret il-preżentazzjoni tal-istudju; Sustainable Urban Mobility Plan flimkien mat-tim li fasslu, preżenti għal din il-preżentazzjoni barra hu kien hemm ukoll il-Kunsillier Carmen Grima. Is-Sindku ipprova sabiex dan ir-rapport jigi anness ma dawn il-minuti. Il-Kunsill qabel unanimament.

22.2.2 Is-Sindku qal li fl-avviżi li jmiss se tinħareg is-sejha għal-ambaxxatur ġdid taż-żgħażaġħ. Il-Kunsill qabel unanimament.

22.2.3 Is-Sindku qal li rigward il-kompetizzjoni tal-Karnival, morna tajjeb.

22.2.4 Is-Sindku qal li rigward il-korrispondenza mill-Perit Leli Vella fejn talab sabiex il-Kunsill jiċcertifika l-madwar tal-blokka appartamenti "Il-Midra", il-Perit tal-Kunsill infurmah li din m'hiex fil-kompetenza tiegħu u irrefera l-Kunsill lic-CRPD sabiex jagħtu rapport tal-bankina. Lc-CRPD baġtu lura u qalu li hemm bżonn isiru modifiki sabiex il-bankina tkun skont ir-regolamenti. Sar qbil li nibgħatu email lil Perit Vella b'dan ir-rapport kif ukoll biex jitnaddaf icement li tħalla fit-triq waqt il-kostruzzjoni.

22.2.5 Is-Sindku qal hu flimkien mal-accountant u s-SE attenda laqgħa mad-Direttur dwar l-iżbilanċ finanzjarju fejn gie diskuss il-pożizzjoni finanzjarja tal-Kunsill. Id-Direttur kien sodifatt għall-fatt li wara ħafna xogħol bilgħaqal, il-Kunsill irnexxielu jipprezenta d-dokumenti finanzjarji bil-pożittiv. Is-Sindku kompli jgħid li fl-istess laqgħa għamel stqarrija lid-Direttur li japprezza ż-żieda għall-aġġustament li saret, għax dan jikkonferma dak li ilu jgħid il-Kunsill li San Lawrenz huwa *underfunded* bil-kbir. Infoma wkoll li xorta waħda pero l-Kunsill Lokali ta' San Lawrenz jibqa l-inqas Kunsill li jingħata allokazjoni u xorta għadu *underfunded*.

22.2.6 Dwar l-użu tal-kamra li l-Kunsill kien silef lil tal-football, is-Sindku qal li wara diskussjoni mal-Kumitat tal-Football Club, wasal f'kompromess. Sar qbil li bħala Kunsill nieħdu lura l-istore tal-Football Club u tibda tintuża bħala Berġa pero xorta jista jibqa jintuża r-raf għall-storage. Apparti minn hekk, il-football club jistgħu jużaw l-main store tal-Kunsill kif ukoll il-garage. Il-Kunsill qabel unanimament.

22.2.7 Is-Sindku qal li saret laqgħa hu flimkien mas-SE u mas-Supretendent il-ġdid għal Għawdex is-Sur Hersey fejn gie diskuss fost l-oħrajn l-ispeed eċessiv, iktar sorveljanza in generali fir-raħal, in-nuisance abatement bye-law propost u affarjiet oħra. Is-Sindku kompli

ħbieb kif tafu dalgħodu
ħarget aħbar li ser isir bini
fuq barriera l-antika
tal-giegu... post importanti
ħafna ambjentali u jekk isir
ikun ta sfergju kbir
għall-ambjent.. dalgħodu
facebook mifqugħ
bil-kundanni u nies
miz-zewg naħħat cempluli
biex nieħdu azzjoni li wara
kollox fid-dmir li nagħmlu
dan...

jien ippreparajt din il-press
release biex noħroġuha illum

In vista ta dak li ġie żvelat
illum fuq il-mezzi tax-xandir
dwar l-intenzjoni ta'
rijabilitazzjoni tal-area u li
jsiru estensjonijiet vertikali u
orizzontali fuq barriera
eżistenti, fil-lokalità ta' San
Lawrenz, il-Kunsill Lokali
San Lawrenz iuri t-ħassib

pero jien iccekkjajt mal-PA u
hemm qiegħed ukoll

jigifieri vera li hemm
applikazzjoni

Carmen u George please
agħtuni l-feedback ħalli
mmexxu...

George



Lili dahlunix fiha din

imma la qed naqgblu 4
toħroġ... in-nies tagħna qed
jistennewna nitkellmu...
kulħadd qed jibgħatli għax
anke petizzjoni jridu

George



Nizzluwa fil minuti li jien mhux
qed naqbel

f'idejja.

George

nixtieq li tapprovawha halli
nohorguha

FRI AT 15:47

Anthony



Tajba hafna ghalija mexxi

Joseph



Jien ghalija mexxi, nixtieq nara
il link please

Joseph



Jekk tista tibghatli please

<https://theshiftnews.com/2021/02/19/exclusive-indian-tycoon-buys-massive-quarry-on-dwejra-coast-for-redevelopment/?fbclid=IwAR102yguaqlg4mRSTNdhHmN9NVumcokv3jYDyCe8BvY6ZY7wlt4rAMSvmlk>



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applikazzjoni quddiem l-Awtorità tal-Ippjanar bin-nurmu PA3961/20. Ifakkar u jpoġġi għall-attenzjoni ta dawk kollha li ser jiddeciedu l-importanza strategika tal-post kemm mill-aspett ambjentali, ekoloġiku u arkeoloġiku. Igib għall-attenzjoni wkoll li dan il-post jinsab f'zona protetta Natura 2000 u kull żvillupp fl-area tad-Dwejra mhux biss ikun qed jagħmel ħsara irreparabbli imma wkoll ikun qed ikompli joħnoq lil Għawdex b'dettriment għas-settur turistiku. Il-Kunsill Lokali San Lawrenz jikkometti ruħu li ser ikun minn ta' quddiem sabiex jissalvagwardja dan il-post u jhegġeg sabiex għaqdiet u individwi ta' rieda tajba jingħaqdu miegħu favur il-ħarsien tal-lokalità li mhux

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toħroġ... in-nies tagħna qed
jistennewna nitkellmu...
kulhadd qed jibgħatli għax
anke petizzjoni jridu

George



Nizzluwa fil minuti li jien mhux
qed naqbel

f'idejja.

George



U anka fl istqarrija nizlu li jien
mhux qed naqbel

ok mela niktbu l-kunsilliera
tal-Partit Nazzjonalista

sewwa hekk?

George



Tista semmi ismi mhix
problema anzi ahjar

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George



U anka fl istqarrija nizlu li jien mhux qed naqbel

ok mela niktbu l-kunsilliera tal-Partit Nazzjonalista

sewwa hekk?

George



Tista semmi ismi mhix problema anzi ahjar

FRI AT 16:36



FRI AT 18:27

Carmen



I think that we have to object.



L-istqarrija uffiċjali tal-Kunsill tgħid hekk:

“In vista ta dak li gie żvelat illum fuq il-mezzi tax-xandir dwar l-intenzjoni ta’ rijabilitazzjoni tal-area u li jsiru estensjonijiet vertikali u orizzontali fuq barriera eżistenti, fil-lokalità ta’ San Lawrenz, il-Kunsill Lokali San Lawrenz, juri t-tħassib tiegħu dwar din l-aħbar.

Jinsab preokkuppata li fil-preżent hemm applikazzjoni quddiem l-Awtorità tal-Ippjanar bin-nurmu PA3961/20.

Ifakkar u jpoġġi għall-attenzjoni ta dawk kollha li ser jiddeċiedu l-importanza strategika tal-post kemm mill-aspett ambjentali, ekoloġiku u arkeoloġiku. Iġib għall-attenzjoni wkoll li dan il-post jinsab f’zona protetta Natura 2000 u kull żvillupp fl-area tad-Dwejra mhux biss ikun qed jagħmel ħsara irreparabbli imma wkoll ikun qed ikompli joġnoq lil Għawdex b’dettriment għas-settur turistiku.

Il-Kunsill Lokali San Lawrenz jikkometti ruħu li ser ikun minn ta’ quddiem sabiex jissalvagwardja dan il-post u jhegġeg sabiex għaqdiet u individwi ta’ rieda tajba jingħaqdu miegħu favur il-ħarsien tal-lokalità li mhux biss hija ta’ importanza għalih imma wkoll għall-umanità. Din l-istqarrija mill-Kunsill Lokali San Lawrenz hija approvata mill-4 kunsilliera tal-PN u l-kunsillier tal-PL talab li jkun dissoċjat minn din l-istqarrija.”



L-istarrija ta' George Camilleri tgħid hekk:

“ Bongu lil kulħadd, Dak il-kunsillier fil- Kunsill Lokali - San Lawrenz - Local Government

huwa jien , George Camilleri u ser nispjega l-pozizzjoni tiegħi bie kulħadd ikun infurmat ghaliex jien ridt li nkun disassoċjat min din l-istqarrija.

<https://www.facebook.com/sanlawrenzlocalcouncil/posts/3838386006254338>

L-ewwel nett din l-istqarrija ma tresqet fl-ebda laqgħa tal Kunsill, intbghatet fuq message fuq facebook il-Gimgħa 19 ta Frar wara nofsinhar flimkien ta blog ta "The Shift" kif mort id-dar wara x-xogħol insib email mis-sindkuli tirrigwardja din l-istqarrija u jien tlabt li nigi disassoċjat min din, ghax jien m'għandix fiduċja fi blogs bħal The Shift. It-Tieni il-post imsemmi huwa tal-Qattara li huwa fil-limiti Ta'Kercem Għawdex

It-Tielet, Skond l-istess sqarrija dan il-post jinsab f'zona protetta Natura 2000 u kull żvillupp fl-area tad-Dwejra mela awtomatikament jekk hu minnu l-aplikazzjoni ser tigi refutata mil-MEPA.

Ir-Raba, din mhix l-ewwel darba li jien iddisassoċjat ruhi min affarijiet oħra tal-Kunsill ta San- Lawrenz bħal dak il-pagament ta €22,000 fis-sena li qed jghamel tajjeb biex jitallas il-kuntrattur li qed jiehu hsieb id-Dwejra Marine Environmental Education Centre li kien inawgurat fil-5 ta Marzu 2013 għax dejjem argumentajt li dawk il-flus mumiex igawdu minnhom ir-residenti ta San-Lawrenz €22,000 plus il-kera u l-manitenzjoni tal-post inkluz il-petrol li jintuza għal generatur biex iħaddem id-dawl tal-post u hawn nixtieq inkun ċar li jien ma jinteressanix min kien l-awtur ta dan il-ċentru, min iffirama l-kuntratt jew min hu l-kuntrattur li jinteressani biss hu li €22,000 fis-sena jistgħu jintuzaw biex-isiru aktar progetti li jgawdu minnhom ir-residenti tal-lokal nixtieq min hawn niringrazza lil Ministru

Aaron Farrugia

li għoġbu itina s-somma ta €20,000 biex inkompli isir it-tizbieh fil-Lokalita ta-San-Lawrenz.”



Sustainable Urban Mobility Plan

San Lawrenz



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Sustainable Urban Mobility Plan

San Lawrenz



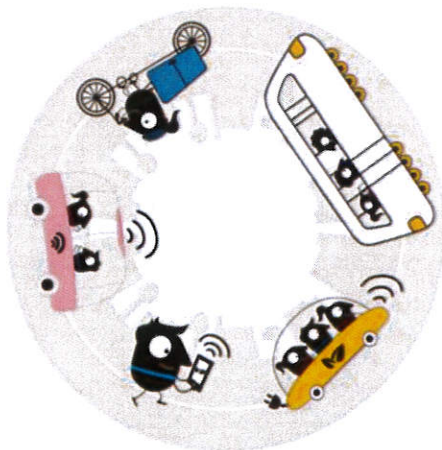
San Lawrenz

December 2020

Commissioned by
San Lawrenz Local Council

Developed by
Maria Attard, Suzanne Maas,
Stephen Joseph Giuliano, Karyn Scerri

*Supported by a grant for permanent sustainable mobility measures
from Transport Malta as part of European Mobility Week 2019*



Transport Malta



MINISTERU GHAT-TRASPORT,
L-INFRASTRUTTURA U L-PROĠETTI KAPITALI

A word from the Mayor

On the way!

Most of our roads are in a fairly good state and this is satisfactory. However, traffic management in the locality can be improved. Even though our urban area is small, as a council we carry a burden of much bigger proportion. Firstly, our locality hosts one of the most iconic destinations on the Maltese Islands: Dwejra. The second issue is the number of quarries that operate within and adjacent to the boundaries of our locality. Thirdly, the amount of holiday houses in the village and the new developments have increased in our area.

The impact of this has made us aware that we should study the situation and try to project the best solutions for the present and future. We are constantly giving our recommendations for transport solutions, as to which kinds of vehicles we project our community to be using in the future, for example the electric van and the electric bicycles.

This study takes a stock of the present situation and we hope this will kick-start an improved attitude to the current situation. Furthermore, we would like to see a road map with objectives to move forward. I am really happy to note that upon various public consultations there is consistency in the findings.

We look forward to seeing a proper traffic management plan implemented. This will give a brighter future to our village.

May I take this opportunity to thank the team that was commissioned to prepare the study and all those who participated in the public consultation.

Let us all work to prepare our village for the future challenges. I am confident that such a report will give the mobility in San Lawrenz a brighter future!

Noel Formosa

Mayor, San Lawrenz Local Council



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Introduction

This document presents the Sustainable Urban Mobility Plan developed for the village of San Lawrenz in Gozo. The concept of Sustainable Urban Mobility Plans, or SUMP, was introduced by the European Union for towns and cities to develop modern and sustainable urban mobility and transport plans. The main aims of a SUMP are to:

- Improve mobility and accessibility to services, education and jobs
- Improve road safety
- Reduce air and noise pollution
- Reduce carbon emissions
- Contribute to better use of public space

The San Lawrenz Local Council wants to develop a SUMP to:
“come up with ideas for now and for the future to improve the mobility situation in San Lawrenz”

This document was created based on a data collection and research strategy, which included an interview with the Local Council, on-site surveys of land use, parking and traffic, a travel survey and a public consultation process, including residents, stakeholders and children attending the local primary school.



Current situation

Land use survey

San Lawrenz is a Local Council on the island of Gozo (Malta) with 610 inhabitants, as per the latest Population Census (2011). There are 222 permanently occupied residences and 177 seasonal or secondary use homes¹.

The main land uses in San Lawrenz are presented in Figure 1. Their main trip attractors are concentrated around: 1) the village square, in front of the Parish church, with a general amenity shop, a band club and bar, and a restaurant (currently closed); and 2) the civic centre, home to the local council's offices, the primary school (The Friendly School – San Lawrenz), a community centre, a police station, a sub-post office and a football ground. There is a community officer who oversees the school grounds area at the start and end of the school day. There is no secondary school in the locality; older students attending secondary school or Junior College are picked up by a coach (organised school transport).

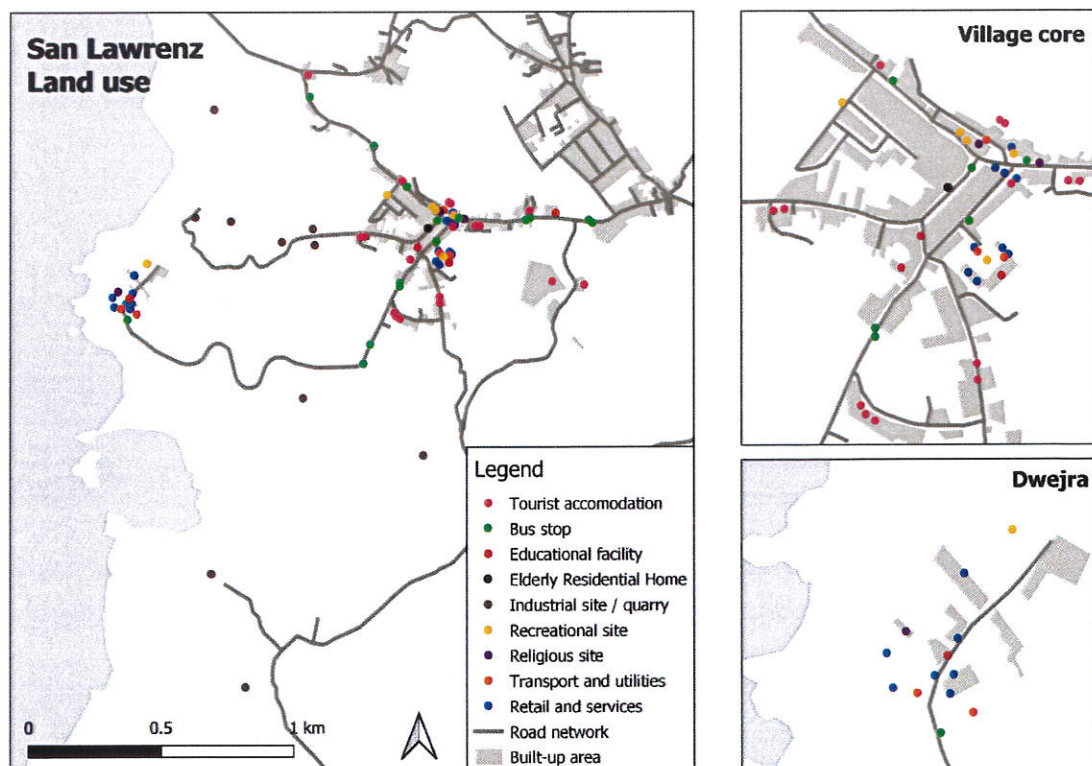


Figure 1: Land use in San Lawrenz, the village core and Dwejra

¹ NSO, 2014: Census of Population and Housing 2011

There is an old people's home in Triq ta' Ċangura and a childcare centre in Triq San Lawrenz. Along Triq Nicholas Monsarrat there is a playing field and communal waste separating bins. There are a number of guesthouses, B&Bs and farmhouses found within the locality, as well as one major hotel; the Kempinski hotel on the outskirts of the village, between San Lawrenz and Għarb. The natural wonders of Dwejra and the Inland Sea are also located within the local council's boundaries, and they are accessed through the main road passing through the town. There are also a number of quarries and other industrial facilities located in the outskirts of San Lawrenz.

Two public transport bus routes serve San Lawrenz (see Figure 2): bus route 311 from Victoria to Dwejra and bus route 312 from Victoria to San Lawrenz and Għarb². The former runs from around 07:30 to 19:30 on an hourly basis, whereas the latter runs from around 05:15 to 23:15 on an hourly basis. It takes only around 10 minutes to reach Victoria.

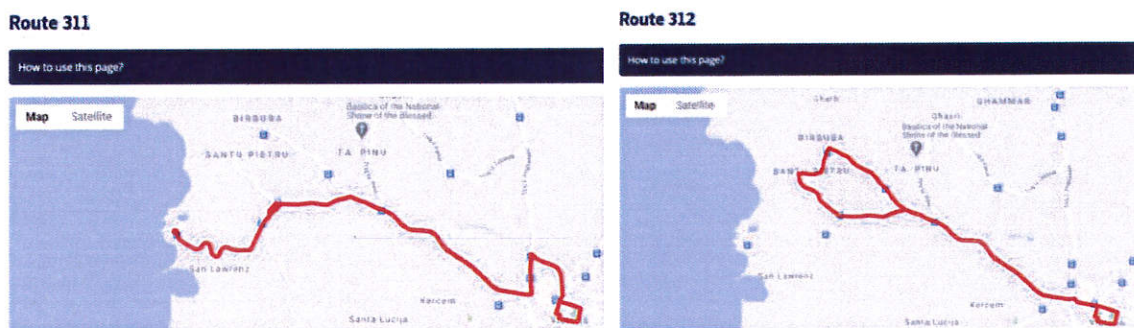


Figure 2: Malta Public Transport bus routes serving San Lawrenz: bus routes 311 and 312

Travel survey

To understand the travel behaviour of the residents of San Lawrenz, an Individual Travel Survey was shared with residents via house to house hardcopy distribution and online via e-mail and social media. Any San Lawrenz resident over 18 years of age could participate. The survey took place on Thursday 22 October 2020. In total, 96 responses were received.

The survey started with a number of questions about socio-economic characteristics, such as gender, age and occupation (see Figure 3). The gender balance of the survey respondents was exactly 50/50. The distribution of different age groups also presented a good variety, with responses from all the age groups. In terms of occupation, the vast majority of the respondents work full-time, with others indicating they are retired, unable to work, a student, a housewife/husband or working on a part-time basis.

² Malta Public Transport: <https://www.publictransport.com.mt>

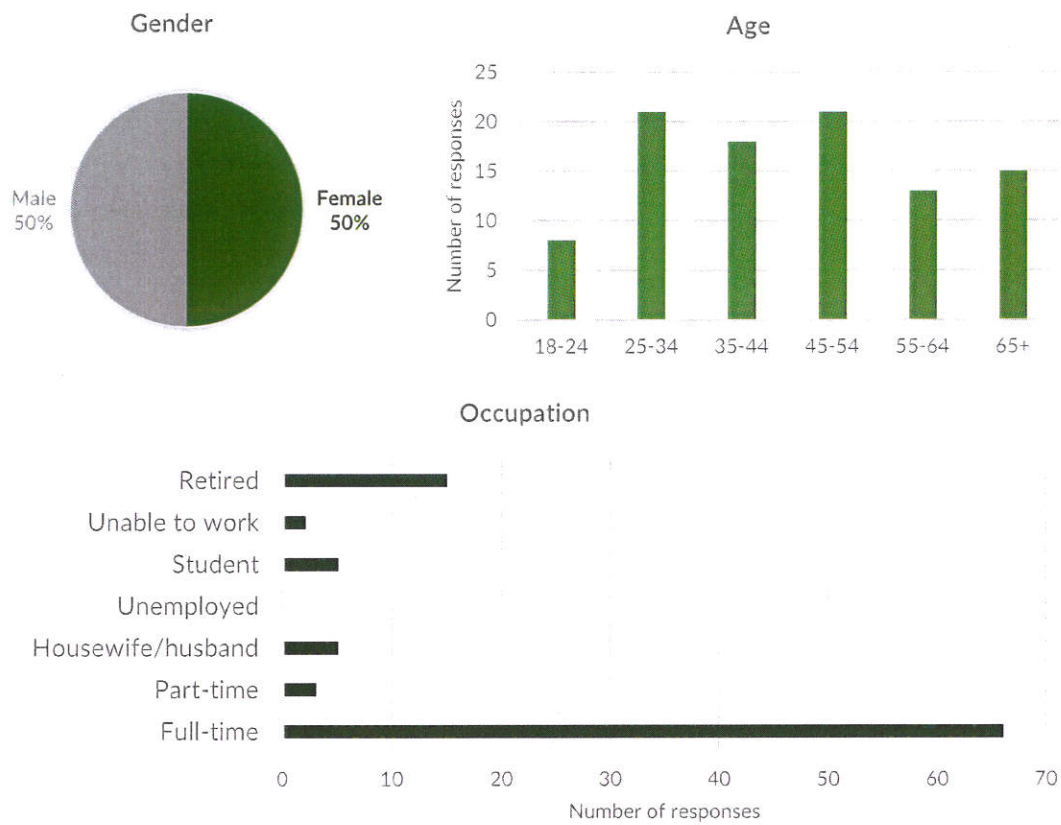


Figure 3: Gender, Age and Occupation of the respondents to the Individual Travel Survey

To understand the access to transport, respondents were asked about their ability to travel with different transport modes and their access to different transport modes and vehicle types (see Figure 4). The majority of respondents have a car driving license (91.7%) and know how to cycle (87.4%). Just over half of the respondents (55.2%) have a Tallinja card (public transport smartcard). Only one-fifth of the respondents have a motorcycle license (22.3%). In terms of access to different vehicles, 94.8% of respondents have access to a car, while only 24.5 per cent have access to a motorcycle, and 55.3% have a bicycle at their disposal.

Survey respondents were asked if they have a physical or mental disability, as this may impair their ability to travel. Ninety-five per cent of the respondents indicated no physical or mental disability. Respondents were also asked if they have access to a smartphone, as transport planning and information is increasingly accessible through a smartphone. Ninety-two per cent of the respondents answered they have access to a smartphone.

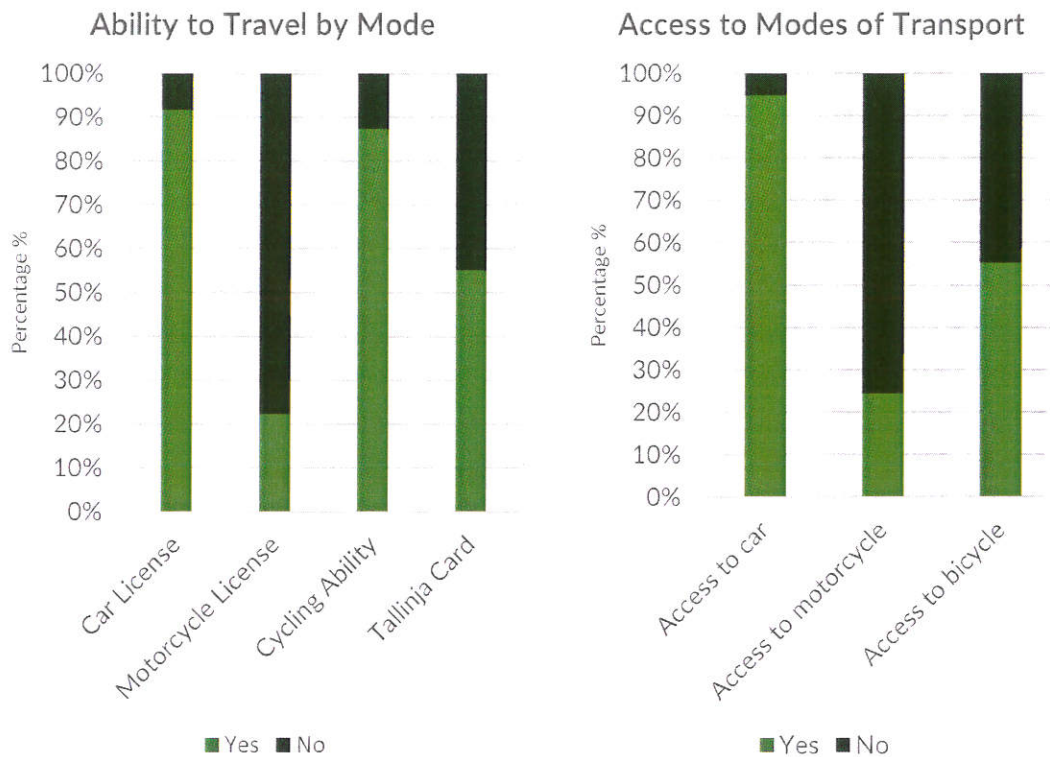


Figure 4: a) Ability to travel by different transport modes, and b) Access to different transport modes

The travel survey also contained a trip diary, in which respondents were asked to log all the trips they made on the specific survey day (Thursday 22 October 2020) and were asked to indicate the trip purpose, transport mode and time of departure and arrival. Of the 96 respondents, 14 did not make any trips on the survey day. A total number of 173 trips were recorded to have been made on the day by the other 82 respondents.

Based on the trip diary data, the following trip purposes were observed:

- The main trip purposes were related to commuting to and from work: to go to the workplace (29% of trips) and to go back home (25% of trips);
- Other trip purposes that were frequently mentioned were for work purposes (10% of trips), for personal errands (8% of trips), for shopping (7% of trips), to visit someone (6% of trips), to accompany someone (5% of trips), and for medical reasons (3% of trips).

The survey also asked respondents to note down the mode of transport used to make their trips. The main mode of transport used was the private car (74% of trips as a driver, 5% of trips as a passenger). Only 5% of trips were made by bus, 4% by motorbike, and 3% on foot. These figures are compared with the national figures from the National Household Travel Survey (2010) in Table 1, highlighting the high car dependence in San Lawrenz.

Table 1: Comparison of transport mode used for trips, in San Lawrenz (2020) and nationwide (2010)

	San Lawrenz Individual Travel Survey, 2020	Malta National Household Travel Survey, 2010
Private car (driver)	74%	59%
Private car (passenger)	5%	15%
Bus	5%	11%
Motorbike/scooter	4%	1%
On foot	3%	8%

The timing of trips starting and ending in San Lawrenz is presented in Figure 5. The majority of the trips out of San Lawrenz occur early in the morning, between 05:00 and 09:00, with a strong peak around 07:00. The inflows of traffic show a less pronounced concentration and take place throughout the morning, afternoon and early evening, with small peaks around 12:00 and 15:00.

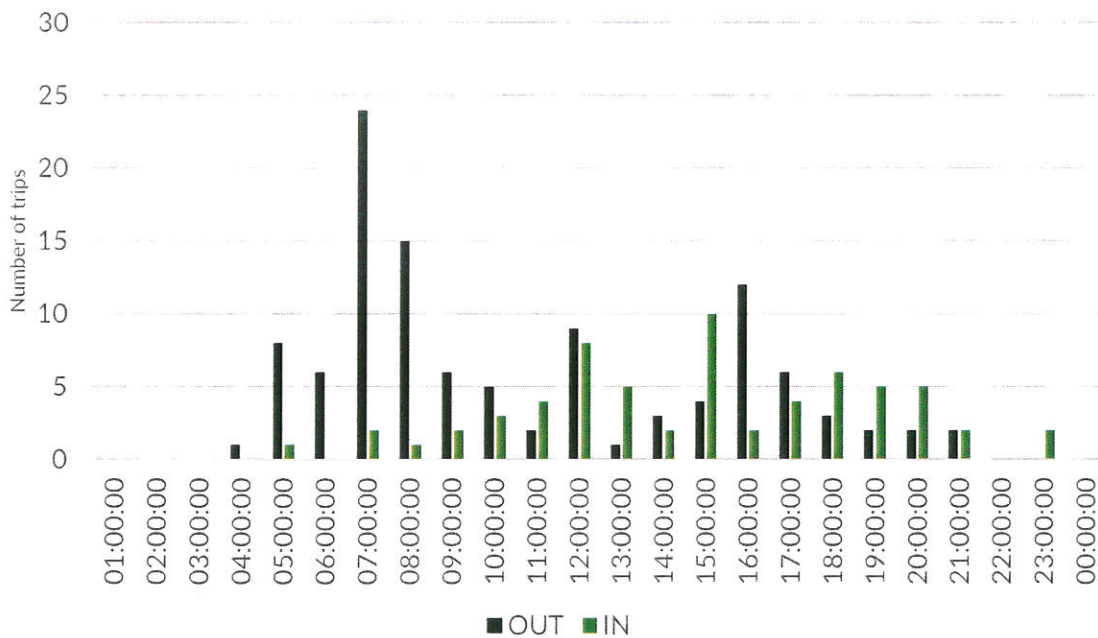


Figure 5: Timing of trips starting (OUT) and ending (IN) in San Lawrenz

Traffic survey

In order to capture the main traffic flows in San Lawrenz, three junctions were surveyed for vehicle and pedestrian movements at two key time periods in the day on Wednesday 21 October 2020: from 07:00-09:00 for morning traffic, and from 16:00-18:00 for afternoon traffic.

A map is presented for each junction, to show the different letters indicating the streets, which were used to record the traffic flows. Flow diagrams are presented for movements on foot (all directions possible), and for the other vehicles (some directions not permitted; illegal movements indicated with red arrows).

Junction 1: Triq San Lawrenz, Triq il-Wileg, Triq id-Duluri

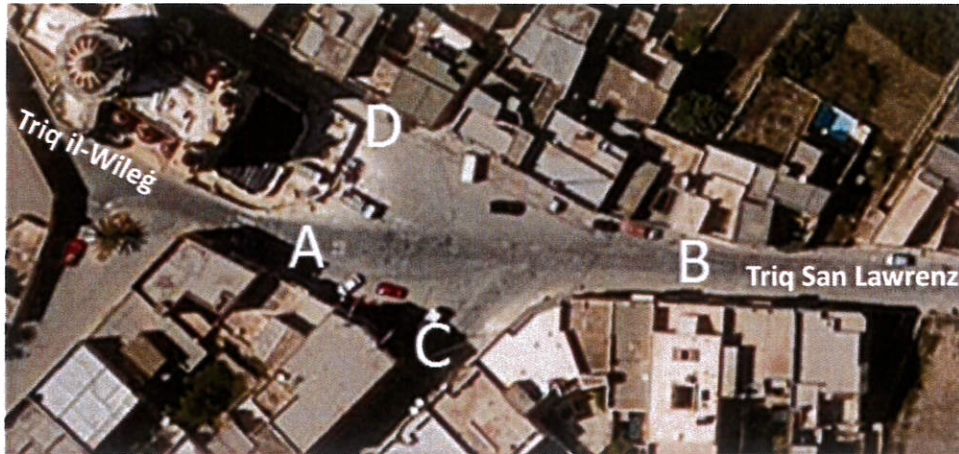


Figure 6: Map of the traffic survey location with directions at Junction 1

On foot:

All vehicles:

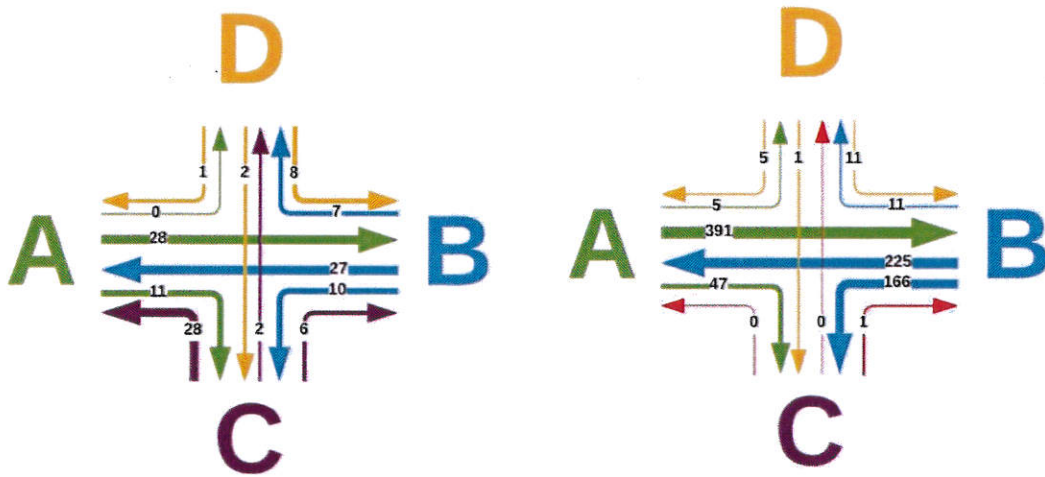


Figure 7: Traffic movements captured at Junction 1: on foot (left) and by vehicles (right)

At Junction 1 (see Figure 6), morning flows amounted to 451 movements, afternoon flows to 542 movements: 993 movements captured in total. Figure 7 shows the recorded movements on foot and by vehicles. The strongest flows are between A and B (Triq il-Wileg and Triq San Lawrenz, in both directions). On foot, C to A (from Triq id-Duluri to Triq il-Wileg) also represents an important flow. For other vehicles B to C is also an important connection.

Junction 2: Triq it-Torri, Triq id-Duluri, Triq il-Ġebbla tal-Ġeneral

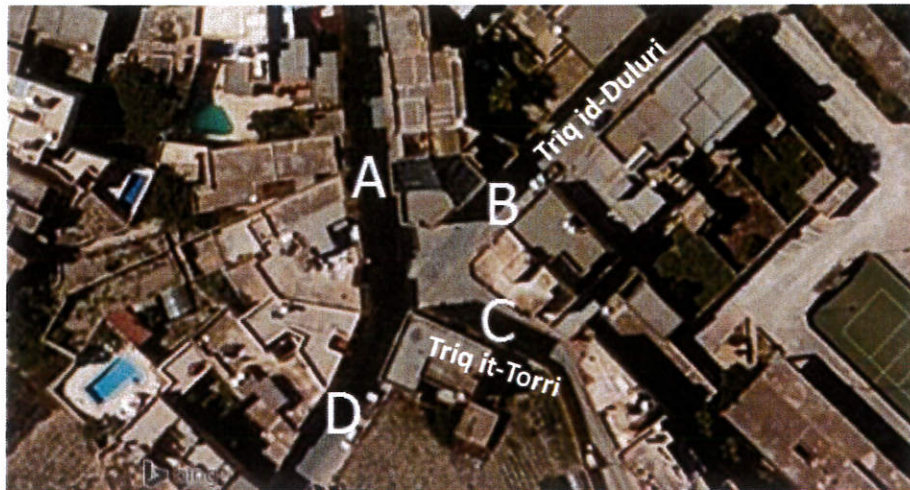
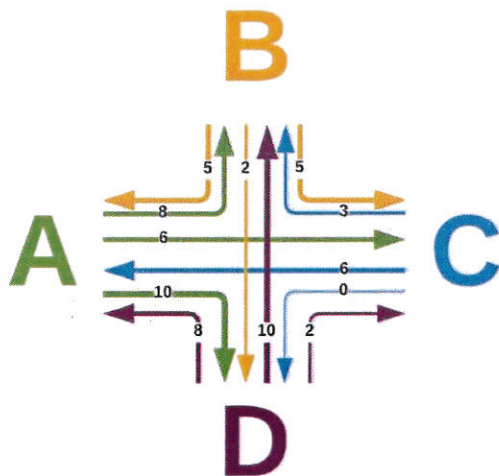


Figure 8: Map of the traffic survey location with directions at Junction 2

On foot:



All vehicles:

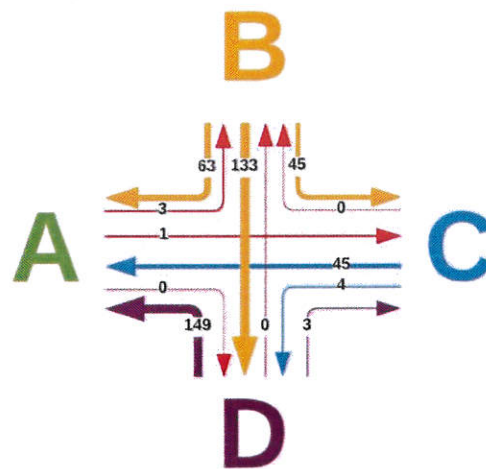


Figure 9: Traffic movements captured at Junction 2: on foot (left) and by vehicles (right)

At Junction 2 (see Figure 8), morning flows amounted to 194 movements, afternoon flows to 302 movements: 496 movements captured in total. Figure 9 shows the recorded movements on foot and by vehicles. On foot, A to D (along Triq il-Ġebbla tal-Ġeneral), and D to B (from Dwejra into Triq id-Duluri) are the connections with the dominant flows of pedestrians. For vehicles, B to D (from Triq id-Duluri towards Dwejra) and D to A (from Dwejra into San Lawrenz) are the strongest traffic flows.

Junction 3: Triq il-Wileg, Triq Nicholas Monsarrat

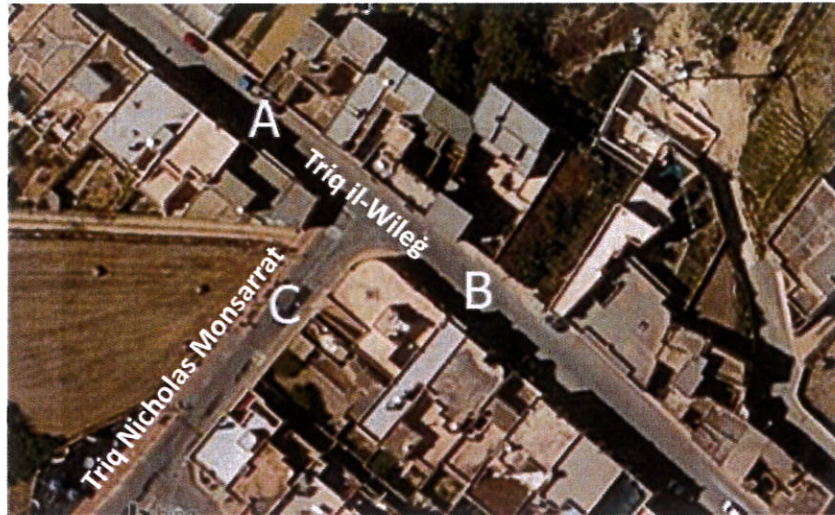


Figure 10: Map of the traffic survey location with directions at Junction 3

On foot:

All vehicles:



Figure 11: Traffic movements captured at Junction 3: on foot (left) and by vehicles (right)

At Junction 3 (see Figure 10), morning flows amounted to 241 movements, afternoon flows to 295 movements: 536 movements captured in total. Figure 11 shows the recorded movements on foot and by vehicles. Both on foot and for vehicles, the dominant traffic flows are between A and B (Triq il-Wileg, in both directions). Secondary flows can be observed between B and C (in and out of Triq Nicholas Monsarrat and the residential area there).

The distribution of different transport modes captured at the three junctions is presented in Table 2. The majority of movements recorded were made by private cars, ranging from 54% to 67% of all movements, followed by movements on foot, from 13% to 16%. There was also a relatively high occurrence of light goods vehicles (LGV) and heavy goods vehicles (HGV), although this varied more per location. Around 5% of movements were made by motorcycle and around 4% by bicycle. Buses and coaches each represented around 2% of all movements.

Table 2: Transport modes as a percentage of total movements at the three junctions

Junction	On foot	Car	LGV	HGV	Bus	Coach	Taxi	M/C	Bicycle
1	13%	67%	4%	5%	2%	2%	-	5%	3%
2	13%	61%	9%	-	2%	2%	1%	6%	4%
3	16%	54%	14%	5%	1%	1%	-	4%	3%

Parking supply and demand survey

A parking stock survey was carried out to determine the available supply of parking spaces in San Lawrenz, including on-street parking spaces (see Figure 12) and off-street parking spaces (garages, see Figure 13). There are a limited number of marked parking spaces on Triq San Lawrenz and Triq Nicholas Monsarrat. The majority of the on-street parking supply in the village however is unmarked. There are four 'blue badge' parking spaces, reserved for people with reduced mobility. There are two reserved parking spaces for electric shared vehicles (by the national e-car sharing service GoTo). There is one reserved parking bay in the church square, in front of the shop.

From the survey, the following results were obtained:

- On-street parking spaces: 422 spaces;
- Off-street parking spaces (garages): 165 garages;
- Based on an average space of 2 cars per garage, the off-street parking supply in San Lawrenz provides around 330 spaces.

Total supply is estimated to be 422 (on-street) + 330 (garages) = 752 spaces.

Considering the number of households in San Lawrenz (222 households³) and the average number of cars per household (1.6 cars per household⁴), residential parking demand is estimated to be around 355 spaces. If seasonal / secondary homes are added (177 households), total residential parking demand is estimated to be around 638 spaces.

³ NSO, 2014: Population Census 2011

⁴ Transport Malta, 2010: National Household Travel Survey



Figure 12: Parking stock survey showing the on-street parking supply in San Lawrenz

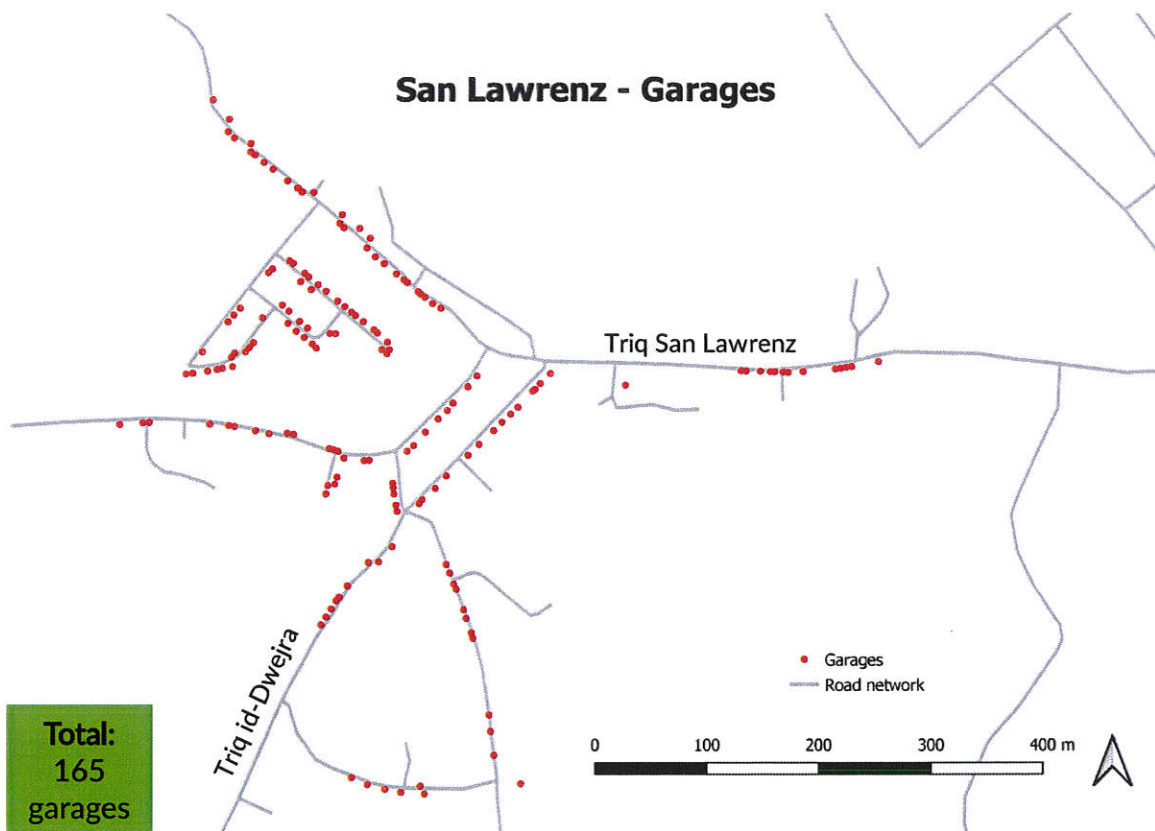


Figure 13: Parking stock survey showing the off-street parking supply (garages) in San Lawrenz

Parking usage survey

Parking usage was studied in two different areas of the village:

- Zone A: the residential area around Triq Nicholas Monsarrat
- Zone B: the streets around the church square and civic centre

The parking surveys were carried out on one day, Thursday 22 October 2020, at three distinct time periods: from 07:00-09:00, from 12:00-14:00 and from 16:00-18:00. The survey location for Zone A is presented in Figure 14, while the results can be found in Figure 15. The survey location for Zone B is presented in Figure 16, with the results shown in Figure 17. The coloured dots in the maps are the parking spaces included in the survey; the grey dots are other parking spaces not considered in this survey.

- In Zone A, the average occupancy over the three time periods was 42%
- In Zone B, the average occupancy over the three time periods was 47%

Zone A saw the highest use after 13:00 and in the evening, once residents had returned home from work/school. Zone B had the highest use between 8:00-9:00 and 12:00-14:00, which is primarily influenced by parking at the civic centre and school premises. While not legally a space for parking, the wide street space in front of the village shop and bar was often occupied by more than one vehicle, whereas there is only a single designated - reserved - parking space. It should be noted that this survey reflects parking usage during a low-season period (October 2020).

Parking usage survey Zone A

- Parking spaces
- blue badge
 - reserved (yellow)
 - legal marked parking space
 - legal unmarked parking space
- Road network

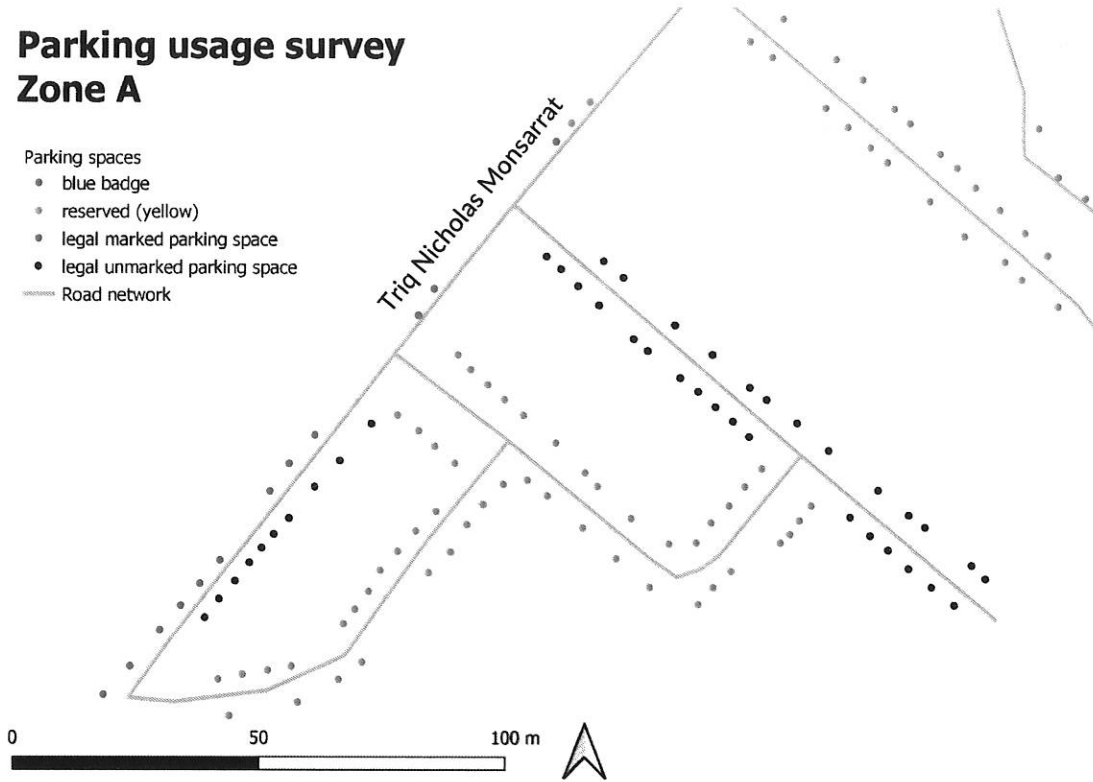


Figure 14: Parking usage survey location in Zone A

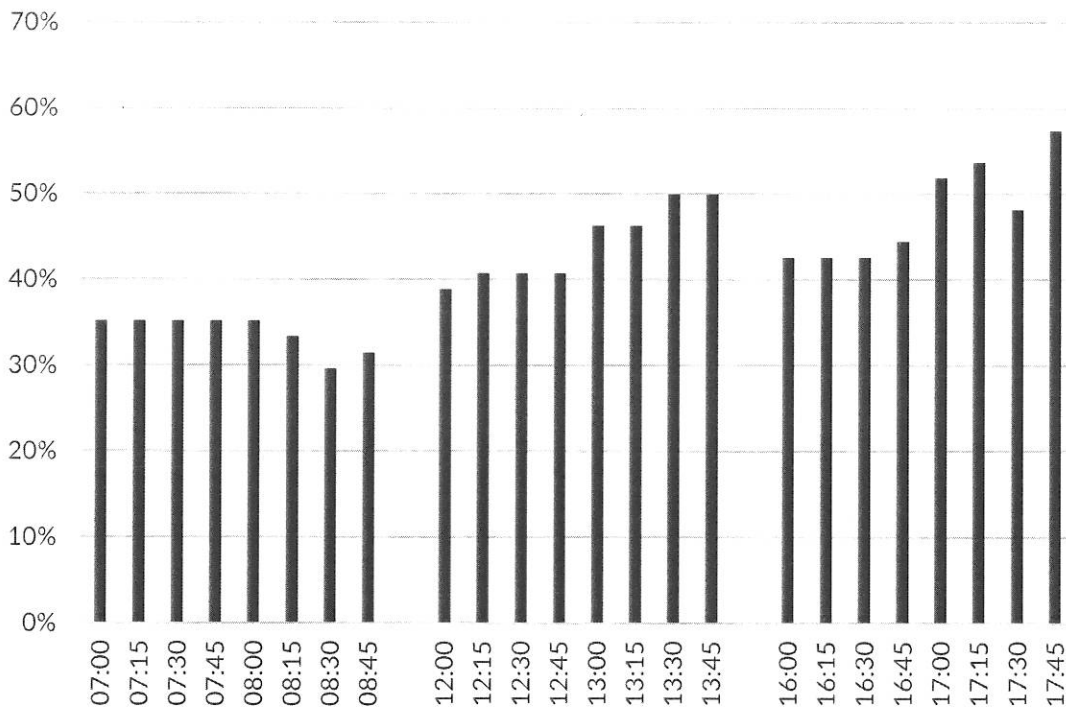


Figure 15: Parking usage recorded through survey in Zone A

Parking usage survey Zone B

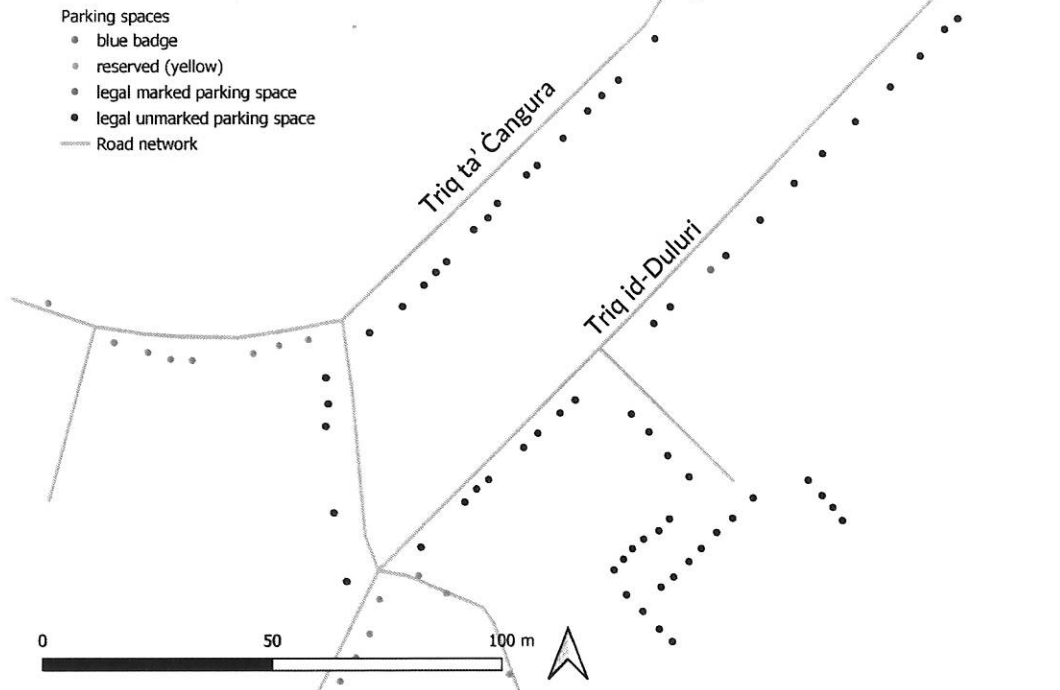


Figure 16: Parking usage survey location in Zone B

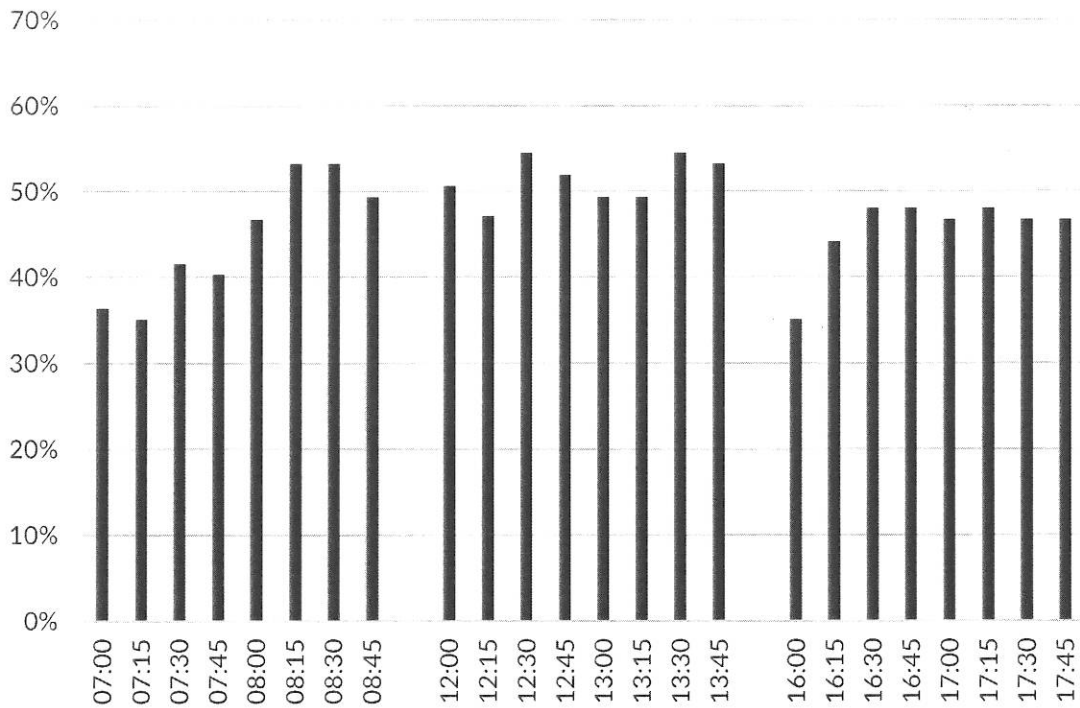


Figure 17: Parking usage recorded through survey in Zone B

Challenges and opportunities

Based on discussions with the Local Council, with stakeholders and residents, and with children from the primary school (year 4 and 5), the following challenges and opportunities related to transport, mobility and public space were identified.

Over speeding

Even though there are a few 30 km/h signs in San Lawrenz that indicate the speed limit, as well as other traffic signs warning drivers to proceed slowly (see Figure 18), incidences of vehicles driving through the village at high speeds have been noted by local residents and have been observed during the data collection by the research team. Relatively wide streets, such as Triq il-Wileg, without road markings or traffic calming measures invite higher speeds by design.

For a village with a large number of older residents and a primary school in its midst, as well as visiting tourists and passing walkers, cyclists and hikers, this creates situations that are unsafe and unpleasant.

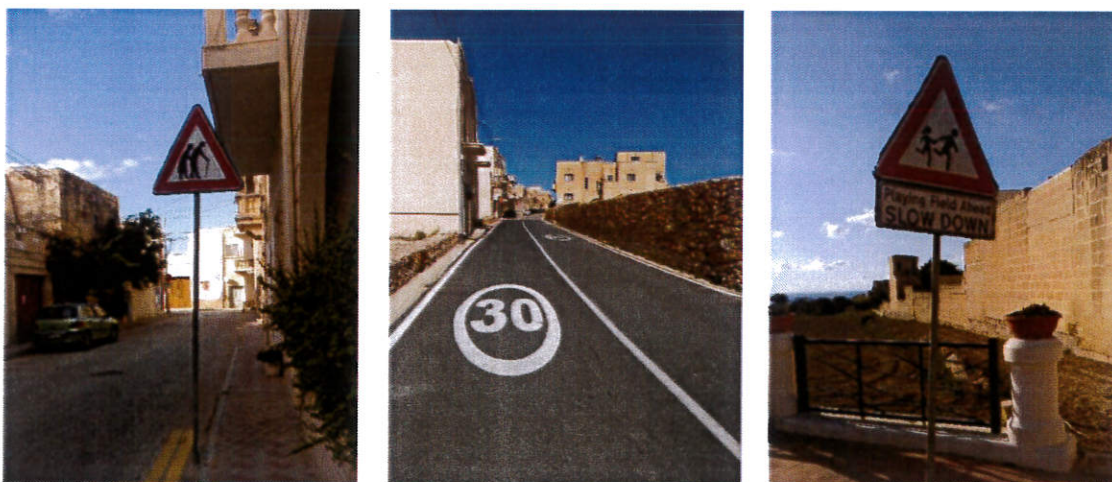


Figure 18: Traffic signs and speed limit indications in San Lawrenz (photos by authors)

Large trucks passing through town

With a number of quarries present at the outskirts of San Lawrenz, as well as some active construction sites within the boundaries of the village, there is a relatively large number of heavy goods vehicles that pass through the village centre (see Figure 19).

From conversations with the local council, it appears that the neighbouring locality of Għarb has come to an agreement with some of the quarries not to pass through their village core; which in turn puts excessive pressure on the situation in San Lawrenz.

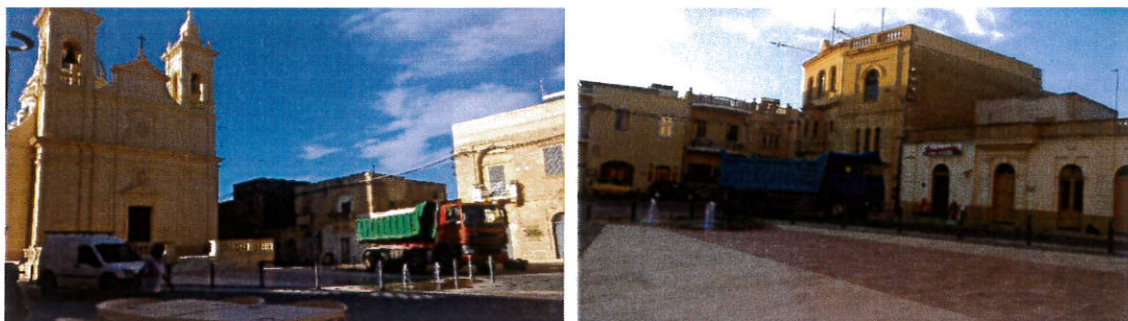


Figure 19: Trucks from quarries and construction sites passing through San Lawrenz (photos by authors)

Poor pavement quality

Inconsistencies in pavement design (in terms of width, height and material) were observed. In certain places, the pavement is extremely narrow, or all but disappears, for example around the bus shelter in Triq il-Wileg (see Figure 20). There are also instances where parts of the streets do not have any pavements, for example in Triq Wied Merill. In other cases, the pavement is obstructed by decorative or functional items, such as planters and waste bins, or steps or ramps are built on the pavement to provide access to residences or garages. By law, the minimum pavement width is 1.5 meter⁵ and provisions should be made for people to be able to access the pavement via ramps (for wheelchairs/pushchairs) and cross the street safely at intersections.

A number of school children walk to school and this has been encouraged through the *Nigi l-iskola bil-mixi* project organised as part of European Mobility Week. There is also evidence of walking for local trips (for example, to the village shop, to the church) from the travel and traffic surveys and from observations during the research. There are also people (residents and visitors) walking for leisure or exercise, to walk their dog or to enjoy the scenery.



Figure 20: Narrow, obstructed and disappearing pavements in San Lawrenz (photos by authors)

⁵ MEPA, 2015: Development Control Design Policy, Guidance and Standards 2015

Lack of parking management

The majority of parking spaces present in San Lawrenz are unmarked parking spaces along the side of the road; anywhere except for where there are double yellow markings or access to a garage or side road. There are only limited marked parking spaces, along Triq San Lawrenz, in the church square and along Triq Nicholas Monsarrat. Instances of illegal parking or stalling vehicles were observed, for example on or near the reserved parking space in front of the village shop and bar, on parking spaces dedicated to blue badge holders and, very frequently, in front of private garages (see Figure 21).

The parking surveys did not reveal serious parking challenges in the daily off-season situation. However, it is noted by the local council and residents that on weekends and during the summer holiday season, parking pressures in the village increase, due to the high number of seasonal and secondary homes, and tourist accommodations.



Figure 21: Illegally parked or stalling vehicles in San Lawrenz (photos by authors)

Limited public space for playing and socialising

Efforts have been undertaken to create public spaces in San Lawrenz, for example through the redesign of the village square, the creation of a football ground in front of the school, and the promenade at Triq Nicholas Monsarrat, including benches and a small playing field. However, these spaces are rather bare, with limited greenery and urban furniture, and in the case of the square and the entrance to the civic centre, predominantly vehicle oriented (see Figure 22). Children attending the local school said there is a lack of spaces to sit, socialise and play. They mostly play at the playing field at Triq Nicholas Monsarrat, as the football ground and playing area of the school are not accessible outside school hours.

There is a plan in the works for the creation of a new community centre and public open space near the school and civic centre of San Lawrenz. The community centre will house the local council's offices, a clinic, library and dedicated space for local NGOs and community groups, such as the *festa* (local feast) organisers, football club, drama club and folk group. The plan includes an open space with a new playing field, a small amphitheatre, outdoor gym equipment and greenery. The potential to create a Kiss &

Ride area for drop-off and pick-up of children at the entrance to the school and civic centre was brought up by the Local Council, to reduce the number of vehicles entering and parking at or near the school grounds.

During a consultation session with children attending the local primary school, they were asked what they think is missing in their village for them to enjoy. The children expressed their wishes for bigger playing fields, including monkey rings, a climbing wall and a trampoline, a skate park with ramps for bicycles, skateboards and scooters, an open-air picnic area, and a basketball court.



Figure 22: Vehicle-dominated open spaces in San Lawrenz (photos by authors)

Shared electric vehicles

As part of the European Mobility Week Awards, Transport Malta provides funds for permanent sustainable mobility measures. The San Lawrenz Local Council was awarded such funds in 2019 and purchased an electric van for the community and four electric bicycles to be lent or rented out to residents and visitors. The village also has two reserved parking spaces for electric cars from the national car-sharing service GoTo, located at Triq Nicholas Monsarrat (see Figure 23).

The community van is available to carry residents to appointments, at set time-slots on Tuesdays and Thursdays and is also used to pick up elderly residents for activities organised at the village square on Thursday evenings in the summer season. There is no full-time dedicated driver; the duties are carried out by a member of the Local Council.

Four electric bicycles are currently available for free from the community centre premises for a maximum of 48 hours. The user is provided with a simple lock, helmet and charger, and a rental agreement needs to be signed by the user to assume responsibility for the bicycle(s).



Figure 23: Shared electric van, GoTo parking spaces (photos by authors) and electric bicycles (photo by San Lawrenz Local Council)

Proposed measures

Parking management scheme

In order to address concerns related to parking, especially during weekends and the summer holiday season, a residential parking scheme can be introduced, similar to the scheme that has been applied successfully in Valletta. In this case, a number of on-street parking spaces would be demarcated in a different colour, which would be available by right of residency to San Lawrenz residents only, to ensure that sufficient parking space is available to local residents even during times of greater parking pressures, such as on the weekends and holidays. If necessary or desired, restrictions and exemptions can be applied, for example allowing non-resident family members to obtain a residential parking permit⁶.

In general, demarcating parking spaces, either with lines to indicate a parking area (e.g. one side of the street) or with individual parking boxes, can help clarify where parking is and is not allowed and keep free the rest of the street space for other uses. More enforcement to control and manage parking is required to combat instances of illegal parking and stalling of vehicles, as well as to observe adherence to any parking management scheme.

To avoid parking issues around major events, such as the *fešta* (village feast), free shuttle services could be offered from Victoria and/or nearby villages, for example using the electric community van or special buses commissioned through Malta Public Transport, as is already done with success in other major events such as *Notte Bianca* in Valletta and from parking areas in Qrendi and Żurrieq to *Wied iż-Żurrieq* in summer time.

Traffic calming and redesign of pavements and street space

Traffic calming measures such as speed humps and tables, chicanes, refuge islands and shared streets can be applied to the street design to reduce vehicle speeds and create safer spaces for vulnerable road users.

When opportunities arise in terms of planned or scheduled road works, streets can be redesigned to take the legal requirements for pavements (minimum width, ramps for access, safe intersection design) into account and create better streets for all road users, including pedestrians.

⁶ Attard & Ison, 2010: The implementation of road user charging and the lessons learnt: the case of Valletta, Malta

Recommended minimum road widths in Malta are 2.4 meters for a carriageway for access by a single vehicle and a minimum road width of 3.7 meters to allow for access by a fire tender (and other larger vehicles)⁷. In the village, in streets with multiple carriageways, road widths can be reduced to the minimum recommended road width of 2.4 meters, promoting lower vehicle speeds and creating more space for wider pavements, street furniture and greenery. Three streets have been taken as an example, to highlight different approaches to their redesign to make them safer and more inclusive: 1) Triq il-Wileg, as it is scheduled for resurfacing, and 2) Triq ta' Ċangura, as it could be made one-way so as to free up space for wider pavements and seating in front of the old people's home.

Residential streets in San Lawrenz, such as in the residential area around Triq Nicholas Monsarrat, could apply principles for 'home zones' to create safer residential streets, where vehicles are guests and human movement is prioritised. Road widths can be reduced to allow for wider pavements, especially at corners and intersections, and vehicle speeds reduced to 20 km/h⁸.

Example 1: Triq il-Wileg

In the current situation at Triq il-Wileg (see Figure 24), the pavement is very narrow with just 1 meter width, whereas the road widths are wide, promoting faster vehicle speeds. The width of the pavement at the bus stop leaves only a very narrow section to pass on foot and is impossible for those with reduced mobility or with a wheelchair or pushchair.

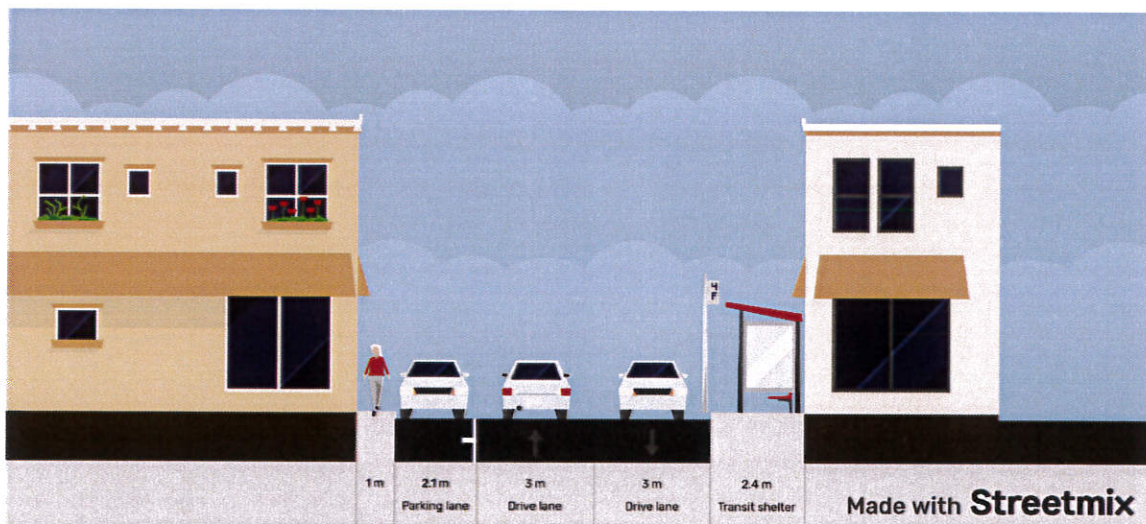


Figure 24: Visualisation of current situation (at bus stop Wileg)

⁷ MEPA, 2015: Development Control Design Policy, Guidance and Standards 2015

⁸ Malta Road Safety Council, 2014: Road Safety Strategy Malta 2014-2024

Reducing the width of vehicle lanes can reduce vehicle speeds, while still allowing for access. This frees up space for wider pavements, the potential to include greenery and more space to continue the pavement along the bus stop (see Figure 25). At the intersection with Triq Nicholas Monsarrat, a raised speed table and pedestrian crossing can facilitate safer access and intersection crossing for pedestrians, as during the traffic survey it was noted that this intersection is frequently used by car drivers to make U-turns.

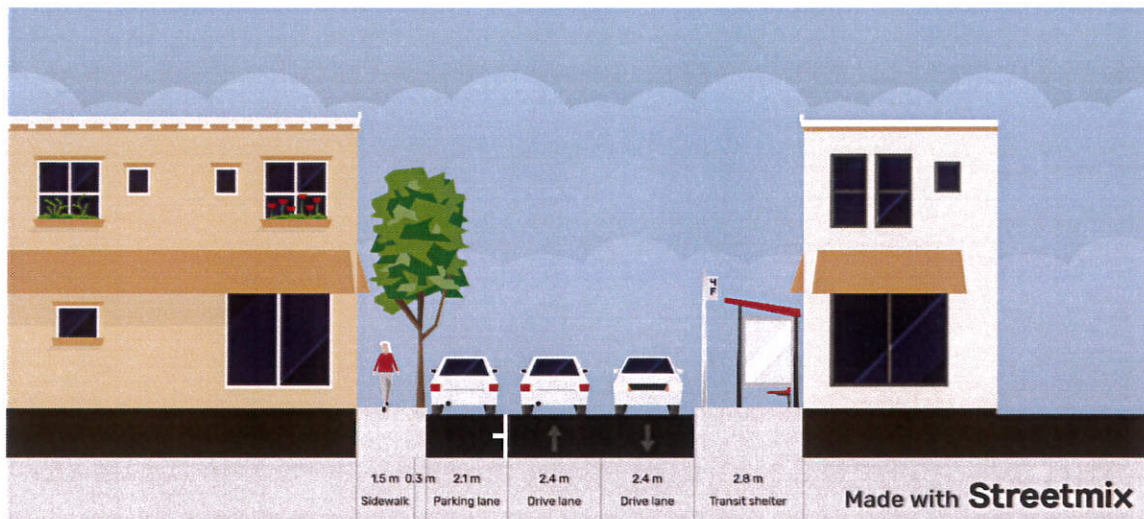


Figure 25: Visualisation of alternative street space allocation (at bus stop Wileġ)

In Triq il-Wileġ, parking is already occurring on both sides of the road, alternating from side to side to accommodate access to garages on either side of the road. This can be used to create chicanes: artificial turns in the street design to reduce vehicle speeds, created by alternating on-street parking and other design features, such as pavement extensions, street furniture and greenery⁹ (see Figure 26).

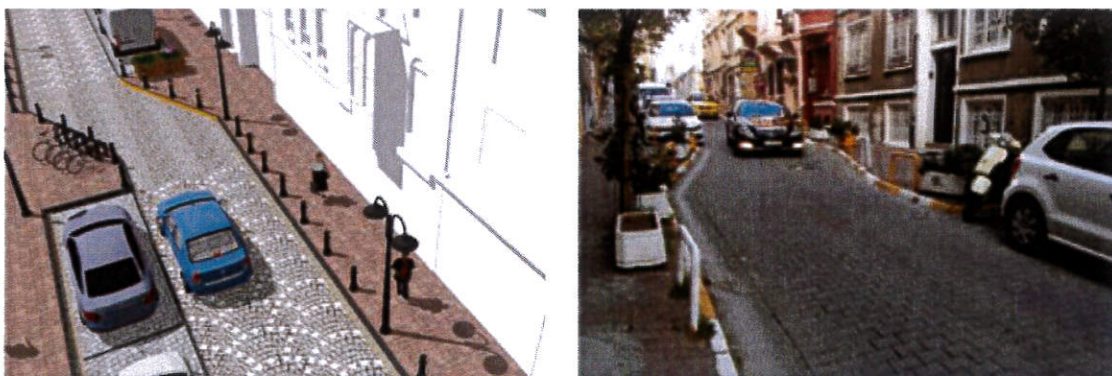


Figure 26: Example of chicanes: alternating on-street parking to create turns in the road (images: WRI 2015)

⁹ World Resources Institute (WRI), 2015: Cities Safer by Design

As the parallel street Triq id-Duluri is already one-way (towards Dwejra), Triq ta' Ġangura could be changed to a one-way street in the other direction. It is currently a two-way street (see Figure 27), but does not experience high volumes of traffic, as it only leads to Triq Wied Merill, a dead end street. Making Triq ta' Ġangura one-way in the direction of the church would free up valuable street space and enable the creation of wider pavements and could allow for the introduction of greenery and street furniture (see Figure 28). This street houses the old people's home and could benefit from wider pavements, which can provide a safer connection to the village square and a space for the elderly to sit and meet.

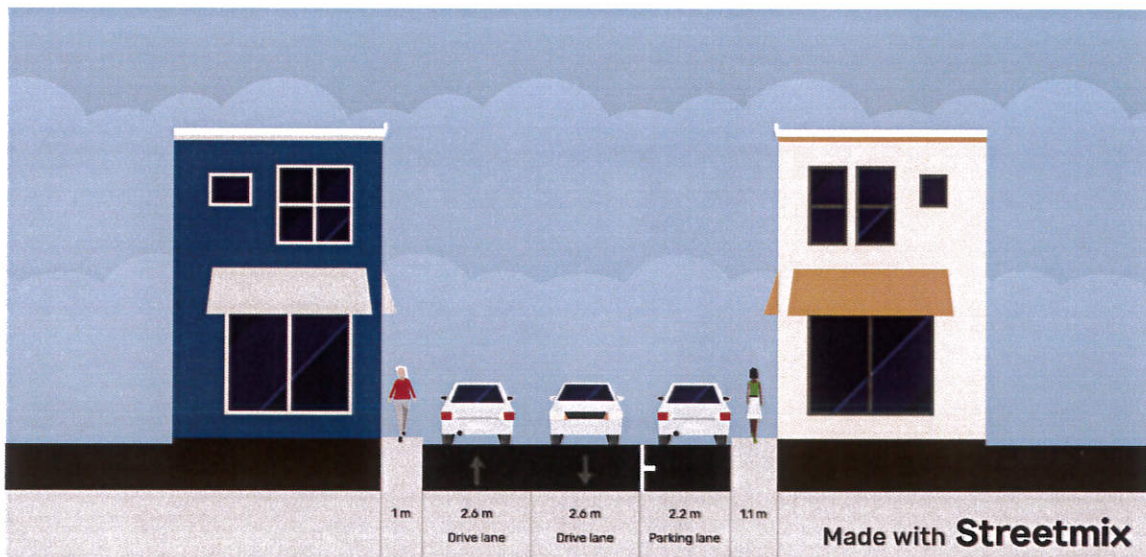


Figure 27: Visualisation of current situation (in front of old people's home)



Figure 28: Visualisation of alternative street space allocation (in front of old people's home)

Community centre open space



Figure 29: The proposed design for the community centre and open space (Micallef, 2019)

The proposed design for the community centre and open space¹⁰ (see Figure 29) includes a new playing field, a small amphitheatre, outdoor gym equipment and greenery. A small number of parking spaces is still provided within the grounds of the school and civic centre, but in the plan this is separated from the pedestrian access (marked in dark grey). A potential improvement to this design, as visualised in Figure 30, could include fully separated pedestrian access to the football ground and the area with the playing field, amphitheatre and outdoor gym, to minimise the risk of conflict between vehicles and pedestrians (especially playing and running children).

To create a safe playing area for children, it is important to clearly designate spaces off-limits for cars. Greenery can be used to create a soft boundary, and can be integrated in the plan to provide shading, a place for flora and fauna and perhaps a school garden, providing a direct connection to nature. The need for more trees and greenery was also identified by the school children as something lacking in their village, while important for maintaining good air quality and to provide shade in summer. The children also expressed their wish for the playing field and football ground to be open outside of school hours, as it is one of the only spaces for them to play.

¹⁰ Micallef, 2019: Proposed Public Amenities San Lawrenz Gozo

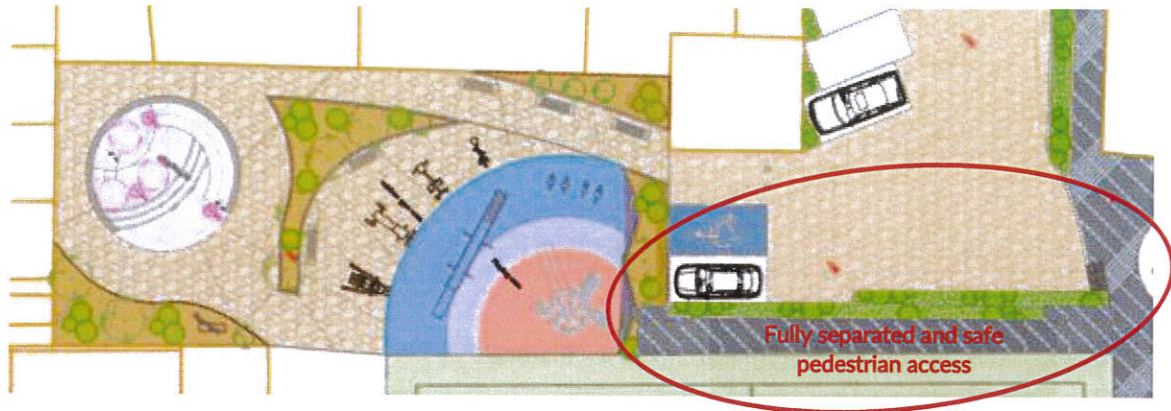


Figure 30: Suggested alteration to pedestrian access to playing field, amphitheatre and outdoor gym

A space for Kiss & Ride (drop-off or pick-up) can be created at the entrance to the school and civic centre grounds. One or more on-street reserved parking spaces (only for Kiss & Ride, no parking or stalling) can be created in Triq id-Duluri, from where children can exit the car and enter the school grounds from the separated pedestrian passage, guided by the community officer on duty.

Bicycle parking is foreseen in the plan. The currently provided 'wheelbender' type of bicycle parking at the school premises are not ideal, as it is not possible to lock a bicycle properly through the frame to them, and in case of heavy winds, the bicycle wheel may end up bent. When investing in new bicycle parking, it is recommended to opt for Sheffield racks, also called inverted U- or D-racks, and where possible to provide covering to protect from rain and sun¹¹.

Whereas the car parking area can be reserved for use related to the civic centre (school, library, clinic, local council, etc.) during the week, in the weekend and on public holidays the parking area can be utilised as community parking for residents and visitors.

The redesign of the parking spaces at the community centre could also integrate one or more charging pillars for electric vehicles, to service the electric community van, but also to offer this as a service to the residents, as more uptake of electric vehicles is expected in the coming years, and more (public and private) charging facilities will be required.

¹¹ Bicycle Advocacy Group (Rota), 2018: [Guidelines for Bicycle Parking and Storage](#)

Timed schedule and circulation plan for heavy goods vehicles

To address the issues associated with heavy goods vehicles passing through the village to and from the quarries and construction sites, communication should be sought with the relevant companies and neighbouring localities to draw up a circulation plan and a time schedule, to limit the intrusion of these vehicles in the village and share the burden. The schedule should pay attention to key times when vulnerable road users are most likely to be on the street, such as just before and after school hours, at times of church service, or when the shop is open, and minimise through traffic of heavy vehicles at such hours.

Safe routes to school

To further promote walking and cycling to school, the school and Local Council can build upon their experiences with the *Nīgi I-iskola bil-mixi* project. For example, the school children, their parents and teachers can together map their routes to school, so that safe routes to school can be identified and potential bottlenecks and dangerous crossings can be addressed. In order to enable children to walk or cycle to school, parents, guardians or other residents can assist at intersections, by ensuring it is safe to cross. An idea that takes this a step further in the creation of routes for one or more *walking school buses*: a group of children walking to school with one or more adults.

Public bicycle rental + cycling routes

To create more visibility for the electric bicycles available for free to the residents and visitors of San Lawrenz, it would be recommended to create a bicycle parking in a central place (e.g. the village square or at the entrance of the civic centre / school grounds) where these bicycles can be rented and returned through an app (see Figure 31).

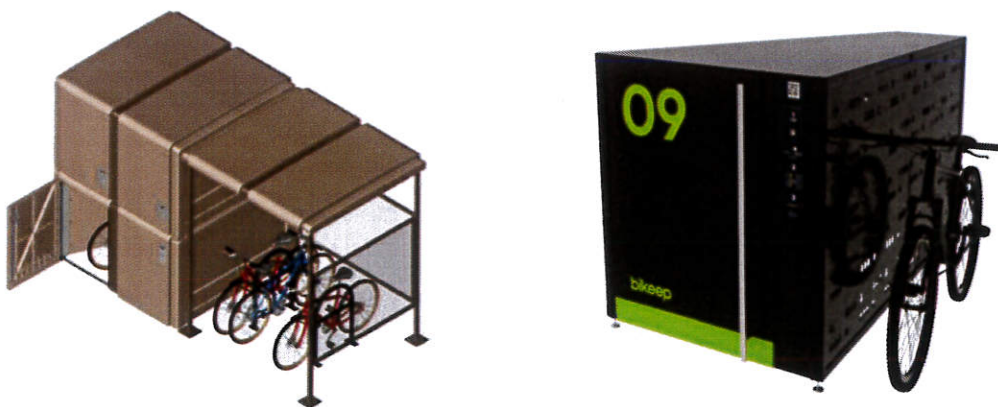


Figure 31: Bicycle lockers, with possible integrated charging points (examples from CycleSafe and Bikeep)

To promote more safety on the roads for cyclists, a combination of lower speed limits (through signage and design) and signage to look out for cyclists can be included. On busier roads, such as the road connecting from Għarb, the creation of separated cycling infrastructure could be considered.

The Local Council can, together with interested residents or an organisation such as *Rota* (the national bicycle advocacy group), create maps with cycling routes for tourists and visitors, such as:

- A roundtrip to Dwejra and surroundings (including hill climb);
- A one-way route to Victoria, via Għajn Għabdun, Santa Luċija and Kerċem; and
- A circular route passing through Għarb and Għasri.

The way forward

With this document, the San Lawrenz Local Council has in hand an overview of the current mobility situation in San Lawrenz, in terms of its challenges and opportunities, and a selection of proposed measures to improve the transport system and mobility in San Lawrenz in the future.

The proposed measures can be used as inspiration when discussing scheduled road works and changes to the road network, and to guide improvements to the infrastructure and public space in San Lawrenz. The proposed measures can be used as a starting point for funding proposals, for project calls in the field of sustainable mobility and public spaces. When starting the implementation of a project, it is important to create a management plan, including the timing, financing, maintenance and monitoring of the project.

To a brighter future for San Lawrenz!

