

## SWIEQI LOCAL COUNCIL

*Following consultation with Mrs de Noto, Head Transport Research & Development Unit, Transport Malta, it was agreed that representatives from the newly elected Swieqi Local Council met with senior officials for purposes of discussing various issues for due consideration by the authorities concerned. Two sessions were duly held on the 24<sup>th</sup> & 30<sup>th</sup> April, 2012 respectively, the latter at identified sites within the locality. In attendance for both meetings: TM – Josie Brincat & Charles Muscat and SLC: Noel Muscat (Mayor) & Alfred Curmi (Councillor). Justin Fenech (Deputy Mayor) joined the on-site meeting.*

### 1. Triq is-Sidra

- a. **One-way Traffic System to apply throughout up from Triq is-Swieqi to Triq il-Qasam. This would eliminate the existing two-way section between Triq il-Ghajn and Triq is-Sirk. Double yellow lines along this section replaced by On-Street Parking.**
- b. **Establish necessity of maintaining existing extensive ‘un/loading’ parking bay of approx 18 metres opposite the Garden View Holiday Complex. Should this prove so, introduce ‘Timed’ parking thereby creating more space for non-commercial vehicles outside restricted hours..**
- c. **Introduction of zebra crossing in the vicinity of the entrance to the above complex.**
- d. **Removal of Thermoplastic Hump located at the back of Corner Food Store and replacing by ‘Build-Outs/Pinch Points’ c/w Triq il-Qasam. Dangerous vision obstruction to vehicles approaching Triq il-Qasam from Triq is-Sidra thus eliminated. *Council architect to provide appropriate documentation***

### 2. Triq il-Qasam

- a. **Installation of Traffic Lights close to St. Andrew’s Dispensary synchronised with those at Triq Sant’Andrija. This would ease traffic congestion at this very narrow part of the road. The obvious solution would be that of restricting passage to one-way out but for the moment, insufficient entry points rule this out. Likewise, essential to establish position and/or any legal implications in regard to expropriation proceedings initiated many years back of building adjacent to Rita’s Grocery.**
- b. **Introduction of Timed Un/Loading Parking Bays within the same area**
- c. **Creation of two lanes outside Forex Ironmongery to facilitate exit in both directions towards Triq Sant’Andrija. *Documentation by council architect to follow***

**2(ii) Triq il-Ktajjen – One-way down towards Triq is-Sirk to cater for increased flow consequent to traffic changes in Triq is-Sidra**

### **3. Triq it-Tiben**

**a. Necessity of surfacing that rough part of the upper section of the road emerging on Triq il-Qasam. Likewise, apart from establishing responsibility over payment of the costs involved, clarification required in regard to any prevailing legal implications following removal of the divisory wall.**

### **3. Triq is-Swieqi**

**a. Speed Control & Safety Measures – Installation of Speed Cushions to replace existing Thermoplastic Hump in the vicinity of existing commercial outlets.**

**b. Additional ‘Timed’ Un/Loading Parking Bays**

**c. Installation of Zebra Pedestrian Crossing, although its location would pose a problem due to the numerous residential garages along this road. However, look into possibility of overcoming the problem by placing a diagonal crossing? This would serve to limit the danger to pedestrians aggravated by random double parking of vehicles. *Such abuses would be curtailed through more regular patrols by traffic wardens as indeed CCTV surveillance, if the latter found feasible to install. Adoption of such measures essential throughout the locality in fairness to all other commercial outlets.***

**d. Dangerous footpaths beneath exit/entrance tunnel off Triq Santu Wistin need addressing with urgency; in particular, due consideration given to original proposals dating back to 2005 for the construction of separate passageways. Proposals to be discussed with St. Julian’s Local Council as part of the land falls under their jurisdiction. Another solution would be that of prohibiting entry through the left-hand side of the tunnel and diverting traffic through Triq is-Sirk and down Triq il-Migbed.**

### **4. Triq L’Gharbiel**

- a. Increase height and/or installation of safety railings along the wall bordering Triq Sant'Andrija directly opposite the Sunrise catering establishment. This proposal was turned down many years ago but deserves re-consideration.
- b. Retaining supporting wall beneath Triq Mikiel Anton Vassalli near lower end of road before exiting main Swieqi entrance in dilapidated state and in need of urgent repair.

## **5. Triq il-Giebjja**

Whereas originally the road stretched right down to Triq Mikiel Anton Vassalli part of the lower end has since been 'encroached' by developers ruling out a much needed extra entrance into Swieqi through the above arterial road. ? A similar request had been made in 2006 but proposal rejected due to road alignment problems? Explore possibility of additional access road in the vicinity?

## **6. Triq Josef Kalleja**

Following years of delay, construction of the road now appears imminent. However, decision over placing steps at upper end of the road yet to be taken..

## **8. Triq ir-Ratal**

As with Triq It-Tiben, following removal of a divisory wall, a section of the road requires surfacing. However complaints raised by a resident are being investigated as also the establishment of whoever is responsible for payment of the works involved.

## **9. Toroq: G. Bessiera, It -Terz, Il-Qantar**

All of the above converted to one-way down towards Triq il-Keffa thereby averting existing dangers to motorists. Additionally, consider making Triq il-Qantar one-way right through from Triq il-Qasam to Triq il-Keffa although this would create congestion when exiting Triq il-Wizna.

## **10. Toroq: Il-Keffa & V. Menville**

Necessity of justifying and clarifying confusion over zebra crossings recently introduced consequent to present construction development in the area.

**11. Triq Sant'Andrija – Additional Pedestrian Operated Crossing (pelican lights) across from Triq id-Dris.**

**11. Triq il-Marbat**

- a. Traffic down towards Triq is-Swieqi – Introduce ‘ No Right Turn’ to exit tunnel with those residents living in the area between Toroq il-Migbed and L’Gharbiel using Triq is- Sirk entry
- b. Road badly in need of resurfacing

**12. Triq il-Gabillot**

Change to Two-Way

**13. Triq L – Istasija**

Consider placing a ‘Mountable Roundabout and/or flower soft area opposite Triq G. Lebrun

**14. Miscellaneous Points**

- a. Park & Ride at Luxol – Incentivise use thereby easing traffic congestion and parking problems in core areas of Swieqi.
- b. Restriction of overnight parking of commercial vehicles
- c. Introduction of Residents’ Parking Scheme
- d. Sqaq Lourdes – Any changes in existing one-way down traffic direction towards Bay Street unlikely. Nevertheless, St. Julian’s Local Council to be consulted.
- e. Also regulate traffic flow down Triq Santu Wistin by diverting vehicles right down towards St. George’s Bay and turning up right to access existing car park. *As the area falls within the jurisdiction of St. Julian’s Local Council, this would require appropriate discussions with them*

*Further preliminary unofficial meetings were held with officials from the Ministry for Infrastructure, Transport & Communications for purposes of clarifying certain of the above issues discussed with Transport Malta.*

**All of the above recommended modifications will be subject to review following a trial period of three/six months**

24<sup>th</sup> June, 2012

Alfred Curmi

