TRAFFIC MANAGEMENT AND ROAD SAFETY DEPARTMENT

OPERATING PROCEDURE

Permanent traffic management policies and guidelines - External

Document No.: DOP/ITSD/DVU/001

Issue No.: 1

Revised June 2016
Contents

1. SCOPE 5
2. REFERENCE.............................................................................................................. 5
3. TERMS AND DEFINITIONS......................................................................................... 5
4. APPLICABILITY............................................................................................................ 5
5. PERMANENT TRAFFIC MANAGEMENT POLICIES AND GUIDELINES – EXTERNAL 5

Overview ......................................................................................................................... 5
Responsibility and authority ......................................................................................... 7
Summary of document .................................................................................................. 7

RDU001 Pol-E/5.1. ACCESS RESTRICTIONS......................................................... 9
5.1.1. Introduction ........................................................................................................ 9
5.1.2. Applicable legislation ....................................................................................... 9
5.1.3. Documents required ........................................................................................ 9
5.1.4. Policy .................................................................................................................. 9
5.1.5. Standard criteria for approval ......................................................................... 10
5.1.6. Non-Approval of provision of service .............................................................. 10
5.1.7. Additional information required .................................................................... 10
5.1.8. Technical guidelines ....................................................................................... 10
5.1.9. General conditions for signage .................................................................... 13

RDU001 Pol-E/5.2. LINE MARKINGS..................................................................... 15
5.2.1. Introduction ........................................................................................................ 15
5.2.2. Applicable legislation ....................................................................................... 15
5.2.3. Documents required ........................................................................................ 15
5.2.4. Policy .................................................................................................................. 15
5.2.5. Standard criteria for approval ......................................................................... 15
5.2.6. Non-Approval of provision of service .............................................................. 16
5.2.7. Additional information required .................................................................... 16
5.2.8. Technical guidelines on the road .................................................................... 16

RDU001 Pol-E/5.3. UNIMPEDED ACCESS TO GARAGES...... 19
5.3.1. Introduction ........................................................................................................ 19
5.3.2. Applicable legislation ....................................................................................... 19
5.3.3. Documents required ........................................................................................ 19
5.3.4. Policy .................................................................................................................. 19
5.3.5. Standard criteria for approval ......................................................................... 20
5.3.6. Non-Approval of provision of service .............................................................. 21
5.3.7. Additional information required .................................................................... 21
5.3.8. Background information ................................................................................ 21
5.3.9. On-street parking ............................................................................................ 21
5.3.10. Standard transport planning criteria.............................................................. 22

RDU001 Pol-E/5.4. JUNCTION UPGRADING...................................................... 23
5.4.1. Introduction ........................................................................................................ 23
5.4.2. Applicable legislation ....................................................................................... 24
5.4.3. Documents required ........................................................................................ 24
5.4.4. Policy .................................................................................................................. 24
5.4.5. Standard criteria for approval ......................................................................... 24
5.4.6. Non-Approval of provision of service .............................................................. 25
5.4.7. Additional information required .................................................................... 25
5.4.8. Technical guidelines ....................................................................................... 25

RDU001 Pol-E/5.5. SCHOOL AHEAD WARNING........................................................................... 29
5.5.1. Introduction ........................................................................................................ 29
5.5.2. Applicable legislation ....................................................................................... 29
5.5.3. Documents required ........................................................................................ 29
5.5.4. Policy .................................................................................................................. 29
5.5.5. Standard criteria for approval ......................................................................... 29
5.5.6. Non-Approval of provision of service .............................................................. 30
5.5.7. Additional information required .................................................................... 30
5.5.8. Technical guidelines ....................................................................................... 30

RDU001 Pol-E/5.6. CYCLE LANES.............................................................................. 31
5.6.1. Introduction ........................................................................................................ 31
<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.6.2.</td>
<td>Applicable legislation</td>
<td>31</td>
</tr>
<tr>
<td>5.6.3.</td>
<td>Documents required</td>
<td>31</td>
</tr>
<tr>
<td>5.6.4.</td>
<td>Policy</td>
<td>31</td>
</tr>
<tr>
<td>5.6.5.</td>
<td>Standard criteria for approval</td>
<td>32</td>
</tr>
<tr>
<td>5.6.6.</td>
<td>Non-Approval of provision of service</td>
<td>32</td>
</tr>
<tr>
<td>5.6.7.</td>
<td>Additional information required</td>
<td>32</td>
</tr>
<tr>
<td>5.6.8.</td>
<td>Technical guidelines</td>
<td>32</td>
</tr>
<tr>
<td>RDU001 Pol-E/5.7. PARKING BAYS</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>5.7.1.</td>
<td>Introduction</td>
<td>35</td>
</tr>
<tr>
<td>5.7.2.</td>
<td>Applicable legislation</td>
<td>35</td>
</tr>
<tr>
<td>5.7.3.</td>
<td>Documents required</td>
<td>35</td>
</tr>
<tr>
<td>5.7.4.</td>
<td>Policy</td>
<td>35</td>
</tr>
<tr>
<td>5.7.5.</td>
<td>Standard criteria for approval</td>
<td>36</td>
</tr>
<tr>
<td>5.7.6.</td>
<td>Non-Approval of provision of service</td>
<td>36</td>
</tr>
<tr>
<td>5.7.7.</td>
<td>Additional information required</td>
<td>36</td>
</tr>
<tr>
<td>5.7.8.</td>
<td>Reserved parking</td>
<td>36</td>
</tr>
<tr>
<td>5.7.9.</td>
<td>Un/Loading</td>
<td>39</td>
</tr>
<tr>
<td>5.7.10.</td>
<td>Technical guidelines</td>
<td>40</td>
</tr>
<tr>
<td>RDU001 Pol-E/5.8. RESIDENTIAL PARKING SCHEME</td>
<td></td>
<td>42</td>
</tr>
<tr>
<td>5.8.1.</td>
<td>Introduction</td>
<td>42</td>
</tr>
<tr>
<td>5.8.2.</td>
<td>Applicable legislation</td>
<td>42</td>
</tr>
<tr>
<td>5.8.3.</td>
<td>Documents required</td>
<td>42</td>
</tr>
<tr>
<td>5.8.4.</td>
<td>Policy</td>
<td>42</td>
</tr>
<tr>
<td>5.8.5.</td>
<td>Standard criteria for approval</td>
<td>43</td>
</tr>
<tr>
<td>5.8.6.</td>
<td>Non-Approval of provision of service</td>
<td>43</td>
</tr>
<tr>
<td>5.8.7.</td>
<td>Additional information required</td>
<td>43</td>
</tr>
<tr>
<td>5.8.8.</td>
<td>Definition of ‘Place of Residence’</td>
<td>44</td>
</tr>
<tr>
<td>5.8.9.</td>
<td>Review period</td>
<td>44</td>
</tr>
<tr>
<td>5.8.10.</td>
<td>Technical Guidelines</td>
<td>44</td>
</tr>
<tr>
<td>RDU001 Pol-E/5.9. RESERVED PARKING FOR THE DISABLED</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>5.9.1.</td>
<td>Introduction</td>
<td>47</td>
</tr>
<tr>
<td>5.9.2.</td>
<td>Applicable legislation</td>
<td>47</td>
</tr>
<tr>
<td>5.9.3.</td>
<td>Documents required</td>
<td>47</td>
</tr>
<tr>
<td>5.9.4.</td>
<td>Policy</td>
<td>47</td>
</tr>
<tr>
<td>5.9.5.</td>
<td>Standard criteria for approval</td>
<td>48</td>
</tr>
<tr>
<td>5.9.6.</td>
<td>Non-Approval of provision of service</td>
<td>48</td>
</tr>
<tr>
<td>5.9.7.</td>
<td>Design Criteria</td>
<td>48</td>
</tr>
<tr>
<td>5.9.8.</td>
<td>Eligibility Criteria for Reserved Parking for Disabled Persons</td>
<td>49</td>
</tr>
<tr>
<td>5.9.9.</td>
<td>Eligibility Criteria for 1.5m KEEP CLEAR bay</td>
<td>50</td>
</tr>
<tr>
<td>5.9.10.</td>
<td>Request for a Temporary Reserved Parking for Disabled Persons</td>
<td>50</td>
</tr>
<tr>
<td>5.9.11.</td>
<td>Criteria for the Withdrawal of an Approved Temporary or Permanent Reserved Parking Bay for Disabled Persons</td>
<td>51</td>
</tr>
<tr>
<td>5.9.12.</td>
<td>Criteria for the Withdrawal of an Approved 1.5m KEEP CLEAR Bay for Disabled Persons</td>
<td>51</td>
</tr>
<tr>
<td>RDU001 Pol-E/5.10. ROAD MIRROR</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>5.10.1.</td>
<td>Introduction</td>
<td>56</td>
</tr>
<tr>
<td>5.10.2.</td>
<td>Applicable legislation</td>
<td>56</td>
</tr>
<tr>
<td>5.10.3.</td>
<td>Documents required</td>
<td>56</td>
</tr>
<tr>
<td>5.10.4.</td>
<td>Policy</td>
<td>56</td>
</tr>
<tr>
<td>5.10.5.</td>
<td>Standard criteria for approval</td>
<td>56</td>
</tr>
<tr>
<td>5.10.6.</td>
<td>Non-Approval of provision of service</td>
<td>57</td>
</tr>
<tr>
<td>5.10.7.</td>
<td>Additional information required</td>
<td>57</td>
</tr>
<tr>
<td>5.10.8.</td>
<td>Technical guidelines</td>
<td>57</td>
</tr>
<tr>
<td>RDU001 Pol-E/5.11. SPEED LIMIT</td>
<td>58</td>
<td></td>
</tr>
<tr>
<td>5.11.1.</td>
<td>Introduction</td>
<td>58</td>
</tr>
<tr>
<td>5.11.2.</td>
<td>Applicable legislation</td>
<td>58</td>
</tr>
<tr>
<td>5.11.3.</td>
<td>Documents required</td>
<td>58</td>
</tr>
<tr>
<td>5.11.4.</td>
<td>Policy</td>
<td>58</td>
</tr>
<tr>
<td>5.11.5.</td>
<td>Standard criteria for approval</td>
<td>58</td>
</tr>
<tr>
<td>5.11.6.</td>
<td>Non-Approval of provision of service</td>
<td>59</td>
</tr>
<tr>
<td>5.11.7.</td>
<td>Additional information required</td>
<td>59</td>
</tr>
</tbody>
</table>
Permanent traffic management policies and guidelines - External

Quality Management System

Document No. DOP/ITSD/RDU/001

Transport Malta

Issue Date:

5.11.8. Technical guidelines ................................................................. 59
RDU001 Pol-E/5.12. Traffic calming measures .................................. 60
5.12.1. Introduction ................................................................. 60
5.12.2. Applicable legislation ......................................................... 60
5.12.3. Documents required .......................................................... 60
5.12.4. Policy ........................................................................ 60
5.12.5. Standard criteria for approval .............................................. 60
5.12.6. Non-Approval of provision of service .................................. 61
5.12.7. Additional information required ......................................... 61
5.12.8. Technical guidelines .......................................................... 61
RDU001 Pol-E/5.13. Road hump ......................................................... 69
5.13.1. Introduction ................................................................. 69
5.13.2. Applicable legislation ......................................................... 69
5.13.3. Documents required .......................................................... 69
5.13.4. Policy ........................................................................ 69
5.13.5. Standard criteria for approval .............................................. 69
5.13.6. Non-Approval of provision of service .................................. 70
5.13.7. Additional information required ......................................... 70
5.13.8. Technical guidelines .......................................................... 70
RDU001 Pol-E/5.14. INSTALLATION OF SPEED CAMERAS .................. 72
5.14.1. Introduction ................................................................. 72
5.14.2. Applicable legislation ......................................................... 72
5.14.3. Documents required .......................................................... 72
5.14.4. Policy ........................................................................ 72
5.14.5. Standard criteria for approval .............................................. 72
5.14.6. For Non-Approval of provision of service ................................ 72
5.14.7. Additional information required ......................................... 72
RDU001 Pol-E/5.15. PEDESTRIAN CROSSINGS .................................. 73
5.15.1. Introduction ................................................................. 73
5.15.2. Applicable legislation ......................................................... 73
5.15.3. Documents required .......................................................... 73
5.15.4. Policy ........................................................................ 73
5.15.5. Standard criteria for approval .............................................. 73
5.15.6. Non-Approval of provision of service .................................. 74
5.15.7. Additional information required ......................................... 74
5.15.8. Technical guidelines .......................................................... 74
RDU001 Pol-E/5.16. VEHICLE AND PEDESTRIAN PROTECTIVE MEASURES ....... 77
5.16.1. Introduction ................................................................. 77
5.16.2. Applicable legislation ......................................................... 77
5.16.3. Documents required .......................................................... 77
5.16.4. Policy ........................................................................ 77
5.16.5. Standard criteria for approval .............................................. 77
5.16.6. Non-Approval of provision of service .................................. 78
5.16.7. Additional information required ......................................... 78
5.16.8. Technical guidelines .......................................................... 78
RDU001 Pol-E/5.17. TRAFFIC MANAGEMENT MEASURES IN ARTERIAL AND DISTRIBUTOR ROADS ..... 79
5.17.1. Introduction ................................................................. 79
5.17.2. Applicable legislation ......................................................... 79
5.17.3. Documents required .......................................................... 79
5.17.4. Policy ........................................................................ 79
5.17.5. Standard criteria for approval .............................................. 79
5.17.6. Non-Approval of provision of service .................................. 80
5.17.7. Additional information required ......................................... 80
RDU001 Pol-E/5.18. Traffic count ....................................................... 81
5.18.1. Introduction ................................................................. 81
5.18.2. Applicable legislation ......................................................... 81
5.18.3. Documents required .......................................................... 81
5.18.4. Policy ........................................................................ 81
5.18.5. Additional information required ......................................... 81
1. SCOPE

To provide the Permanent Traffic Management Policy and Guidelines for residential, arterial and distribution roads, containing policy statements and technical guidelines with the aim of improving road safety.

The main objective is to ensure the proper administration and management of traffic and the administration thereof. The primary function of the Research and Development Unit is to grant, refuse, suspend or revoke authorisation, and to establish the conditions under which such authorisation may be granted, refused, suspended or revoked.

In carrying out its functions under the Authority for Transport In Malta Cap.499, the Research and Development Unit shall ensure that activities conform to the aims and objectives of Act XV of 2009 as amended.

2. REFERENCE

Authority For Transport In Malta Act Cap.499
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.
Controlled Parking Schemes (Residents and Commercial) Regulations Subsidiary Legislation 363.80.

3. TERMS AND DEFINITIONS

<table>
<thead>
<tr>
<th>Authority for Transport in Malta</th>
<th>Authority, Transport Malta, TM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOP</td>
<td>Directorate Operating Procedure</td>
</tr>
<tr>
<td>ITSD</td>
<td>Integrated Transport Strategy Directorate</td>
</tr>
<tr>
<td>Lux</td>
<td>(symbol: lx) is the SI unit of luminance and luminous emittance, measuring luminous flux per unit area.</td>
</tr>
<tr>
<td>MEPA</td>
<td>Malta Environment and Planning Authority</td>
</tr>
<tr>
<td>Pol–E</td>
<td>Policy – External, these are brief instructions that have to be followed by clients when requesting the service.</td>
</tr>
<tr>
<td>RDU</td>
<td>Research and Development Unit</td>
</tr>
</tbody>
</table>

4. APPLICABILITY

To all citizens, Local Council, School Authorities, Department of Education, Board for Reserved Parking for Disabled and Regional Committee.

5. PERMANENT TRAFFIC MANAGEMENT POLICIES AND GUIDELINES – EXTERNAL

Overview

This policy is established in accordance with the Authority for Transport In Malta Cap.499.
7 (h) to do all such things as may be necessary for the regulation, management, safety and control of road traffic both at a national as well as at local level and for this purpose to adopt strategies and standards that are benchmarked at a European level;

7 (j) to plan, design, regulate and authorize road traffic signs or signals, road markings and traffic calming measures, the installation of traffic control equipment and related lighting equipment, the construction of road ramps, and the installation of speed cameras and other road traffic facilities for the purposes of traffic management and control;

7 (k) to provide and regulate parking places for motor vehicles in public areas and streets.

The Permanent Traffic Management Processes are all managed by the Integrated Transport Strategy Directorate, Research and Development Unit. The interdependency of the Permanent Traffic Management processes is illustrated in the figure below:
Responsibility and authority

(a) The Chief Officer Integrated Transport Strategy Directorate Transport Malta, is answerable to the Chief Executive Officer Transport Malta, and is responsible for all matters concerning the Research and Development Unit. The Chief Officer is also responsible to ensure that all resources (human, finance, equipment and infrastructure) are readily available and made use of effectively and efficiently by all employees.

(b) The Head Research and Development Unit (Head) is answerable to the Chief Officer and responsible to ensure that policy and procedure is implemented and maintained within the Research and Development Unit.

(c) Applications shall be treated with the highest integrity and processed effectively and efficiently in accordance with TM policy and procedures. Employees shall avoid any financial or other interest or undertaking that could directly or indirectly compromise the performance of their duties and or the processing of an application. When using any discretionary powers employees shall ensure that they take all relevant facts into consideration and have regard to the particular merits of each case. Employees shall only disclose official information or documents acquired in the course of processing when required to do so by law, in the course of duty, or when proper authority has been given. In such cases, comments made shall be confined to factual information and shall not express opinion on official policy or practice.

Summary of document

(a) This document is compiled in the form of a Directorate Operating Procedure to collate within it the following permanent traffic management policies and guidelines:

- RDU001 Pol-E/5.1 ACCESS RESTRICTIONS
- RDU001 Pol-E/5.2 LINE MARKINGS
- RDU001 Pol-E/5.3 UNIMPEDED ACCESS TO GARAGES
- RDU001 Pol-E/5.4 JUNCTION UPGRADING
- RDU001 Pol-E/5.5 SCHOOL AHEAD WARNING
- RDU001 Pol-E/5.6 CYCLE LANES
- RDU001 Pol-E/5.7 PARKING BAYS
- RDU001 Pol-E/5.8 RESIDENTIAL PARKING SCHEME
- RDU001 POL-E/5.9 RESERVED PARKING FOR THE DISABLED
- ERROR! REFERENCE SOURCE NOT FOUND. PLACING OF TABLES AND CHAIRS
- RDU001 Pol-E/5.10 ROAD MIRROR
- Error! Reference source not found. PLACEMENT OF BILLBOARD, BANNER, POSTER OR ADVERTISING
- RDU001 Pol-E/5.11 SPEED LIMIT
- RDU001 Pol-E/5.12 TRAFFIC CALMING MEASURES
- RDU001 POL-E/5.13 ROAD HUMP
- RDU001 Pol-E/5.14 INSTALLATION OF SPEED CAMERAS
- RDU001 Pol-E/5.15 PEDESTRIAN CROSSINGS
- RDU001 Pol-E/5.16 VEHICLE AND PEDESTRIAN PROTECTIVE MEASURES
- RDU001 POL-E/5.17 TRAFFIC MANAGEMENT MEASURES IN ARTERIAL AND DISTRIBUTOR ROADS
- RDU001 Pol-E/5.18 TRAFFIC COUNT

(b) The above documents shall be distributed in any media possible for use by clients (printed and extracted copies shall be uncontrolled; controlled documents are those kept by the Authority).

(c) These policies and guidelines shall be reviewed by the ITSD at least annually or at such time when the Authority directs to ensure;
   i. compliance to applicable statutory requirement; and
   ii. adequacy for use.

(d) The documents and this DOP shall be updated with the latest changes in accordance with SOP TM 002 Control of documents.
RDU001 Pol-E/5.1. ACCESS RESTRICTIONS

5.1.1. Introduction

This service refers to residential roads for the service rendered to a citizen validated by the Local Council, or rendered directly to the Local Council in order to provide appropriate traffic management access restrictions to traffic in a particular road pertaining to mainly the following access restrictions:

- One way;
- Pedestrianisation;
- No entry for heavy vehicles; and
- Other restrictions.

5.1.2. Applicable legislation

Authority for Transport In Malta Cap.499.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.1.3. Documents required

- A letter titled ACCESS RESTRICTION, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Layout plan at scale 1:1000 showing proposed arrangement;
- Site plan at scale 1:2500 showing existing traffic flows arrangements;
- Site plan at scale 1:2500 showing existing traffic flow counts at morning peak hour (for applications regarding a one way street);
- Site plan at scale 1:2500 showing alternative routes (as necessary);
- Site plan at scale 1:2500 showing road widths;
- Site photos; and
- Confirmation that the Local Council has liaised and reached agreement with all affected, including residents, commercial outlets, other entities and any other affected third party.

5.1.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for Access Restrictions are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.

(c) The Integrated Transport Strategy Directorate, Research & Development Unit will consider applications for Access Restrictions as submitted by the respective Local Council.
5.1.5. **Standard criteria for approval**

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57 and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.1.6. **Non-Approval of provision of service**

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport In Malta Cap.499 Article 40.

5.1.7. **Additional information required**

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.1.8. **Technical guidelines**

5.1.8.1 **Access restrictions signage**

(a) The following refer to signage pertaining to the description of access restrictions:

   i. The NO ENTRY sign is used to indicate the prohibition and should be placed on each side of a one-way road at the point where entry is prohibited. Where the prohibition accepts a class of vehicles, the supplementary plate is to be used. Where there are advance direction signs at a junction and entry is not permitted into one of the roads, a NO ENTRY roundel should be used on the advance direction signs.

   ii. The TURN LEFT, TURN RIGHT and AHEAD ONLY signs may only be used where vehicles are required to move into and along a one-way traffic system or to proceed in a single direction. At T-junctions not controlled by signals (traffic lights), the appropriate sign should be sited on the far side of the head of the T, directly opposite and facing the traffic to which it refers.
iii. The TURN LEFT AHEAD and TURN RIGHT AHEAD signs may be used in advance of junctions at which TURN LEFT or TURN RIGHT signs are set. They should be sited 50m in advance except where there is an intervening turn between the junction and the 50m distance of the sign. In the case of one-way roads, the sign is to be placed on both sides of the road.

iv. The PASS EITHER SIDE sign is used on traffic islands situated in one-way roads where vehicles may pass on either side without commitment to different directions.

v. The NO RIGHT TURN and NO LEFT TURN signs are prohibitory signs and should be used where a road crosses or joins a one-way road where traffic may proceed in more than one direction. Where, at a junction, traffic is in a single direction, the appropriate AHEAD ONLY, TURN LEFT or TURN RIGHT sign should be used. Such are to be sited on the left-hand side of the road at the junction. Where the sign is likely to be obscured, it should be duplicated on the right-hand side in the case of a one-way road.

vi. The TWO-WAY TRAFFIC sign is used to indicate the resumption of two-way working on a length of road after a section of one-way and should be sited on both sides of the road as near as possible to the beginning of the two-way section.

vii. The TWO-WAY TRAFFIC AHEAD ACROSS a one-way carriageway sign is used on a one-way road to indicate that a road it crosses carries two-way traffic. It should be erected on both sides of the road as near as possible to the road carrying two-way traffic.

viii. The ROAD MARKINGS FOR ONE-WAY ROADS consist of worded road markings and arrows on the road surface to supplement (not replace) the upright signs.

ix. The NO U-TURN sign is used to prohibit U-turn movements. Such sign is usually mounted on the central refuge or reserve as close as practicable to the junction to face approaching traffic. Where there is no central island, the sign should be mounted on the left-hand side of the road and duplicated on the right-hand side.

x. The PRIORITY TO sign indicates to drivers that they must give priority to vehicles from the opposite direction. It should be used when the vehicles at the ends of the effected length of road are clearly visible to each other and where the speeds are not high. The sign is to be repeated with an END plate at the end of the effected length along the road. For vehicles coming from the opposite direction the PRIORITY OVER sign is to be fixed. As above, this latter sign is also to be repeated with an END plate at the end of the effected length along the road. Where this priority system is used on a gradient steeper than 2.5%, the PRIORITY TO sign is to be mounted to face descending traffic. Where a road narrows on one side, the PRIORITY TO sign is to be mounted to face traffic approaching on such side of the road.

xi. The ALL VEHICLES PROHIBITED sign is usually used in pedestrian zones and should be set up on each side of every entry to a road or area where the pedestrian designation applies. Other signs must also be in place to designate the pedestrian areas.

xii. The PEDAL CYCLING PROHIBITED sign is used to give effect to a prohibition on cycling and should be erected at each entry to a right of way affected by the prohibition.
xiii. The PEDAL CYCLES ONLY sign is used to give effect to an order for the access of pedal cycles only.

xiv. The WEIGHT LIMIT sign is used to prohibit vehicles and load with a total weight exceeding the indicated weight in tones on the sign. The sign should be placed to face approaching traffic where the restriction starts and should be duplicated on both sides of the road. In the case that at the start of the restriction there is no alternative route for such load and vehicle, such sign should be located at the location where an alternative route is possible.

xv. The AXLE WEIGHT LIMIT sign is used to prohibit vehicles where the axle weight exceeds the indicated weight in tones on the sign. The sign should be placed to face approaching traffic where the restriction starts and should be duplicated on both sides of the road. In the case that at the start of the restriction there is no alternative route for such load and vehicle, such sign should be located at the location where an alternative route is possible.

xvi. The WIDTH LIMIT sign is used to prohibit the access to vehicles exceeding the indicated width. The maximum width permitted should be 150mm less than the narrowest part of the road rounded to the nearest 10. If the narrowest part is long and not straight, the clearance is to be increased to allow for long vehicles at bends. The sign should be placed to face approaching traffic where the restriction starts and should be duplicated on both sides of the road. In the case that at the start of the restriction there is no alternative route for such load and vehicle, such sign should be located at the location where an alternative route is possible.

xvii. The LENGTH LIMIT sign is used to prohibit the access to vehicles exceeding the indicated length. The sign should be placed to face approaching traffic where the restriction starts and should be duplicated on both sides of the road. In the case that at the start of the restriction there is no alternative route for such load and vehicle, such sign should be located at the location where an alternative route is possible.

xviii. The HEIGHT LIMIT sign is used to prohibit the access to vehicles exceeding the indicated height. The sign should be placed to face approaching traffic where the restriction starts and should be duplicated on both sides of the road. In the case that at the start of the restriction there is no alternative route for such load and vehicle, such sign should be located at the location where an alternative route is possible.

xix. The NO OVERTAKING sign gives effect to the prohibition of overtaking. Such are adopted where limited forward visibility makes overtaking dangerous. Where such sign is used, the continuous double white lines should not be used. Conversely, where there are a set of continuous double white lines, the NO OVERTAKING sign should not be used. The signs facing traffic entering the restricted length of road should be supplemented by DISTANCE plates and those facing traffic leaving the restricted length of road should be supplemented by END plates.

(b) Mounting Heights as an access restriction to a road:

i. Clearance Distance:

- There is to be a minimum clear distance of 500mm between the overhang of any sign and the outer kerb or carriageway;
A minimum clear height of 2100 mm is to be allowed above the finished level of the footway.

ii. Supplementary plates are to be separated from the sign or from another plate by a distance equal to the height of the lettering.

iii. Generally not more than two signs should be mounted on one post.

iv. Warning signs are not to be mounted on the same post as a STOP or GIVE WAY sign. When mounted with other types of sign, the triangular warning signs should always be mounted on top.

v. Where two or more hazard signs are erected together, the sign related to the first encountered hazard should be placed uppermost.

vi. Generally no assembly should exceed 3.75m in height above ground level.

(c) Dimensions of Signage

<table>
<thead>
<tr>
<th>85th Percentile Approach Speed of Private Cars</th>
<th>Typical Roads</th>
<th>TURN LEFT AHEAD</th>
<th>TURN RIGHT AHEAD</th>
<th>TURN LEFT AHEAD ONLY</th>
<th>KEEP LEFT KEEP RIGHT</th>
<th>Turn Over</th>
<th>No Entry</th>
<th>All Vehicles Prohibited</th>
<th>Pedal Cycling Prohibited</th>
<th>Route to be used by Pedal Cyclists Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 32 kph</td>
<td>Very narrow urban roads</td>
<td>600mm</td>
<td>600mm</td>
<td>750mm</td>
<td>600mm</td>
<td>450mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 kph to 48 kph</td>
<td>Urban and rural roads of local character</td>
<td>600mm</td>
<td>600mm</td>
<td>750mm</td>
<td>600mm</td>
<td>450mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48 kph to 64 kph</td>
<td>Urban and rural single carriageway 2-lane roads</td>
<td>750mm</td>
<td>750mm</td>
<td>750mm</td>
<td>750mm</td>
<td>450mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>64 kph to 80 kph</td>
<td>Urban motorways and high standard 2 or 3-lane urban/rural roads</td>
<td>750mm</td>
<td>750mm</td>
<td>750mm</td>
<td>750mm</td>
<td>600mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: The 450mm sign size instead of the 600mm sign size is permitted only where there are site limitations.

5.1.9. General conditions for signage

(a) The main criteria for road signage are as follows, thus:

i. Signage is to be designed for the foreseeable traffic conditions and vehicular speeds;

ii. The signage should attract the attention of the driver at sufficient distance;
iii. Signage should contain only essential information and be understandable at a glance;

iv. The size of sign-lettering should allow the driver to read it from a distance far enough such that his gaze is not diverted through a large angle;

v. The placing of signage should not be such that it is easily obscured by other vehicles or other street furniture;

vi. The signs are to be sited at a distance which is far enough so as to allow the driver enough time to take any necessary action; and

vii. Signs are to be retrospective.

(b) The stack-type of layout is preferred to the map layout as it is legible at greater distances. However, where complex junctions are involved, the map layout is more practical.

(c) The recommended site of the road signs is based on the distance between the edge of such sign relative to the edge carriageway as follows, thus:

<table>
<thead>
<tr>
<th>CARRIAGEWAY CRITERA</th>
<th>DISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-speed road without shoulders</td>
<td>1200mm</td>
</tr>
<tr>
<td>High-speed road with shoulders</td>
<td>600mm</td>
</tr>
<tr>
<td>Low-speed road with shoulders</td>
<td>450mm</td>
</tr>
</tbody>
</table>

(d) The recommended height of the road signs is as follows, thus:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>CLEAR HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Footway/Pedestrians/Cyclists</td>
<td>900-1500mm</td>
</tr>
<tr>
<td>On Footway and No Cyclists</td>
<td>2100mm</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2300mm</td>
</tr>
</tbody>
</table>

(e) The type of signage and its recommended usage can be classified as follows, thus:

<table>
<thead>
<tr>
<th>SIGNAGE</th>
<th>USAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route confirmation signage</td>
<td>At the exit of junctions</td>
</tr>
<tr>
<td>Advance directional signs</td>
<td>At the approach to junctions</td>
</tr>
<tr>
<td>Directional signs</td>
<td>At the junction</td>
</tr>
<tr>
<td>Advisory and Prohibitory signs</td>
<td>• As per standard specifications for road works;</td>
</tr>
<tr>
<td></td>
<td>• As necessary for other cases.</td>
</tr>
<tr>
<td>Others</td>
<td>Re-routing signage due to road restrictions</td>
</tr>
</tbody>
</table>

(f) The recommended site of the first approach warning signs (both advisory and prohibitory) is as follows (in addition, signs are also to be located at 30m, 60m, 100m, 200m and 500m as applicable), thus:

<table>
<thead>
<tr>
<th>Approach Speed (s in km/h)</th>
<th>Road Classification</th>
<th>Height of Triangle of Sign (mm)</th>
<th>Distance from danger zone (m)</th>
<th>Distance of clear visibility of sign (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 32.0 km/h</td>
<td>• Narrow rural roads</td>
<td>600</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>• Narrow urban roads</td>
<td>&lt;1500 vehs/day &amp; &lt;350HGVs/day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32.0 - 48.0 km/h</td>
<td>• Local urban and rural roads</td>
<td>600</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td>48.0 - 64.0 km/h</td>
<td>• Two-way urban and rural single carriageway</td>
<td>750</td>
<td>45 - 100</td>
<td>60</td>
</tr>
<tr>
<td>64.0 - 80.0 km/h</td>
<td>• Urban roads</td>
<td>900</td>
<td>110 - 180</td>
<td>75</td>
</tr>
<tr>
<td>80.0 km/h</td>
<td>• Dual carriageway roads</td>
<td>1200</td>
<td>180 - 245</td>
<td>75</td>
</tr>
</tbody>
</table>
LINE MARKINGS

5.2.1. Introduction
This service refers to residential roads for the service rendered to a citizen validated by the Local Council or rendered directly to a Local Council in relation to an application for any line markings on a road.

5.2.2. Applicable legislation

Authority for Transport In Malta Cap.499,
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05,
Motor Vehicles Regulations Subsidiary Legislation 65.11,
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.2.3. Documents required

- A letter titled LINE MARKINGS, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site plan at scale 1:2500 or larger showing location of proposed lines; and
- Site photos.

5.2.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499 Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for Line Markings are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.

(c) The Integrated Transport Strategy Directorate, Research & Development Unit will consider applications for Line Markings as submitted by the respective Local Council.

5.2.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57 and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.2.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport in Malta Cap.499 Article 40.

5.2.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.2.8. Technical guidelines on the road

(a) Transverse line markings:
   i. STOP Lines;
   ii. Traffic Signals STOP Line;
   iii. Junction STOP Line;
   iv. GIVE WAY Line; and
   v. Triangular GIVE WAY Approach Marking.

(b) Longitudinal Line Markings: DOUBLE LINE SYSTEM
   i. Double Line System: prohibits overtaking on lengths of road where visibility is restricted. Double lines consist of a 150mm wide continuous prohibitory line accompanied either by another continuous line or a broken permissive line to provide for different forward visibilities in opposite directions.
   ii. Visibility Distances required are as follows:

<table>
<thead>
<tr>
<th>85% Speed (kph)</th>
<th>60</th>
<th>70</th>
<th>85</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility Distance (m)</td>
<td>90</td>
<td>105</td>
<td>125</td>
</tr>
</tbody>
</table>

   iii. Marking of such PROHIBITORY lines is as follows:

<table>
<thead>
<tr>
<th>Line Type Marking</th>
<th>Line Mark (mm)</th>
<th>Gap Spacing (mm)</th>
<th>Line Marking Width (mm)</th>
<th>Cats’ Eyes’ Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibitory (continuous)</td>
<td>CONTINUOUS</td>
<td>CONTINUOUS</td>
<td>150 (100mm minimum)</td>
<td>4000</td>
</tr>
<tr>
<td>Permissive (broken/dashed)</td>
<td>1000</td>
<td>5000</td>
<td>150 (100mm minimum)</td>
<td>-</td>
</tr>
</tbody>
</table>
(c) Longitudinal Line Markings: WARNING LINES

i. Warning Lines: these are broken lines with markings which are twice as long as the gap spacing. They are installed at bends and humps where the visibility is less than the required visibility criteria.

ii. Visibility Distances Required are as follows:

<table>
<thead>
<tr>
<th>85% Speed (kph)</th>
<th>60</th>
<th>70</th>
<th>85</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility Distance (m)</td>
<td>145</td>
<td>175</td>
<td>205</td>
</tr>
</tbody>
</table>

iii. Marking of such WARNING lines is as follows:

<table>
<thead>
<tr>
<th>Type Marking</th>
<th>Line Mark (mm)</th>
<th>Gap Spacing (mm)</th>
<th>Line Marking Width (mm)</th>
<th>Cats’Eyes’ Spacing (mm)</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN Up to 60kph</td>
<td>4000</td>
<td>2000</td>
<td>100</td>
<td>6000</td>
<td>Central warning line on two-lane roads</td>
</tr>
<tr>
<td></td>
<td>4000</td>
<td>2000</td>
<td>150</td>
<td>6000</td>
<td>Central warning line on roads of three-lane width</td>
</tr>
<tr>
<td>RURAL exceeds 60kph</td>
<td>6000</td>
<td>3000</td>
<td>100</td>
<td>9000</td>
<td>Central warning line on two-lane roads</td>
</tr>
<tr>
<td></td>
<td>6000</td>
<td>3000</td>
<td>150</td>
<td>9000</td>
<td>Central warning line on roads of three-lane width</td>
</tr>
</tbody>
</table>

(d) Longitudinal Line Markings: LANE & CENTRE CARRIAGEWAY LINES

i. Lane and Centre of Carriageway Lines: these are used to guide and confine traffic to its correct lane. Such lines also ensure that the carriageway width is used to its maximum capacity.

ii. Marking of such CARRIAGEWAY LANE lines is as follows:

<table>
<thead>
<tr>
<th>Type Marking</th>
<th>Line Mark (mm)</th>
<th>Gap Spacing (mm)</th>
<th>Line Marking Width (mm)</th>
<th>Cats’Eyes’ Spacing (mm)</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN Up to 60kph</td>
<td>1000</td>
<td>5000</td>
<td>100</td>
<td>12000</td>
<td>Division of carriageway into traffic lanes</td>
</tr>
<tr>
<td>RURAL exceeds 60kph</td>
<td>2000</td>
<td>7000</td>
<td>100</td>
<td>18000 (9000 at bends)</td>
<td>Division of carriageway into traffic lanes</td>
</tr>
</tbody>
</table>

iii. Marking of such CENTRE OF CARRIAGEWAY lines is as follows:

<table>
<thead>
<tr>
<th>Type Marking</th>
<th>Line Mark (mm)</th>
<th>Gap Spacing (mm)</th>
<th>Line Marking Width (mm)</th>
<th>Cats’Eyes’ Spacing (mm)</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN</td>
<td>1000</td>
<td>5000</td>
<td>100</td>
<td>12000</td>
<td>Two-lane carriageway not less than 6000 mm</td>
</tr>
</tbody>
</table>
Up to 60kph

<table>
<thead>
<tr>
<th>Width</th>
<th>1000</th>
<th>5000</th>
<th>100</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-lane Town Centre</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RURAL exceeds 60kph

<table>
<thead>
<tr>
<th>Width</th>
<th>2000</th>
<th>7000</th>
<th>100</th>
<th>18000 (9000 at bends)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-lane carriageway not less than 5500 mm width</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(e) Longitudinal Line Markings: EDGE OF CARRIAGEWAY LINES

i. Edge of Carriageway Lines: these are used to indicate the edge of the carriageway where this may be doubtful.

ii. Marking of such EDGE OF CARRIAGEWAY lines is as follows:

<table>
<thead>
<tr>
<th>Line Mark (mm)</th>
<th>Gap Spacing (mm)</th>
<th>Line Marking Width (mm)</th>
<th>Cats’ Eyes’ Spacing (mm)</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>1000</td>
<td>100</td>
<td>2000-18000</td>
<td>Edge of carriageway at wide-mouthed junctions and laybys. For roads with a speed greater than 60kph, line marking width is to be 150mm. For unrestricted all purpose roads, line marking width is to be 200mm.</td>
</tr>
<tr>
<td>600</td>
<td>300</td>
<td>100</td>
<td>-</td>
<td>Lines to extend the GIVE WAY or STOP lines across the entry half of the minor road at a junction. For roads with a speed greater than 60kph, line marking width is to be 150mm. For unrestricted all purpose roads, line marking width is to be 200mm.</td>
</tr>
<tr>
<td>1000</td>
<td>3500</td>
<td>100</td>
<td>18000</td>
<td>Rural areas on unlighted primary routes without kerbs.</td>
</tr>
<tr>
<td>continuous</td>
<td>continuous</td>
<td>100</td>
<td>9000</td>
<td>At hazardous situations.</td>
</tr>
</tbody>
</table>
RDU001 Pol-E/5.3. UNIMPEDED ACCESS TO GARAGES

5.3.1. Introduction

This service refers to residential roads for the service rendered to a citizen validated by the Local Council or rendered directly to a Local Council in relation to an application for any line markings on a road for the purpose to provide for unimpeded access to garages.

5.3.2. Applicable legislation

Authority for Transport In Malta Cap.499.

Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

Motor Vehicles Regulations Subsidiary Legislation 65.11.

New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.3.3. Documents required

- A letter titled LINE MARKINGS, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;

- MEPA permit of garage;

- Site plan at scale 1:2500 or larger showing location of proposed lines; and

- Site photos.

5.3.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499 Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Whenever the service applied for pertaining to line markings refers to a garage, the latter is regulated by Regulation 77 of , Motor Vehicles Regulations Subsidiary Legislation 65.11 as follows:

“(4) No person shall paint or cause to be painted carriageway markings on either side of the road at the entrance to or exit from any premises marked as a garage:

Provided that the Authority may approve the painting of double yellow lines on each or either side of a premises marked as a garage or on the opposite side of the road to ensure the safe passage of a motor vehicle into and out of that garage.
(5) Any person who paints or causes to be painted yellow lines or any other carriageway markings on a road at the entrance to or exit from any premises marked as a garage without the authorisation of the Authority shall be guilty of an offence and shall be liable, on conviction, to a fine of fifty-eight euros and twenty-three cents (58.23) and a fine of eleven euros and sixty-five cents (11.65) for each day those yellow lines or carriageway markings remain painted on the road.”

(c) Applications for garage line markings are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.

(d) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for garage line markings as submitted by the respective Local Council.

(e) The main aims of the policy are:
   i. to ensure unimpeded access to a garage;
   ii. To address the circumstances which may result in an impeded access to a garage;
   iii. To regularize on-street car parking; and
   iv. To ensure that turning movements and visibility are not impaired during access to garages and during parking on-street.

(f) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for line markings as submitted by the respective Local Council.

5.3.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.
5.3.6. **Non-Approval of provision of service**

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport In Malta Cap.499 Article 40.

5.3.7. **Additional information required**

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.3.8. **Background information**

(a) The main problems which give rise to circumstances, whereby the free access to garages is impeded, result from:

i. Limited road widths;

ii. Parking problems in the street;

iii. Large vehicles accessing the said garage;

iv. Visibility restrictions; and

v. Turning movement restrictions.

(b) As outlined above, the premises marked as garage are to be used for such purpose as outlined by law and are also to be covered by a Planning Permit. Premises which hold a Planning Permit to be used as a ‘store’ or any annotation other than ‘garage’ do not qualify under the implementation of this policy. Also, in certain circumstances, the Trading License Permit might also be required.

5.3.9. **On-street parking**

5.3.9.1 **Vehicles parked on the same side of the road as the garage access**

(a) The access of a garage may be impeded by vehicles parked on-street due to:

i. Reduced visibility lines; and

ii. Inadequate maneuvering space.

(b) In this respect, it is recommended that a double yellow line, usually one (1) meter in length, is marked to one side or to both sides of the garage, depending on the site-specific circumstances.

5.3.9.2 **Vehicles parked on the opposite side of the road in relation to the garage access**

(a) The access of a garage may be impeded by vehicles parked on-street due to inadequate maneuvering space.
(b) In this respect, it is recommended that a double yellow line is marked on the other side of the road opposite the garage. The length and exact location of the line depends on the site-specific circumstances.

5.3.9.3 Vehicles parked on both sides of the road

(a) The access of a garage may be impeded by vehicles parked on-street due to:
   i. Reduced visibility lines;
   ii. Inadequate maneuvering space.

(b) In this respect, it is recommended that:
   i. A double yellow line is marked on the other side of the road opposite the garage or
   ii. A double yellow line, not exceeding one (1) meter in length, is marked to one side or to both sides of the garage or
   iii. A combination of the above.

(c) The necessary single yellow lines depend on the site-specific circumstances.

5.3.10. Standard transport planning criteria

5.3.10.1 Site specific circumstances

(a) Adequate access to a garage depends on:
   i. On-street parking and its location relative to the garage access;
   ii. Road widths which determine the possibility of on-street parking;
   iii. Vehicular flow direction which is determined by the road width;
   iv. Width of garage aperture which is determined by internal garage dimensions and other land use or aesthetic considerations; and
   v. Size of vehicle accessing the said garage which determines the turning radii and manoeuvring space.

5.3.10.2 Vehicle size

(a) The following table outlines the centre-line turning radii required for different classes of vehicles, hence:

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>Centreline Turning Radii (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Refuse Truck</td>
<td>8.48</td>
</tr>
<tr>
<td>Private Car</td>
<td>5.00</td>
</tr>
<tr>
<td>Small Rigid Vehicle</td>
<td>6.12</td>
</tr>
<tr>
<td>Long Rigid Vehicle</td>
<td>9.98</td>
</tr>
<tr>
<td>Articulated Bus</td>
<td>5.61</td>
</tr>
<tr>
<td>Furniture Van</td>
<td>9.34</td>
</tr>
</tbody>
</table>
(b) The required turning movements and dimensions for the classes of vehicles may be found below.

**RDU001 Pol-E/5.4. JUNCTION UPGRADE**

**5.4.1. Introduction**

This service refers to residential roads for the service rendered to a citizen validated by the Local Council or directly to the Local Council for the purpose to provide for a junction upgrading intended to ensure a controlled and safe movement of traffic at the junction in question, subject to the following:
Permanent traffic management policies and guidelines - External

- Traffic volumes on the major and minor roads;
- Gradients on the minor road;
- Accident record;
- Road alignment; and
- Visibility at the junction.

5.4.2. Applicable legislation

**Authority for Transport In Malta Cap.499.**

**Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.**

**Motor Vehicles Regulations Subsidiary Legislation 65.11.**

**New Roads and Road Works Regulations Subsidiary Legislation 499.57.**

5.4.3. Documents required

- A letter titled JUNCTION UPGRADE, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site plan at scale 1:2500 showing existing traffic flows arrangements;
- Site plan at scale 1:2500 showing road widths;
- Site photos; and
- Layout plan at scale 1:500 showing proposed new junction design.

5.4.4. Policy

(a) The service is regulated by **Authority for Transport In Malta Cap.499**, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for Junction Upgrading are to be submitted by the Local Council to the Authority for Transport in Malta Authority for assessment.

(c) The Integrated Transport Strategy Directorate, Research and Development Unit, will consider applications for Junction Upgrading as submitted by the respective Local Council.

5.4.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, **New Roads and Road Works Regulations Subsidiary Legislation 499.57**, and **Motor Vehicles Regulations Subsidiary Legislation 65.11.**

(b) All traffic signs and road markings are to conform to **Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.**

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.
(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.4.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.4.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.4.8. Technical guidelines

5.4.8.1 Conditions Junction Upgrading:

(a) The STOP sign at a junction is a mandatory sign intended to ensure a controlled and safe movement of traffic at a junction.

(b) The implementation of a STOP sign is subject to:

i. Traffic volumes on the major and minor roads;

ii. Gradients on the minor road;

iii. Accident record;

iv. Road alignment; and

If the visibility at the junction cannot be improved in other ways.

(c) The standard visibility distances required along the kerb of the major road from the minor road above which a STOP sign will not normally be justified are as follows:

<table>
<thead>
<tr>
<th>85th Percentile Approach Speed of Private Cars on Major Roads (kph)</th>
<th>Major Road Visibility Distance based on 85th Percentile Dry Weather Speed (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>112</td>
<td>120</td>
</tr>
<tr>
<td>96</td>
<td>90</td>
</tr>
<tr>
<td>80</td>
<td>70</td>
</tr>
<tr>
<td>64</td>
<td>45</td>
</tr>
<tr>
<td>48</td>
<td>30</td>
</tr>
<tr>
<td>32</td>
<td>15</td>
</tr>
</tbody>
</table>
(d) The visibility distances on the minor road are measured as follows:

i. If minor road has no through-traffic value: measured at 3 m back from the edge of the major road carriageway along the centre line of the minor road;

ii. If minor road has some through-traffic value: measured at 4.5 m back from the edge of the major road carriageway along the centre line of the minor road; and

iii. Visibility distances are to be measured in both directions, the distance to the right being the most important.

(e) Sizes of the STOP sign to be as follows:

<table>
<thead>
<tr>
<th>85th Percentile Approach Speed of Private Cars</th>
<th>Typical Roads</th>
<th>Size of STOP Sign (mm)</th>
<th>Size of STOP Carriageway Marking (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 32 kph</td>
<td>Very narrow urban roads</td>
<td>750</td>
<td>1600</td>
</tr>
<tr>
<td>32 kph to 48 kph</td>
<td>Urban and rural roads</td>
<td>750</td>
<td>1600</td>
</tr>
<tr>
<td>48 kph to 64 kph</td>
<td>Urban and rural single carriageway 2-land roads</td>
<td>750-900</td>
<td>1600-2800</td>
</tr>
<tr>
<td>64 kph to 80 kph</td>
<td>Urban motorways and high standard 2 or 3-lane urban/rural roads</td>
<td>900-1200</td>
<td>2800</td>
</tr>
</tbody>
</table>

(f) The STOP sign is located on the left-hand-side at 1.5m before the STOP line (but not further than 6m away from it) provided that it does not impair visibility along the major or minor road and it can be seen clearly.

(g) When the STOP sign is not clearly visible on the minor arm approaching the junction, ADVANCE warning signs are to be placed as follows:

<table>
<thead>
<tr>
<th>85th Percentile Approach Speed of Private Cars</th>
<th>Visibility below which an Advance Warning Sign is necessary (m)</th>
<th>Size of Advance Warning Sign (height in mm)</th>
<th>Size of SLOW Carriageway Marking (mm x mm)</th>
<th>Distance of Warning Sign from STOP line (m)</th>
<th>Visibility distance of Warning Sign (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 32 kph</td>
<td>45</td>
<td>600</td>
<td>2280x1600</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td>32 kph to 48 kph</td>
<td>45</td>
<td>600</td>
<td>2280x1600</td>
<td>45</td>
<td>60</td>
</tr>
</tbody>
</table>
### Permanent traffic management policies and guidelines - External

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>PHYSICAL PROPERTIES</th>
<th>USAGE</th>
</tr>
</thead>
</table>
| **Mini Roundabouts** | • A small roundabout (diameter<4meters)either painted or constructed as a raised round area;  
• Mountable;  
• External diameter < 28m;  
• Speeds <48km/h;  
• Conventional roundabout is used where the external diameter exceeds 39meters. | • On straight roads to break up the road into sections;  
• At tee-junctions, crossroads or Y-junctions;  
• Regulate conflicting movements;  
• A reduction in speeds. |

**STOP 100M**

The ADVANCE warning sign is as follows:

(i) Mini Roundabouts features as a junction upgrading

Mini Roundabouts (and Traffic Islands) – Speed Control

i. Aims of measure:
   - To reduce vehicular speeds on the approach to speed sensitive areas and junctions and to regularise and manage vehicle movements.

ii. Implementation of measures according to standard specifications:
   - Measure can be implemented on straight roads to break up the road into sections.
   - Measure can be implemented at T-junctions, Y-junctions and at crossroads.
   - The mini roundabout, with a diameter not exceeding a maximum of 4.0meters, may be either painted or constructed as a mountable round area with a crest height not exceeding a maximum of 100mm.
   - The mini roundabout is recommended for locations where the external diameter does not exceed 28meters.

iii. Constraints:
   - Road layout configuration;
   - Traffic volumes of the road;
   - 85th percentile speed limit of the road;
   - Existing road width;
   - Swept path of vehicles permitted through the area;
- Road gradient;
- Mini roundabout is not recommended where the gradient of the road exceeds 4%; and
- Measures recommended for locations where the speed does not exceed 50km/h.

(k) Safety at signalised installations

The main safety issues to be considered and ways to address them are as follows, thus:

| Conflicts between traffic movements | • Define conflict points  
|                                  | • Calculate inter-green times  
|                                  | • Calculate minimum green time |
| Layout and design of the junction  | • Evaluate the perception of the general public |
| Location of signal heads          | • Define the arms related to each head  
|                                  | • Maximum visibility of the heads |

(l) Improving road safety at priority intersections

i. Road safety at priority intersection may be improved through the implementation of the following, thus by:

ii. Making special provision for pedestrians, cyclists and persons with a disability;

iii. Preventing overtaking at the approach arms;

iv. Accentuate crossroads or, where possible, stagger the junction;

v. Improving visibility; and

vi. Preventing right-turning movements.

(m) Improving road safety at roundabouts

i. Road safety at roundabouts (minimum external diameter of 39 meters) may be improved through the rigorous design and implementation of the following, thus:

   • Reducing entry widths;
   • Increasing deflection;
   • Narrowing the circulatory carriageway;
   • Reducing vehicle speeds on entry;
   • Ensure maximum visibility at the give-way/stop;
   • Advance warning and directional signage must be adequately located;
   • Signalizing the roundabout;
   • Provide advance stop-lines; and
   • Continuous maintenance of all lane markings.
5.5.1. Introduction

This service refers to residential roads for the service rendered to a citizen validated by the Local Council, or directly to the Local Council, or either School Authorities and/or Department of Education, for the purpose to provide for warning signs and road markings around the school building area in order to enhance safety measures pertaining to traffic management and school children.

5.5.2. Applicable legislation

Authority for Transport In Malta Cap.499.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.5.3. Documents required

- A letter titled SCHOOL AHEAD WARNING, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Layout plan at scale 1:1000 showing proposed arrangement;
- Site plan at scale 1:2500 showing existing traffic flows arrangements; and
- Site photos.

5.5.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for School Ahead Warning are to be submitted by the Local Council to the Authority for Transport in Malta Authority for assessment.

(c) The Integrated Transport Strategy Directorate, Research and Development Unit, will consider applications for School Ahead Warning as submitted by the respective Local Council.

5.5.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.
(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.5.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport In Malta Cap.499 Article 40.

5.5.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.5.8. Technical guidelines

5.5.8.1 Aims of measure:

(a) To improve road safety by providing advance warning signs and road markings to vehicular drivers on the approach to a school area.

(b) Implementation of Measure:

i. Identification of the main school routes and the extent of the area of influence; and
ii. Determination of the location of the signage and SCHOOL road markings.

(c) Constraints:

i. Location of school access;
ii. Traffic volumes on adjoining roads; and
iii. $85^{th}$ percentile speed limit of adjoining roads.
RDU001 Pol-E/5.6. CYCLE LANES

5.6.1. Introduction
This service refers to residential roads for the service rendered to a citizen validated by the Local Council, or rendered directly to the Local Council or cycling groups and/or non-government organisations, for the purpose to provide a safer road environment for cyclist.

5.6.2. Applicable legislation
- Authority for Transport In Malta Cap.499.
- Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
- Motor Vehicles Regulations Subsidiary Legislation 65.11.
- New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.6.3. Documents required
- A letter titled CYCLE LANES, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Layout plan at scale 1:1000 showing proposed arrangement;
- Site plan at scale 1:2500 showing existing traffic flows arrangements;
- Site plan at scale 1:2500 showing road widths; and
- Site photos.

5.6.4. Policy
(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).
(b) Applications for Cycle Lanes are to be submitted by the Local Council to the Authority for Transport in Malta Authority for assessment.
(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for Cycle Lanes as submitted by the respective Local Council. It will not be the responsibility of the unit to address individual requests.

5.6.5. Standard criteria for approval
(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.
(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.
(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.
(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.6.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.6.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.6.8. Technical guidelines

(a) There are four different types of cycle lanes, hence:

i. **Bicycle path**: section of road, within or independent of the right-of-way, which is separated from vehicular traffic by an open space or physical barrier (RECOMMENDED);

ii. **Bicycle lane**: section of the road which is designated by markings and signage for the use by cyclists (RECOMMENDED);

iii. **Wide Outside Lane**: right-most through traffic lane is a minimum of 4200mm to allow the cyclist and the vehicular traffic to share the same lane (NOT DESIRABLE); and

iv. **Shared Roadway**: right-of-way designated by signage and markings as a cycle route but which is shared with pedestrians and vehicular traffic (NOT RECOMMENDED).

(b) Criteria for route selection and planning

i. The selection of a cycling route depends on various factors and it requires the following analysis, thus:

   - Identification of bicycle trip generation within a 5 –10km circuit;
   - The linking of scenic, recreational and functional potential of the route to promote its use in the broadest sense;
   - Identification of routes that are free from heavy traffic and are well surfaced;
   - Identification of parking areas, both for passenger vehicles and for bicycles, along the route;
   - Identification of areas with climate extremes, such as wing traps;
   - Mapping and investigating the route conditions, including:
(c) Recommended widths for cycle routes

i. The following table outlines the recommended width for various classification and usage of cycle routes, hence:

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>WIDTH (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cycle Lanes</strong></td>
<td></td>
</tr>
<tr>
<td>One Way</td>
<td>2.00</td>
</tr>
<tr>
<td>Two Way</td>
<td>3.60</td>
</tr>
<tr>
<td><strong>Cycle Designated Routes</strong></td>
<td></td>
</tr>
<tr>
<td>Two Way</td>
<td>4.00</td>
</tr>
<tr>
<td>Width Between Bollards</td>
<td>1.50</td>
</tr>
<tr>
<td>Width Between Bollards Allowing for Tricycles</td>
<td>1.53</td>
</tr>
<tr>
<td><strong>Cycle Track and Trails</strong></td>
<td></td>
</tr>
<tr>
<td>One Way (heavy traffic)</td>
<td>2.75</td>
</tr>
<tr>
<td>One Way (light traffic)</td>
<td>2.00</td>
</tr>
<tr>
<td>Two Way (heavy traffic)</td>
<td>3.60</td>
</tr>
<tr>
<td>Two Way (light traffic)</td>
<td>3.00</td>
</tr>
</tbody>
</table>


(d) Design elements

i. The main points of design are as follows, thus:

- Surface materials are to be durable and easy to maintain;
- The pavement and bikeway is to have positive drainage with a minimum of 2% cross-slope. All drainage structures are to be located off the cycle path;
- Traffic control/ information systems facilitate the use of the cycle path. These include signage and pavement markings and are to be as follows, thus:
  - Sign posts are to be set-back a minimum of 900mm from the edge of the path and any bottom sign edge should be set at 1.5 – 2.1metres above the finished level of the path to allow for adequate visibility;
  - Signage is to be kept at a minimum;
 Signs are to be used to mark out and delineate routes, to regulate the path usage, and provide all necessary safety/approach warnings.

• Adequate lighting and street furniture is to be installed along the paths and at intersections. The criteria are as follows, thus:
   Lighting is to be from 6 – 10 lux;
   The location of lighting and street furniture is to be according to a fixed design to act as embellishment;
   All street furniture is to be set-back from the cycle path so as to prevent points of conflict.

• The facilities and the usage are delineated by means of barriers, fences, soft landscaping and line markings. Criteria are as follows, thus:
   Raised or textured surface barriers may pose a safety hazard at high speeds and at left-hand turns. Hence, in such conditions, the barrier type is to be appropriate to the location. Line markings are recommended both at high speeds and at left-hand turns. Raised buttons are not to be used at left-hand turns;
   Soft landscaping requires a proper set-back to allow for safety clearances. Planting species are to be of low maintenance, without spikes and non-poisonous. Hence they are to be safe and adequate for use in pedestrian frequented areas.

ii. Typical signage layout
RDU001 Pol-E/5.7. PARKING BAY

5.7.1. Introduction

This service refers to residential roads for the service rendered to citizen validated by the Local Council or rendered directly to the Local Council pertaining to organised vehicle parking via parking bays which take the form of the following types of retained parking areas:

- On-street Parking Bays;
- Reserved Parking for Disable Blue Badge Holders;
- Reserved Parking;
- Un/loading;
- Alighting/Boarding;
- Keep Clear; and
- Motorcycle bays.

5.7.2. Applicable legislation

Authority for Transport In Malta Cap.499.

Motor Vehicles Regulations Subsidiary Legislation 65.11.

New Roads and Road Works Regulations Subsidiary Legislation 499.57.

Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

5.7.3. Documents required

- A letter titled PARKING BAYS, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Road width;
- Site plan showing proposed location at Scale 1:2500; and
- Site photos.

5.7.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) The service rendered for parking bays shall be regulated by Regulation 122 of Motor Vehicles Regulations Subsidiary Legislation 65.11 regarding ‘Parks for motor vehicles’ as follows:

“122 The Authority for Transport in Malta shall have power to fix parking places and the number and type of motor vehicles which may use the same. The Authority for Transport in Malta shall be empowered to indicate parking places and also roads where no parking shall be permitted, by affixing signs in the places concerned. The Authority may reserve stands for taxi-cars. Any stands so reserved shall be indicated by an appropriate sign showing the number of taxi-cars which may be exposed for hire. No motor vehicles other than taxi-cars may park in a stand so reserved. The Commissioner of Police may, for a specific occasion or function, reserve parking places, or space in parking places, for particular authorities, persons
or groups: provided that the Authority for Transport in Malta may provide for continuous parking spaces.”

(c) Applications for Parking Bays are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.

(d) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for Parking Bays as submitted by the respective Local Council.

5.7.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.7.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport In Malta Cap.499 Article 40.

5.7.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.7.8. Reserved parking

Whenever the service applied for pertaining to line markings refers to reserved parking, the latter is regulated by Regulation 78 of Motor Vehicles Regulations Subsidiary Legislation 65.11 as follows:

“(78) Where any area or space in any road or square is marked as, or allotted to, a reserved parking, and the Commissioner of Police issues a written permit in favour of the owners of vehicles who may make use of such area or space, no motor vehicle may be parked therein unless the relative permit is affixed on the left hand side of the windscreen of the relative motor vehicle.”
5.7.8.1 Ministries and Government Departments

(a) The designation of reserved car parking spaces is based on the following criteria, thus for the intended use by:

i. Three (3) bays for the Office of the President assigned to:
   - The President;
   - Secretary to the President; and
   - Private Secretary to the President.

ii. Three (3) bays for the House of Representatives assigned to:
   - Speaker;
   - Clerk of the House; and
   - Personal Assistant to Mr. Speaker.

iii. One (1) bay for the Office of the Ombudsman assigned to the Ombudsman.

iv. One (1) bay for the National Audit Office assigned to the Auditor General.

v. Four (4) bays for the Office of the Prime Minister assigned to:
   - Prime Minister;
   - Chief of Staff / Personal Assistant to the Prime Minister;
   - Permanent Secretary; and
   - Secretary to the Cabinet.

vi. A maximum of five (5) bays for each Ministry assigned to the following as applicable:
   - Minister;
   - Chief of Staff / Personal Assistant to the Minister;
   - Permanent Secretary;
   - 2 bays for general vehicles of the Ministry.

vii. A maximum of four (4) bays for each Parliamentary Secretariat assigned to the following as applicable:
   - Parliamentary Secretary;
   - Chief of Staff / Head of Secretariat / Personal Assistant to the Parliamentary Secretary;
   - 2 bays for general vehicles of the Parliamentary Secretariat.

(b) The assignment of reserved parking is acceded to only if it is not possible for the individual concerned to have off-street parking arrangements within the building.

(c) The Personal Assistant to the Minister will allocate up to four (4) permits per Ministry exempting messengers’ cars from time-limits on parking.

(d) Ministers and senior officials are to park in designated reserved spaces and not on areas marked as ‘No Parking’ or on double yellow lines.
Ministries’ reserved parking bays should not be reserved 24 hours per day, 7 days a week. The reserved parking sign must indicate the hours within which the bay is reserved as per following timings:

Reserved for Ministry of XX
   Monday to Friday
   15 June to 30 September
   07.00 – 15.00
   1 October to 14 June
   07.00 – 19.00

Unrestricted Parking Remaining Hours

5.7.8.2 Parastatal Bodies, Authorities and Government Departments

(a) Reserved parking spaces are not allocated to Parastatal Bodies, Government Authorities and Departments. Such agencies are encouraged to organize their own arrangements for parking facilities for senior officials.

5.7.8.3 Members of Parliament

(a) A Reserved parking space is allowed for Members of Parliament in Valletta during Parliamentary sittings.

(b) Members of Parliament are to park in designated reserved parking spaces and not on areas marked as ‘No Parking’, ‘No Stopping’ or double yellow lines.

5.7.8.4 Embassies

(a) A maximum of two (2) parking spaces are allowed for each Embassy.

(b) Should Embassies quote security requirements for blocking an area close to the embassy for anyone apart from cars they recognize as their own, the surplus parking bays should be marked as ‘Keep Clear’ and not as ‘Reserved Parking’.

(c) Reserved parking bays should be allocated close to Ambassadors’ residences based on reciprocity.

5.7.8.5 Local Councils

(a) Local Councils are allowed to mark the space in front of the main entrance to their offices to be kept clear during opening hours, Monday to Friday. Saturday to be included if applicable.

(b) Unrestricted parking should be allowed at any other time.

5.7.8.6 Lotto Offices

(a) One reserved parking space is allowed close to Lotto offices upon request.

5.7.8.7 Head Offices of Commercial Banks

(a) Such institutions are encouraged to make their own arrangements for parking facilities for senior officials and thus should not be allocated any reserved space.

5.7.8.8 Bank Branches/Foreign Exchange Bureaus

(a) Bank Branches and Foreign Exchange Bureaus are allowed to mark the space in front of the main entrance to their offices to be kept clear during office hours only, for security vehicles.

(b) Unrestricted parking should be allowed at any other time except if there is an ATM machine.
(c) A Keep Clear bay may be allowed near off-site ATM machines on a case by case basis.

5.7.8.9 Government and Parastatal Offices handling cash

(a) Government and Parastatal Offices handling cash are allowed to mark the space in front of the main entrance to their offices to be kept clear during opening hours, Monday to Friday.
(b) Unrestricted parking should be allowed at any other time.

5.7.8.10 Health Centers

(a) The number of bays reserved for Health Centres will be determined on a case by case basis but will not exceed three (3) in number.

5.7.8.11 Police Stations

(a) One (1) reserved parking bay ‘For Police Vehicles Only’ is allowed for every police station.

5.7.8.12 Residences of persons with disability

(a) An allocation of a reserved parking space to a person with disability is granted only on the basis of a certification of a mobility disability by the National Commission for Persons with a Disability.
(b) Such allocations are reviewed every twenty-four (24) months and are to be removed immediately but the Local Council if the user no longer reside at that residence or has passed away.

5.7.8.13 Schools and Child Care Centres

(a) One (1) alighting/boarding bay for 30 minutes during the entry/exit time.

5.7.9. Un/Loading

(a) Un/Loading is allowed for a maximum of eight (8) hours a day (up to four (4) hours in the morning and four (4) hours in the afternoon). Unrestricted parking for the remaining hours.
(b) Un/Loading bays are allowed only for:
   i. Retailers of ‘white goods’;
   ii. Bakeries;
   iii. Furniture outlets; and
   iv. Outlets for the hire or sale of heavy plant machinery.
(c) A time limit for any commercial vehicle to be allowed to use a un/loading bay may be specified.
(d) For commercial areas, a un/loading bay may be designated, with time restrictions, for communal use.
(e) Communal and timed un/loading bays may be considered where there are six or more shops in the immediate vicinity of each other.

5.7.9.2 Alighting/Boarding

(a) Hotels and Hostels with more than seventy (70) beds, and Boutique Hotels are eligible for an Alighting/Boarding Bay to be applicable on a 24-hour 7-day basis, whereby the coach may use such bay for a maximum period of five (5) minutes.
(b) In the case where such Alighting/Boarding bay needs to be used for Un/Loading purposes, the sign should indicate such.
(c) Hotels and Hostels with more than seventy (70) beds, and Boutique Hotels are eligible only to any one (1) such bay as described above.

5.7.9.3 Keep Clear

(a) A 1.5 meters KEEP CLEAR bay is permitted in front of a disabled persons’ residence where parking too close to the said residence impedes movement of a wheelchair.

(b) A 1.5m KEEP CLEAR bay is also considered in cases where access to a property is being restricted due to on-street parking.

(c) A ‘Keep Clear’ bay is also permitted in front of:
   i. Old Peoples’ Homes – Except for Ambulances; and

5.7.10. Technical guidelines

5.7.10.1 On-street Parking Bay criteria

(a) On-street parking is not to impede traffic flow, contribute to accidents, impair visibility at corners or create conflict between vehicular and pedestrian traffic.

(b) On-street parking is prohibited along arterial and distributor roads (except where indicated otherwise), within or on pedestrian walkways and bus-stops and bus lay-bys, and in the vicinity of driveways, intersections, junctions and alleys, opposite driveways where the road is less than 6meters wide.

(c) On-street parking may be designated with white or yellow lines.

(d) On-street parking bays are to be located at specific distances from specific zones/land uses, as follows:
   i. From street corner 5.0meters;
   ii. From garage/alleyway entrance 1.0meters;
   iii. From major junctions/intersections depends on various factors; (30m where possible);
   iv. From Bus-Stop entry taper 2.0meters; and
   v. From pelican/pedestrian crossing 5.0meters.

(e) The following table shows the standard road widths required to determine the possibility of on-street parking, hence:

<table>
<thead>
<tr>
<th>TYPE OF ROAD</th>
<th>No Parking (metres)</th>
<th>Parking on One Side (metres)</th>
<th>Parking on Both Sides (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ONE WAY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access Only Roads</td>
<td>3.00</td>
<td>4.80</td>
<td>6.60</td>
</tr>
<tr>
<td>Local Access Road (&lt; 500 pcu/h)</td>
<td>4.50</td>
<td>6.50</td>
<td>8.50</td>
</tr>
<tr>
<td>Local Access Road (&gt; 500 pcu/h)</td>
<td>5.00</td>
<td>7.00</td>
<td>9.00</td>
</tr>
<tr>
<td>TWO WAY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access Only Roads</td>
<td>4.80</td>
<td>6.40</td>
<td>8.00</td>
</tr>
<tr>
<td>Local Access Road (&lt; 500 pcu/h)</td>
<td>6.00</td>
<td>8.00</td>
<td>10.00</td>
</tr>
<tr>
<td>Local Access Road (&gt; 500 pcu/h)</td>
<td>7.30</td>
<td>9.30</td>
<td>11.30</td>
</tr>
</tbody>
</table>
On-street Parking Bay criteria

- End parallel parking bays are to have a minimum length of 4.8m
- In-between parallel parking bays are to have a minimum length of 6.0m
- Un/loading bays are to have a maximum length of 10.0m
- Minimum parking bay width is 1.8 meters for parallel parking and 2.4meters for staggered or perpendicular parking
- Garages which house a motor vehicle are eligible for a one meter double yellow line on each side as per MVR
- In-fill gaps may be denoted for motor cycle parking; dimensions 2.2m by 1.5m.
- No parking bays are to be located within 5.0m from a corner as per MVR
- Pedestrian access ramps on footways are not to be obstructed and are to be marked with a 1.5m KEEP CLEAR bay
- Access for garages is not to be obstructed in any way
- No prejudice is created to third party rights
- The Council has liaised and reached agreement with all effected entities, commercial outlets, residents and any other third parties
- These parking bays are to be implemented where parking is already occurring on the road provided that it is not being done illegally and nor creating any obstructions to traffic and to third parties

Standard parking bays layout
(f) For on-street car parking bays which are oblique or perpendicular to the footway, recommended on local access roads only, the minimum carriageway width is to be 6500mm with a 500mm safety strip between the parking bays and moving traffic.

(g) The permitted number of oblique and perpendicular parking bays are as follows:

<table>
<thead>
<tr>
<th>Angle to Footway</th>
<th>Parking Bays per 100m</th>
</tr>
</thead>
<tbody>
<tr>
<td>45 degrees</td>
<td>31</td>
</tr>
<tr>
<td>60 degrees</td>
<td>38</td>
</tr>
<tr>
<td>90 degrees</td>
<td>43</td>
</tr>
</tbody>
</table>

RDU001 Pol-E/5.8. RESIDENTIAL PARKING SCHEME

5.8.1. Introduction

This service refers to residential roads for the service rendered directly to the Local Council upon request by Local Council for controlled Residential Parking Scheme.

5.8.2. Applicable legislation

Authority for Transport In Malta Cap.499.

Controlled Parking Schemes (Residents and Commercial) Regulations Subsidiary Legislation 363.80

New Roads and Road Works Regulations Subsidiary Legislation 499.57.

Motor Vehicles Regulations Subsidiary Legislation 65.11.

Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05

5.8.3. Documents required

- For the designation of a Permanent Residents’ Parking Scheme on an area basis, the Local Council is to submit the proposal (Form TM/ITSD/RDU/001) to the Integrated Transport Strategy Directorate, Research and Development Unit, for assessment;

- Application form TM/ITSD/RDU/001 “Proposed Residents’ Parking Scheme” filled in for the proposed street;

- Site plan at scale 1:2500 showing proposed location; and

- Site photos.

5.8.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).
(b) The service rendered for the provision of a residential parking scheme is regulated by Controlled Parking Schemes (Residents and Commercial) Regulations Subsidiary Legislation 363.80.

(c) Applications for Residential Parking Schemes are to be submitted by the Local Council to the Authority for Transport in Malta Authority for assessment. Applications are to be submitted according to the format outlined in this document.

(d) The Integrated Transport Strategy Directorate, Research and Development Unit will consider schemes for area-wide residents’ parking schemes as submitted by the respective Local Council. It will not be the responsibility of the unit to address individual requests.

5.8.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.8.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.8.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.
5.8.8. Definition of ‘Place of Residence’

The place of residence which a person has, in accordance with the last electoral register issued for the Local Councils’ elections.

5.8.9. Review period

(a) Further to the submission of the proposed residents’ parking scheme by the Local Councils, such scheme is analysed by the board and the Local Council is informed of any necessary amendments identified by the board. The scheme is then approved for a trial period of 3 months, further to which the respective Local Council is to forward feedback to the board regarding the functionality of the scheme. Any necessary improvements are discussed between the Local Council and AUTHORITY FOR TRANSPORT IN MALTA and implemented by the Local Council.

(b) Signage - All signage related to the scheme are to be as per attached diagram.

(c) Illegal Schemes - AUTHORITY FOR TRANSPORT IN MALTA will not accept the setting up of parking schemes without its approval.

5.8.10. Technical Guidelines

5.8.10.1 Analysis of area by the respective Local Council

(a) A site investigation is to be submitted together with the request for a Residents’ Parking Scheme by the respective Local Council. The site investigation is to include:

   i. Boundary outlining the extent of the proposed scheme;

   ii. Total number of legally existing parking bays per street within the study area (as per Guidelines for Traffic Management Schemes);

   iii. Total number of vehicles parked by residents per street within the study area and/or total number of on-street parked vehicles within the study area between 0200-0300 hours unless otherwise authorised;

   iv. Total number of garages per street within the study area;

   v. Total number of un-marked on-street parking bays (6m length for parallel bays);

   vi. Road widths and traffic flow direction of each street within the study area;

   vii. Total number of on-street parked vehicles within the study area between 1000-1100 hours unless other timings are authorised; and

   viii. Identification of existing reserved parking bays, Keep Clear Bays, Tow Zone areas, un/loading bays, and bus bays.

**NOTE:** For the purpose of this analysis, motorcycles are excluded.

5.8.10.2 Criteria for locations considered
(a) The areas identified by the Local Councils for consideration are to be investigated through the following characteristics and the results submitted to the board:

i. Problem with on-street parking;

ii. Within the immediate surroundings of the area which exhibits parking problems;

iii. High density residential development; and

iv. High density workplaces.

5.8.10.3 Criteria for the Controlled Residents Parking Scheme

(a) Each scheme is to be implemented according to the following criteria:

i. Standard signage;

   - Controlled parking time of 60 minutes, 90 minutes, 120 minutes or 150 minutes as applicable, No return within one hour. Times may vary depending on site specific circumstances;

   - Such parking schemes will not be applicable on Sundays and Public Holidays unless otherwise authorised.
## Proposed Residents' Parking Scheme

**Integrated Transport Strategy Directorate, Research & Development Unit**

Sa Mason Road, Floriana, Malta  info.tm@transportmalta.gov.mt

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>Location:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Existing Parking Bays/Spaces (supply):</td>
<td></td>
</tr>
<tr>
<td>Number of Parked Vehicles (demand between 1000-1100hours):</td>
<td></td>
</tr>
<tr>
<td>Number of Vehicles Parked by Residents (demand between 0200-0300hours):</td>
<td></td>
</tr>
<tr>
<td>Number of Households:</td>
<td>Road Width:</td>
</tr>
<tr>
<td>One Way</td>
<td>Number of Designated Parking Bays:</td>
</tr>
<tr>
<td>Two Way</td>
<td>• Reserved Parking:</td>
</tr>
<tr>
<td>Vehicle Flow</td>
<td>• Keep Clear Bay:</td>
</tr>
<tr>
<td>Direction:</td>
<td>• 1.5m Keep Clear:</td>
</tr>
<tr>
<td>N S W E</td>
<td>• Un/Loading Bay:</td>
</tr>
<tr>
<td>Tow-Zone Area:</td>
<td>• Bus Bay:</td>
</tr>
<tr>
<td>Yes</td>
<td>Number of Garages:</td>
</tr>
<tr>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

Site Plan Scale 1:2500

**Figure 1 – Proposed residents’ parking scheme**
5.9.1. Introduction

This service refers to residential roads for the service rendered to a citizen pertaining to the provision of reserved parking for persons with disability in front of their registered place of residence - of which applications are submitted to AUTHORITY FOR TRANSPORT IN MALTA and assessed by the Board for Reserved Parking for Disabled.

5.9.2. Applicable legislation

Authority for Transport In Malta Cap.499.

Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

Motor Vehicles Regulations Subsidiary Legislation 65.11.

New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.9.3. Documents required

- Application form TM/ITSD/RDU/003 “Applikazzjoni għal Parkeġg Riservat jew Keep Clear Bay għal vetturi ta’ persuni b’dizabilita” filled in;
- Copy of Disabled Blue Badge;
- Copy of ID Card;
- Copy of Special Disabled Identification Card; and
- Copy of Logbook

5.9.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for Reserved Parking for Persons with Disability are to be submitted by the client to the Authority for Transport in Malta Authority for assessment.

(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for Reserved Parking for Persons with Disability as submitted by the applicant.
5.9.5. **Standard criteria for approval**

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, *New Roads and Road Works Regulations Subsidiary Legislation 499.57*, and *Motor Vehicles Regulations Subsidiary Legislation 65.11*.

(b) All traffic signs and road markings are to conform to *Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05*.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.9.6. **Non-Approval of provision of service**

(a) Should the client not agree with decision they may appeal at the Review Panel for Reserved Parking within Kummisjoni Nazzjonali Persun b'Dizabilita'.

5.9.7. **Design Criteria**

(a) The dimensions for a car parking bay designated for the disabled are as follows: Parallel to kerb minimum length 6.6m; perpendicular to kerb minimum width 3.6m minimum length 4.8m; van accessible space (2.3m headroom) minimum width 2.9m minimum length 7.3m.

(b) The provision of car parking spaces for the disabled persons depends on the total amount of car parking spaces available within the car parking lot and is to be as follows, thus:

<table>
<thead>
<tr>
<th>Total Number of Car Parking Spaces Available</th>
<th>Total Number of Spaces Designated to Disabled Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Space</td>
<td>Van Space</td>
</tr>
<tr>
<td>3-10</td>
<td>1</td>
</tr>
<tr>
<td>11-25</td>
<td>2 OR 1</td>
</tr>
<tr>
<td>26-50</td>
<td>2</td>
</tr>
<tr>
<td>51-75</td>
<td>3</td>
</tr>
<tr>
<td>76-100</td>
<td>4</td>
</tr>
<tr>
<td>101-150</td>
<td>5</td>
</tr>
<tr>
<td>151-200</td>
<td>6</td>
</tr>
<tr>
<td>201-300</td>
<td>7</td>
</tr>
<tr>
<td>301-400</td>
<td>8</td>
</tr>
<tr>
<td>401-500</td>
<td>9</td>
</tr>
<tr>
<td>501-1000</td>
<td>2%</td>
</tr>
<tr>
<td>&gt;1000</td>
<td>20 spaces plus 1 space per additional 100 spaces</td>
</tr>
<tr>
<td></td>
<td>1 van accessible space per 8 vehicular spaces for disabled persons</td>
</tr>
</tbody>
</table>

*Source: Design Guidelines Access for All, National Commission Persons with Disability, 3rd Edition*
The location of reserved parking bays, both for Disabled Blue Badge Holders and those specific to a disabled person, are NOT to be:

- On roads or areas where vehicular access is not permitted;
- On yellow or white lines which are double or single;
- In a bus lane or cycle lane;
- Obstructing in any way or causing any hardship or prejudicing against any rights of third parties;
- Obstructing the traffic flow;
- Within the 5 meter ‘No Parking’ zone at street corners;
- Infringing any parking restrictions prevailing at the proposed site;
- In any location other than his residence as indicated on his Identity Card;
- On any pedestrian, pelican, toucan and puffin crossings;
- On any of the zig-zag markings before or after pedestrian, pelican, toucan and puffin crossings;
- In parking places reserved for specific users, except where a shared space would be appropriate;
- On ‘Keep Clear’ parking bays.

5.9.8. Eligibility Criteria for Reserved Parking for Disabled Persons

The Traffic Management Unit has drawn up criteria for eligibility of a Reserved Parking Bay for Disabled Persons where such bays may be used by any Disabled Blue Badge Holder:

- The approved Reserved Parking Bay for Disabled Persons will be implemented in the closest legal on-street parking bay from the front access door of the registered residence of the disabled person and will be marked with the international wheelchair symbol emblem in yellow and marked in a yellow parking bay.
- The place of residence/habitation, of the disabled person (as specified in his Government Identity Card) for whom the reserved parking space is being requested, must not have a garage or drive-in or any other space within the property boundaries, or within 100 metres from the said residence/habitation, which could be used as or transformed into a car parking space or car port, subject to any permits required by the Malta Environment and Planning Authority;
- In the case that the disabled person has a summer residence, the applicant will state clearly in the application if the Reserved Parking Bay will be implemented at the summer residence for the period between June to September and/or if it will be implemented also at the registered (winter) residence between October and May;
- The disabled person must be unable to walk or has very severe difficulty in walking;
- The disabled person must be the driver of the vehicle for which the reserved parking is being requested, or the disabled person regularly uses a wheelchair, or the disabled person is less than eighteen years of age and such vehicle must be registered at the same address as the reserved parking space;
- The vehicle must be registered at the same address as the reserved parking space;
- The disabled person must be a Disabled Blue Badge Holder;
- The disabled person must have resided in Malta for not less than three hundred and thirty-five days per year.
- As a general rule, each reserved parking permit may be reviewed every year however, the board reserves the right to review each case as required;
- The decision of the board may be appealed at the Review Panel, which is located at the Kummissjoni Nazzjonali Persuni b'Disabbilta', Hamrun High Street, St. Venera, within thirty (30) days of the issue of such decision;
- In the case where the Reserved Parking Bay is being requested due to difficulty to access the garage at the residence of the applicant, and if the applicant is eligible for such bay, such Reserved Parking Bay will be marked in front of the said garage.

NOTE: Further to consultation and agreement with the KNPD, the medical visit by the Transport Malta Medical Doctor will be held at Transport Malta, Sa Maison Hill, Floriana, by appointment. Transport Malta will contact the applicants to inform them of the date and time of the appointment and all appointments are to
be made at least one week in advance of the date of the visit. Only in special cases will the Transport Malta Medical Doctor carry out house medical visits.

5.9.9. Eligibility Criteria for 1.5m KEEP CLEAR bay

The directorate has drawn up criteria for eligibility of a 1.5m KEEP CLEAR Bay for Disabled Persons as follows:

- The approved 1.5m KEEP CLEAR Bay for Disabled Persons is marked with the international wheelchair symbol emblem in yellow marked in a yellow parking bay;
- The 1.5m KEEP CLEAR bay is marked in front of the door of the residence of the disabled person;
- The disabled person is a registered blind or is unable to walk or has very severe difficulty in walking and must be a wheelchair user or requires the use of walking aids;
- There is no Reserved Parking bay for Disabled Persons approved at the residence/habitation of the disabled person;
- The disabled person has resided in Malta for not less than three hundred and thirty-five days per year.
- As a general rule, each 1.5m KEEP CLEAR bay permit may be reviewed every two years however, the Appointed Board reserves the right to review each case as required;
- The decision of the Appointed Board may be appealed at the Review Panel, which is located at the Kummissjoni Nazzjonali Persuni b’Dizabilità (KNPD), Bugeia Institute, Braille Street, Hamrun, within thirty (30) days of the issue of such decision.

5.9.10. Request for a Temporary Reserved Parking for Disabled Persons

Temporary Reserved Parking Bays for Disabled Persons will be considered for a maximum period of six (6) months with the possibility of renewal and such will be assessed on humanitarian grounds and are to conform to a minimum of four (4) of the following criteria:

- the disabled person does not have a garage accessible for persons with mobility problems from the residence
- the disabled person is during a period of convalescence, not exceeding nine (9) months, associated with a severe reduction in mobility
- the disabled person uses private own/family transport on a regular basis
- the carer of the disabled person has severe mobility problems
- the street has a very steep incline which causes additional functional impairment
- the street has a very severe parking problem which causes additional functional impairment and there is no residents parking scheme
- the street is an arterial/distributor/linking function road where a temporary stationery vehicle causes disruption
- disabled person has a blue badge.

The criteria for the placing of such Temporary Reserved Parking Bays for Disabled Persons are as follows:

- The approved Temporary Reserved Parking Bay for Disabled Persons will be implemented in the closest legal on-street parking bay from the front access door of the registered residence of the disabled person and will be marked with the international wheelchair symbol emblem in yellow and marked in a yellow parking bay
- In the case that the disabled person has a summer residence, the applicant will state clearly in the application if the Reserved Parking Bay will be implemented at the summer residence for the period between June to September or if it will be implemented also at the registered (winter) residence within the period between October and May.
5.9.11. Criteria for the Withdrawal of an Approved Temporary or Permanent Reserved Parking Bay for Disabled Persons

The criteria for the withdrawal of the approval for a temporary or permanent reserved parking bay specific to a disabled badge holder may be any one or more of the following, hence when:

- Other non-authorised people and/or vehicles and/or objects are allowed to use the Reserved Parking Bay;
- The registered vehicle for the service is not being parked in the reserved parking bay;
- In the event of any other case of abuse;
- There is a garage at or within walking distance of the residence of the disabled person;
- The disabled person can no longer drive, has passed away or is living in a communal home.

When the Board has proof of the abuse, the concession for the Reserved Parking Bay is withdrawn and the original applicant and the local council are notified in writing.

5.9.12. Criteria for the Withdrawal of an Approved 1.5m KEEP CLEAR Bay for Disabled Persons

The criteria for the withdrawal of the approval for a 1.5m KEEP CLEAR Bay may be any one or more of the following, hence when:

- Vehicles are allowed to park on the 1.5m KEEP CLEAR Bay
- Furniture, vehicles or any other items are allowed to be placed on the 1.5m KEEP CLEAR Bay
- In the event of any other case of abuse;
- The disabled person has passed away or is living in a communal home.

When the Board has proof of the abuse, the concession for the KEEP CLEAR Bay is withdrawn and the original applicant and the local council are notified in writing.
Figure 2 - Applikazzjoni għal Parkegg Riservat jew Keep Clear Bay għal vetturi ta' persuni b'diżabilita’

**APPLIKAZZJONI GHAL PARKEGG RISERVAT JEW KEEP CLEAR BAY GHAL VETTURI TA’ PERSUNI B’DIŻABILITA’**

Integrated Transport Strategy Directorate, Research & Development Unit

Sa Maison Road, Floriana, Malta Tel. (356) 21222203 Fax. (356) 21253365 info.tm@transportmalta.gov.mt

**TAGHRIF DWAR L-APPLIKANT**

**A - Persuna b’diżabilita’**

1. Kunjom .......................................................... 2. Isem ..........................................................
3. Indirizz ........................................................................................................................................
4. Lokalita’ (Kunsill Lokali) ...........................................................................................................
5. Nru. tat-telefon ..........................................................
6. Data tat-twilid ..........................................................
7. Nru. tal-karta tal-identita’ tal-Gvern ..........................................................
8. Nru. tal-Blue Sticker ..........................................................
9. Nru. tal-karta tal-identita’ Speċjali ..........................................................
10. X’hini n-natura tad-diżabilita’? ..........................................................
11. Hemm garaxx mad-dar jew viċ’n ld-dar fejn qed jintalab il-parkegg riservat? Iva □ Le □

**B - Applikant f’Isem il-persuna b’diżabilita’**

(Timtele biss jejk l-applikant mhux il-persuna b’diżabilita’)

1. Kunjom .......................................................... 2. Isem ..........................................................
3. Indirizz ........................................................................................................................................
4. Lokalita’ (Kunsill Lokali) ...........................................................................................................
5. Nru. tat-telefon ..........................................................
6. Nru. tal-karta tal-identita’ tal-Gvern ..........................................................
7. Kif tiġi mill-persuna b’diżabilita’?

**Nota importanti**

Ma’ din il-formola trid tibghat:

- Kopja tal-logbook;
- Kopja tal-Karta tal-identita’ tal-Gvern tal-persuna b’diżabilita’ (u tal-karta tal-identita’ tal-Gvern tal-persuna li fughja tkun registriata l-vettura, f’każ li din ma tkunx il-persuna b’diżabilita’ nnifisha);
- Kopja tal-Karta tal-identita’ Speċjali; u
- Kopja tal-“Blue Badge”;
L-indirizzi fud id-dokumenti jridu jkunu l-istess bħal l-indirizz tad-dar fejn qed jintalab il-parkegg riservat.

Din l-applikazzjoni ma tiġix ikkunsidrata jejk dawn id-dokumenti jkunu neqxin jew ma’ jaqblux.

Jiena.............................................................. nixtieq napplika għal-Parkegg Riservat □:

*Keep Clear Bay* □, u niddikjara li t-tagħrif li tajt hu korret u li nissodisfa l-kriterji għal dan il-benefiċċju.

Firma tal-applikant/a .......................................................... Data ..........................................................
**RAPPORT TAT-TABIB/A**

1.0 Dikjarazzjoni tat-tabib/a tal-applikant/a (uża ittri KBAR)
   1. Isem u kunjom tal-applikant/a b’dizabilita’
   2. Nru tal-karta tal-Identita’ tal-Gvern
   3. L-applikant/a b’dizabilita’ jsuq?
   4. L-applikant/a b’dizabilita’ juza siggu tar-roti? □ Iva □ Le

2.0 Kundizzjoni Medika
   1. Semmi l-kundizzjoni medika tal-persuna b’dizabilita’.
   2. X’effetti ghandha din il-kundizzjoni fuq il-mobilita’ tal-applikant/a b’dizabilita’?
   3. Id-dizabilita’ tal-persuna hija temporanja jew permanenti?
   4. Grad tad-dizabilita’ Severa hafna □ Severa □ Medja □ Hafisa □
   5. Fi-opinjoni professionali tieqhek if tahseb li dan il-beneficju ser jghin lill-applikant/a b’dizabilita’?

3.0 Dikjarazzjoni tat-tabib/a tal-applikant/a (uża ittri KBAR)
   1. Isem it-tabib/a
   2. Indirizz
   3. Nru tat-telefon
   4. Nru tar-registrazzjoni tat-tabib/a

3.5 Firma tat-tabib/a

3.6 Data

3.7 Timbru ufficjali tat-tabib/a
Taghrif dwar il-benefiċċju tal-Parkegg Riservat / Keep Clear Bay

Dan il-benefiċċju jingħata mid-Direttorat għal Strategija għal Trasport Integrat, fi ġdaw l-Awtorita’ għat-Trasport f’Malta. Jiġi konsultat il-Kunsill Lokali tal-applikant.

A – Parkegg Riservat

Lil Min Jingħata

➢ Lill-persuna li għandha problemi sevemi t’a’ mobilita’ u li ssuq il-karrozza taghha.
➢ Lill-familjari taghha (missier/omm/mart/zevg/iben/bint/hu/oht) li jkun joggħodu fl-istess indirizz u li għandhom karrozza.
➢ Il-persuna b’dizabilita’ jrid ikollha l-Blue Sticker mħruġ mill-pulizija.
➢ Ma jridx ikun hemm garaxx/grade-in mad-dar jew fil-vicinanzi tar-residenza tal-persuna b’dizabilita’.

Kif Tapplika

➢ Din il-formola trid tintelta mill-persuna b’dizabilita’ li qieghda titlob is-servizz jew minn Familjari li jgħixu fl-istess dar tal-persuna b’dizabilita’.
➢ L-applikazzjoni trid tkun kompluta bic-cetifikat mediku. (Dan irid jintelta kollu bil-fors u miegħu jistgħu jinbeitgħu kopi ta’ cetifikati medici oħra).
➢ Iridu jintbeagħtu wkoll kopji tal-“Blue Badge” u tal-karta tal-Identità Specjali mħruġa mill-Kummissjoni Nazzjonali Persuni b’Dizabilita’.
➢ Kull applikant ghandu javia mill-eżewel meta dan il-benefiċċju ma jibqax bżonnu (ez. Tinibdel ir-residenza jew il-vettura jew il-persuna b’dizabilita’ tigq neqsa).

Il-Proċess

➢ L-applikazzjoni mimlija trid tintbagħat lid-Diirettorat għal Strategija għal Trasport Integrat, Awtorita’ għat-Trasport f’Malta.
➢ Id-diirettorat jittlob il-kumamenti tal-Kunsill Lokali konċernat dwar koll applikazzjoni li ssir għal dan il-benefiċċju.
➢ L-Awtorita’ tista tintbagħat uffiċjali taghha biex jagħmel zjara fid-dar tal-applikant.
➢ L-applikazzjoni, il-kumamenti tal-Kunsill Lokali (u r-rapport taż-żjara fid-dar, meta din issir) jiġu eżaminat mid-diirettorat.
➢ Fil-kaz li jkun hemm rakkomandazzjoni pozittiva mid-diirettorat, jinhareg il-permess nesserju.
Revizjoni tal-każ

- Persuna b’dizabilla li jkollha Parkegg Riservat u tibdel ir-residenza ma tistax ttrtrasfemxi l-Parkegg Riservat fi-indirizz il-qedid awtomatikament izda trid tinfornama bil-miktub sabiex jigi revedut il-każ.
- Il-Kunsill Lokali tal-applikant jista’ jiddob revizjoni tar-rakkomandazzjoni li tkun hadet il-Kummissjoni Nazzjonali Persuni b’dizabilla billi jikteb l-It-Review Panel.
- Id-deċizjoni tar-Review Panel hija finali.

B – Keep Clear Bay

Lil Min Tinghata

Dan il-benefiċċju jingħata bl-istess procedura tal-Parkegg Riservat pero’ b’dawn il-kundizzjonijiet:
(a) Min ma jikkwalifikax għal-Parkegg Riservat minhabba li m’għandux karozza registrata fid-dar, u
(b) Min juża siġġu tar-rotti, u
(c) Ma jkollux garaxx mad-dar, u
(d) Il-Keep Clear Bay ma tostakolax it-traffiku.
RDU001 Pol-E/5.10. ROAD MIRROR

5.10.1. Introduction
This service refers to residential roads for the provision of service rendered to a citizen validated by the Local Council or rendered directly to the Local Council for the purpose to provide for a road mirror in conjunction with safety measures related to reduced-forward visibility lines.

5.10.2. Applicable legislation
Authority for Transport In Malta Cap.499,
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05,
Motor Vehicles Regulations Subsidiary Legislation 65.11,
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.10.3. Documents required
- A letter titled ROAD MIRRORS, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site plan at scale 1:2500 showing existing traffic flows arrangements; and
- Proposed location of the road mirror and corresponding photos.

5.10.4. Policy
(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).
(b) Applications for Road Mirrors are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.
(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for Road Mirrors as submitted by the respective Local Council.

5.10.5. Standard criteria for approval
(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.
(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
(c) Please inform AUTHORITY FOR TRANSPORT IN MALTA when the mirror is in place to enable Authority personnel to carry out "onsite inspections" to ensure that works have been carried out strictly to specifications.
(d) Authority for Transport in Malta finds no objection without prejudice to third party rights.
(e) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.
(f) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(g) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.10.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.10.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.10.8. Technical guidelines

(a) Conditions for Road Mirror:

i. The mirror is located at the standard height in relation to the finished footway level; and

ii. The mirror is to be angled such that appropriate and maximum visibility is obtained.
RDU001 Pol-E/5.11. SPEED LIMIT

5.11.1. Introduction
This service refers to residential roads for the service rendered to a citizen validated by the Local Council or rendered directly to a Local Council to establish a speed limit on a road.

5.11.2. Applicable legislation
Authority for Transport In Malta Cap.499.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.11.3. Documents required
- A letter titled SPEED LIMIT, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site plan at scale 1:2500 showing road identified;
- Site photo minimum of 2 required; and
- Speed-limit being suggested.

5.11.4. Policy
(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).
(b) Applications for speed limit are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.
(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for speed limit as submitted by the respective Local Council.

5.11.5. Standard criteria for approval
(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.
(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.
(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.
(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.
5.11.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.11.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.11.8. Technical guidelines

5.11.8.1 The following refer to the technical conditions:

(a) Speed limit;
   i. Not exceeding 80km/h for arterial/distributor roads;
   ii. Not exceeding 60km/h on roads with linking function;
   iii. Not exceeding 40km/h for local access roads; and
   iv. Not exceeding 30km/h for village core and road widths less than 3.0m.

(b) Implementation of SPEED LIMIT signs, roundels and the corresponding END OF SPEED LIMIT sign as per Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05, Traffic Regulation Ordinance Cap. 65 and its subsidiary legislation.

(c) Implementation of REDUCE SPEED NOW signs as specified.

(d) SLOW road markings as specified

SIGNAGE

ROAD MARKINGS
5.12.1. Introduction

This service refers to residential roads for the service rendered to a citizen or a Local Council to apply for yellow bar markings, speed cushions, lane narrowing, gateways, dragon's teeth, chicanes, rumble strips, road studs, cats' eyes and road thumps.

5.12.2. Applicable legislation

Authority for Transport In Malta Cap.499.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.12.3. Documents required

- A letter titled TRAFFIC CALMING MEASURES, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Layout plan at scale 1:500 showing proposed measures including road width;
- Site plan at scale 1:2500 showing proposed location; and
- Site photo minimum of 2 required.

5.12.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).
(b) Applications for Traffic calming measures are to be submitted by the Local Council to the Authority for Transport in Malta Authority for assessment.
(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for Traffic calming measures as submitted by the respective Local Council.

5.12.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.
(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.
(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.
(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.12.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.12.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.12.8. Technical guidelines

(a) For specific road users, the following criteria, related to general traffic calming, are to be addressed, hence:

<table>
<thead>
<tr>
<th>USER</th>
<th>CRITERIA for GENERAL VEHICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses</td>
<td>• Hump height should not exceed 50mm;</td>
</tr>
<tr>
<td></td>
<td>• At raised junctions, hump height should not exceed 100mm;</td>
</tr>
<tr>
<td></td>
<td>• For humps, the gradient should not exceed 10%;</td>
</tr>
<tr>
<td></td>
<td>• For any plateau, the length should not exceed 6000mm;</td>
</tr>
<tr>
<td></td>
<td>• Speed cushions are recommended.</td>
</tr>
</tbody>
</table>

| Cyclists and Pedestrians      | • Adequate widths allowed;                                                                    |
|                               | • At pinch points and chicanes, the central islands to be used as refuge to pedestrian crossings; |
|                               | • Humps/raised areas to be used and designed as part of raised pedestrian crossings.          |

(b) Unless otherwise stated, traffic calming measures are:

i. Not to be placed at a distance closer than 15m from any corner;

ii. Not to obstruct storm water runoff; and

iii. Not to obstruct any pedestrian and/or vehicular access.

(c) Below is the list of traffic calming measures with their properties and guidelines for usage:

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>PHYSICAL PROPERTIES</th>
<th>USAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bar Markings</td>
<td>• Yellow transverse bar markings.</td>
<td>• To draw attention to an approaching junction;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• On high speed roads;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Used prior to a change in speed-limit.</td>
</tr>
<tr>
<td>Pinch Points</td>
<td>• An extension of the footway at the</td>
<td>• Narrowing of carriageway;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permanent traffic management policies and guidelines - External</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Chicanes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May include one or more build outs on alternate sides of the road;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May include a deflection in road alignment;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May include landscaping.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Narrowing of the carriageway;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A reduction in speed;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May include a raised pedestrian crossing and a central refuge;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May have speed cushions;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Spacing distance of 10m-15m.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Entry Treatment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Change in surface or raised area or a combination of both.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A reduction in speed;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May include a raised pedestrian crossing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Footway Crossovers</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Continuation of a pedestrian footway over the mouth of a side road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A reduction in speed;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Create pedestrian priority.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Islands and Pedestrians Refuges</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Usually a longitudinal island built in the carriageway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To improve lane discipline;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Restrict overtaking;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A reduction in speeds;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May be used as a pedestrian refuge.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>One-Way Streets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• As part of an area scheme.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May increase speeds;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Decrease through traffic;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Create indirect routes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Over-Run Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Textured or coloured section of the road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Narrowing of carriageway;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Area may still be used by heavy vehicles for turning maneuvers, etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May assist in the control of speeds.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Plateaux</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A raised area with a change in surface.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A reduction in speed;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Giving pedestrian priority;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• May include a raised pedestrian crossing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rumble Strips</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Part of the carriageway to create noise or vibration.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Alert device at 200m on the approach to a hazard;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 8m-13m long;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• For the safety of cyclists, a clear gap of 75mm-1000mm is to be left between the rumble device and the kerb;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• For rumble strips sited 200m away from a residential area, they are not to exceed 15mm in height and no vertical face is to exceed 6mm in height;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• For rumble strips sited within a residential area, they are not to exceed 8mm in height and no vertical face is to exceed 6mm in height;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• For rumble strips sited 200m away from a residential area and on an arterial road, they are not to exceed 18mm in height and no vertical face is to exceed 6mm in height.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5.12.8.1 Technical conditions for Yellow Bar markings:

(a) The Bar Markings have a width of 200mm and their centre-to-centre spacing decreases in the direction of traffic.

### Spacing of YELLOW BAR MARKINGS on the road

<table>
<thead>
<tr>
<th>Bar No</th>
<th>Distance from D1 (m)</th>
<th>Bar No</th>
<th>Distance from D1 (m)</th>
<th>Bar No</th>
<th>Distance from D1 (m)</th>
<th>Bar No</th>
<th>Distance from D1 (m)</th>
<th>Bar No</th>
<th>Distance from D1 (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>0.00</td>
<td>D21</td>
<td>60.10</td>
<td>D41</td>
<td>133.75</td>
<td>D61</td>
<td>224.70</td>
<td>D81</td>
<td>338.15</td>
</tr>
<tr>
<td>D2</td>
<td>2.75</td>
<td>D22</td>
<td>63.45</td>
<td>D42</td>
<td>137.85</td>
<td>D62</td>
<td>229.80</td>
<td>D82</td>
<td>344.65</td>
</tr>
<tr>
<td>D3</td>
<td>5.50</td>
<td>D23</td>
<td>66.80</td>
<td>D43</td>
<td>142.00</td>
<td>D63</td>
<td>234.90</td>
<td>D83</td>
<td>351.35</td>
</tr>
<tr>
<td>D4</td>
<td>8.25</td>
<td>D24</td>
<td>70.15</td>
<td>D44</td>
<td>146.15</td>
<td>D64</td>
<td>240.10</td>
<td>D84</td>
<td>358.30</td>
</tr>
<tr>
<td>D5</td>
<td>11.05</td>
<td>D25</td>
<td>73.60</td>
<td>D45</td>
<td>150.40</td>
<td>D65</td>
<td>245.40</td>
<td>D85</td>
<td>365.50</td>
</tr>
<tr>
<td>D6</td>
<td>13.90</td>
<td>D26</td>
<td>77.05</td>
<td>D46</td>
<td>154.65</td>
<td>D66</td>
<td>250.70</td>
<td>D86</td>
<td>373.20</td>
</tr>
<tr>
<td>D7</td>
<td>16.80</td>
<td>D27</td>
<td>80.55</td>
<td>D47</td>
<td>158.95</td>
<td>D67</td>
<td>256.10</td>
<td>D87</td>
<td>380.90</td>
</tr>
<tr>
<td>D8</td>
<td>19.70</td>
<td>D28</td>
<td>84.10</td>
<td>D48</td>
<td>163.35</td>
<td>D68</td>
<td>261.50</td>
<td>D88</td>
<td>388.60</td>
</tr>
<tr>
<td>D9</td>
<td>22.60</td>
<td>D29</td>
<td>87.65</td>
<td>D49</td>
<td>167.75</td>
<td>D69</td>
<td>267.00</td>
<td>D89</td>
<td>396.25</td>
</tr>
<tr>
<td>D10</td>
<td>25.55</td>
<td>D30</td>
<td>91.30</td>
<td>D50</td>
<td>172.25</td>
<td>D70</td>
<td>272.60</td>
<td>D90</td>
<td>403.95</td>
</tr>
<tr>
<td>D11</td>
<td>28.55</td>
<td>D31</td>
<td>94.95</td>
<td>D51</td>
<td>176.75</td>
<td>D71</td>
<td>278.20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D12</td>
<td>31.60</td>
<td>D32</td>
<td>98.65</td>
<td>D52</td>
<td>181.30</td>
<td>D72</td>
<td>283.90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D13</td>
<td>34.65</td>
<td>D33</td>
<td>102.40</td>
<td>D53</td>
<td>185.95</td>
<td>D73</td>
<td>289.60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D14</td>
<td>37.70</td>
<td>D34</td>
<td>106.15</td>
<td>D54</td>
<td>190.60</td>
<td>D74</td>
<td>295.45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D15</td>
<td>40.80</td>
<td>D35</td>
<td>110.00</td>
<td>D55</td>
<td>195.35</td>
<td>D75</td>
<td>301.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D16</td>
<td>43.95</td>
<td>D36</td>
<td>113.85</td>
<td>D56</td>
<td>200.10</td>
<td>D76</td>
<td>307.25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D17</td>
<td>47.15</td>
<td>D37</td>
<td>117.75</td>
<td>D57</td>
<td>204.90</td>
<td>D77</td>
<td>313.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D18</td>
<td>50.35</td>
<td>D38</td>
<td>121.70</td>
<td>D58</td>
<td>209.80</td>
<td>D78</td>
<td>319.35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D19</td>
<td>53.55</td>
<td>D39</td>
<td>125.65</td>
<td>D59</td>
<td>214.70</td>
<td>D79</td>
<td>325.55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D20</td>
<td>56.80</td>
<td>D40</td>
<td>129.70</td>
<td>D60</td>
<td>219.70</td>
<td>D80</td>
<td>331.75</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5.12.8.2 Technical Conditions for Speed Cushions:

i. The speed cushions are to be constructed as per dimensions outlined in the illustration.

ii. The distance between the speed cushions is such that the axle of the passenger vehicle is affected by the cushions however, the wider axle of heavy vehicles and public transport vehicles is not effected.

5.12.8.3 Technical Conditions Lane Narrowing:

i. to complement speed reduction measures.

ii. may be used a part of a gateway design.
5.12.8.4 Technical Conditions for Gateways:

i. Recommended for implementation on arterial and distributor roads, roads with linking functions and roads within the village which have high traffic volumes.

ii. Gateways are a combination of road safety measures complementing each other for maximum effectiveness.

EXAMPLE OF GATEWAY INCLUDING HATCHING, ANTI-SKID MATERIAL, SPEED LIMIT AND CENTRAL ISLAND

EXAMPLE OF GATEWAY INCLUDING HATCHING, DRAGONS’TEETH, SPEED LIMIT, RUMBLE STRIPS AND CENTRAL ISLAND
EXAMPLE OF GATEWAY INCLUDING ROAD NARROWING, ANTI-SKID MATERIAL AND SPEED LIMIT

5.12.8.5 Technical Conditions for Dragon’s Teeth:
(a) The dimensions of the Dragons’ Teeth have a width of 750mm and they increase in height in the direction of traffic from 600mm to 1000mm but retain the centre-to-centre spacing of 1500mm.

DRAGONS’ TEETH

5.12.8.6 Technical Conditions for Chicanes:
(a) The pinch point/build-out is not to impede or obstruct access to garages:
   i. the pinch point/build-out is to permit unimpeded flow of rainwater drainage;
   ii. may include soft landscaping not exceeding 50mm in height;
   iii. may include a deflection in the road alignment; and
   iv. on-street parking arrangements with the chicane will depend on the dimensions of the chicane, the 85th percentile vehicle speed and the traffic volumes.
5.12.8.7 Technical Conditions for Rumble Strips:

i. Rumble strips are to be located at 200m on the approach to the traffic sensitive area;

ii. The length of the rumble strips depends on the width of the road;

iii. For the safety of cyclists, a clear gap of 75mm-1000mm is to be left between the rumble strips and the footway;

iv. For rumble strips sited 200m away from a residential area, they are not to exceed 10mm in height and no vertical face is to exceed 6mm in height; and

v. For rumble strips sited within a residential area, they are not to exceed 5mm in height and no vertical face is to exceed 4mm in height.

RUMBLE STRIPS

5.12.8.8 Technical conditions for Cats Eye’s

(a) Types of Cats’ Eyes are as follows:

i. RED: indicates that the line should not be crossed. Used mainly to denote the left-hand edge and are to be omitted where traffic is permitted to cross;

ii. AMBER: indicates that the line should not be crossed. They are used to denote the edges of central reservations;

iii. GREEN: indicates a length along the right- or left-hand edge of the road which may be crossed. They are used at lay-bys, across gaps in the central reservations and at the mouth of junctions. They are not to be used on STOP or GIVE WAY transverse lines; and

iv. WHITE: indicates a traffic lane or centre of carriageway marking and may be crossed.
(b) Cats’ eyes are to be located as follows:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>COLOUR</th>
<th>SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Hazard</td>
<td>White</td>
<td>9.0m</td>
</tr>
<tr>
<td>Urban Hazard</td>
<td>White</td>
<td>6.0m</td>
</tr>
<tr>
<td>Rural Lane</td>
<td>White</td>
<td>18.0m</td>
</tr>
<tr>
<td>Urban Lane</td>
<td>White</td>
<td>12.0m</td>
</tr>
<tr>
<td>Solid Edge Lines</td>
<td>Red</td>
<td>18.0m or 9.0m</td>
</tr>
<tr>
<td>Broken Edge Lines</td>
<td>Green</td>
<td>18.0m</td>
</tr>
<tr>
<td>Double White Line</td>
<td>White</td>
<td>4.0m</td>
</tr>
<tr>
<td>Bus Stops in Lay-Bys</td>
<td>Green</td>
<td>2.0m</td>
</tr>
<tr>
<td>Mini-Roundabouts</td>
<td>White</td>
<td>6 per island</td>
</tr>
<tr>
<td>STOP line</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GIVE WAY line</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
RDU001 Pol-E/5.13. Road hump

5.13.1. Introduction

This service refers to residential roads for the service rendered to a citizen validated by the Local Council or rendered directly to a Local Council in relation to an application for round topped road hump.

5.13.2. Applicable legislation

Authority for Transport In Malta Cap.499.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.13.3. Documents required

- A letter titled ROAD HUMP, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site plan at scale 1:2500 showing location of proposed road hump and road width; and
- Site photo minimum of 2 required.

5.13.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for road hump are to be submitted by the Local Council to the Authority for Transport in Malta Authority for assessment.

(c) The Integrated Transport Strategy Directorate will consider applications for road hump as submitted by the respective Local Council.

5.13.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.
5.13.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport In Malta Cap.499 Regulation 40.

5.13.7. Additional information required:

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.13.8. Technical guidelines

Round Topped Road Hump

- No prejudice is created to third party rights.
- For two-way roads, it should not be implemented within the 15m distance from the corner.
- For one-way roads, it should not be implemented within the 5m distance from the corner.
- If the street is a bus route, the crest of the hump is not to exceed 50mm.
- If the street is not a bus route, the crest of the hump is not to exceed 100mm.
- The hump width is to be 3.7m.
- The hump is not to impede or obstruct access to garages.
- Adequate width is to be allowed between the edge of the carriageway and the edge of the hump to permit unimpeded flow of rainwater drainage.
- Please inform the unit when the hump/s is/are in place to enable Transport Malta personnel to carry out “on site inspections” to ensure that works have been carried out strictly to specifications.
- All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations as established by Legal Notice 94 of 1969 and subsequent amendments.
- Any hump found to be incorrectly constructed may be removed/reconstructed at Council’s expense.

TYPICAL ROUND TOPPED ROAD HUMP
LINE MARKINGS AND SIGNAGE FOR HUMPS

Road Thumps (Thermoplastic Road Humps)
Profile: Circular
Height: 37mm to 50mm. Thumps higher than 37mm do not seem to give greater advantages, however they may increase the discomfort problem. Thumps of a height of 75mm may be used only for specific reasons and not for general use.
Width: 900mm to 1500mm. Greater widths result in lower speed reductions but they may cause less discomfort.
Speed: Ineffective in roads where the speed exceeds 50km/h.
Spacing: approximately 50metres.
Gaps: Channel gaps are to be left to allow for storm water drainage. For thumps higher than 37mm, a channel gap of 750mm to 1000mm is to be left so as to enable cyclists to avoid the thumps.
Colour: Yellow (reflectorised)
Note: to be used only in roads where the total width does not exceed 3.0 meters.
RDU001 Pol-E/5.14. INSTALLATION OF SPEED CAMERAS

5.14.1. Introduction
This service refers to residential roads for the provision of speed cameras requested by the Regional Committee.

5.14.2. Applicable legislation
Authority for Transport In Malta Cap.499.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05

5.14.3. Documents required
- A letter titled INSTALLATION OF SPEED CAMERA, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site photo;
- Any other additional information to enable AUTHORITY FOR TRANSPORT IN MALTA to identify the location being referred to; and
- Site plan at scale 1:2500 showing proposed location of the speed camera.

5.14.4. Policy
(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

5.14.5. Standard criteria for approval
(a) Authority for Transport in Malta finds no objection without prejudice to third party rights.
(b) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

5.14.6. For Non-Approval of provision of service
(a) Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.
(b) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
(c) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.14.7. Additional information required
Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.
RDU001 Pol-E/5.15. PEDESTRIAN CROSSINGS

5.15.1. Introduction

This service refers to residential roads for the service rendered to a citizen validated by the Local Council or rendered directly to a Local Council to consider an application for either zebra crossing, raised zebra crossing or pelican crossings in a particular road for safety of the pedestrian.

5.15.2. Applicable legislation

Authority for Transport In Malta Cap.499.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.15.3. Documents required

- A letter titled PEDESTRIAN CROSSINGS, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt; and
- Layout plan at scale 1:500 showing proposed pedestrian crossing including signage and carriageway markings. Note: designs are to be as per standard specification and as per New Roads and Road Works Regulations Subsidiary Legislation 499.57
- Site plan at scale 1:2500 showing location of proposed pedestrian crossing.
- Site photos.

5.15.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for Pedestrian Crossings are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.

(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for Pedestrian Crossings as submitted by the respective Local Council.

5.15.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.15.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.15.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.15.8. Technical guidelines

5.15.8.1 Characteristics of Zebra and Pelican Crossings

<table>
<thead>
<tr>
<th>Type of Crossing</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zebra</td>
<td>• Path across a road where pedestrians may cross;</td>
</tr>
<tr>
<td></td>
<td>• Marked with alternate black and white stripes;</td>
</tr>
<tr>
<td></td>
<td>• Ramps are to be installed with red tactile paving;</td>
</tr>
<tr>
<td></td>
<td>• Road studs;</td>
</tr>
<tr>
<td></td>
<td>• White zig-zag lines for 15metres, including terminal lines;</td>
</tr>
<tr>
<td></td>
<td>• Give-way line at 1000mm from the crossing;</td>
</tr>
<tr>
<td></td>
<td>• Black and white poles with flashing orange beacons (Belisha) and floodlights;</td>
</tr>
<tr>
<td></td>
<td>• Advanced signage of the crossing and at location;</td>
</tr>
<tr>
<td></td>
<td>• Minimum of 200metres between successive crossings;</td>
</tr>
<tr>
<td></td>
<td>• For 50km/h road speed the minimum visibility is 65m;</td>
</tr>
<tr>
<td></td>
<td>• For 65km/h road speed the minimum visibility is 100m;</td>
</tr>
<tr>
<td></td>
<td>• For 80km/h road speed the minimum visibility is 150m;</td>
</tr>
<tr>
<td></td>
<td>• For road widths greater than 11m, a refuge island should be constructed and must include a lighted bollard at each end;</td>
</tr>
<tr>
<td></td>
<td>• A staggered refuge layout is optional where the carriageway is between 11m – 15m wide, but is essential for carriageways greater than 15m;</td>
</tr>
<tr>
<td></td>
<td>• On roads with a speed greater than 55km/h, additional primary signals should be provided.</td>
</tr>
<tr>
<td>Pelican</td>
<td>• Signal-controlled crossing;</td>
</tr>
<tr>
<td></td>
<td>• Aspects and push button operated by pedestrians;</td>
</tr>
<tr>
<td></td>
<td>• Ramps are to be installed with red tactile paving;</td>
</tr>
<tr>
<td></td>
<td>• Road studs;</td>
</tr>
<tr>
<td></td>
<td>• White zig-zag lines for 15metres, including terminal lines;</td>
</tr>
<tr>
<td></td>
<td>• STOP lines;</td>
</tr>
<tr>
<td></td>
<td>• Advance signage;</td>
</tr>
</tbody>
</table>
Permanent traffic management policies and guidelines - External

- Minimum of 200 metres between successive crossings;
- For 50 km/h road speed the minimum visibility is 65m;
- For 65 km/h road speed the minimum visibility is 100m;
- For 80 km/h road speed the minimum visibility is 150m;
- For road widths greater than 11m, a refuge island should be constructed and must include a lighted bollard at each end;
- A staggered refuge layout is optional where the carriageway is between 11m – 15m wide, but is essential for carriageways greater than 15m;
- On roads with a speed greater than 55 km/h, additional primary signals should be provided.

5.15.8.2 Distance of Pedestrian Crossings from the Corner of Buildings and Junctions

The recommended distances of pedestrian crossings from the corner of buildings are as follows, hence:

<table>
<thead>
<tr>
<th>Type of Crossing</th>
<th>One-way road</th>
<th>Two-way road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pelican</td>
<td>20 metres</td>
<td>25 metres</td>
</tr>
<tr>
<td>Zebra</td>
<td>10 metres</td>
<td>25 metres</td>
</tr>
</tbody>
</table>

In all cases, approach signs are also to be placed at 50meters and at 100meters.

At roundabout junctions, zebra crossings may be sited at distance of 5 to 20 metres from the corners on each arm or beyond 60m from the roundabout.

5.15.8.3 Zebra Crossings arrangement

- The minimum width of the zebra crossing is to be of 2.4m and this width is to be increased by 0.5m for each increase of 125 pedestrians per hour taking 600 pedestrians per hour as the baseline value.
- Road studs are to be non-reflective and these are to be white, grey or silver. In each case, the maximum height is 16mm and the maximum square/diameter is to be between 95 – 110mm.
- The stripes are to be laid across the whole width of the carriageway and are to be located centrally between the road studs. The stripe immediately adjacent to the kerb on both sides of the road is to be black and its width is to be between 500 – 1300mm.
- The width of the stripes is to be between 500 – 715mm.
- The GIVE WAY line comprises of a single broken line with 500mm marks and 500mm gaps. The marks are to be 200mm wide. The line is laid parallel to the road studs.
- The skid resistance of the materials used must not be below a value of 45.
- Vehicle speed on the approach is not to exceed 60 kph.

5.15.8.4 Pelican Crossings arrangement

- The road studs are to be provided to indicate the limits of the pedestrian crossing. They are to be arranged on two lines for the full width of the carriageway and located at a minimum distance of 2.4m apart.
- The minimum width of the pelican crossing is to be of 2.4m and this width is to be increased by 0.5m for each increase of 125 pedestrians per hour taking 600 pedestrians per hour as the baseline value.
- Road studs are to be non-reflective and these are to be white, grey or silver. In each case, the maximum height is 15mm and the maximum square/diameter is to be between 95 – 110mm.

- Two rows of road studs are also to be provided to warn drivers of the approach to the crossing. The two rows of studs on the approach to the crossing are to be located at a distance between 14m – 16m. The distance between the two rows, measured from centre-to-centre of the studs, is to be between 300 – 410mm.

- A 200mm or 300mm wide transverse STOP line is to be placed at a distance of 1.7 to 2.0m from the rows of studs on each approach to the crossing.

- Vehicle speed on the approach is not to exceed 60 kph.

**Diagrams**

Zebra Crossing

Pelican Crossing

Raised Zebra Crossing
RDU001 Pol-E/5.16. VEHICLE AND PEDESTRIAN PROTECTIVE MEASURES

5.16.1. Introduction

This service refers to residential roads for the service rendered to citizens validated by the Local Council or rendered directly to the Local Council to assess applications to provide for crash barriers, u-bars, pedestrian railing and bollards.

5.16.2. Applicable legislation

Authority for Transport In Malta Cap.499.

New Roads and Road Works Regulations Subsidiary Legislation 499.57.

5.16.3. Documents required

- A letter titled VEHICLE AND PEDESTRIAN PROTECTIVE MEASURES, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site plan showing proposed location at Scale 1:2500;
- Site Photos; and
- Footway width.

5.16.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

(b) Applications for vehicular and pedestrian protective measures are to be submitted by the Local Council to the Authority for Transport in Malta for assessment.

(c) The Integrated Transport Strategy Directorate, Research and Development Unit will consider applications for vehicular and pedestrian protective measures as submitted by the respective Local Council.

5.16.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.
(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.

5.16.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in Authority for Transport In Malta Cap.499 Article 40.

5.16.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.

5.16.8. Technical guidelines

Minimum of 1.0m footpath clearance is to be left where such protective measures are to be installed.

Typical arrangements:

PEDESTRIAN U-BAR

PEDESTRIAN RAILING
RDU001 Pol-E/5.17. TRAFFIC MANAGEMENT MEASURES IN ARTERIAL AND DISTRIBUTOR ROADS

5.17.1. Introduction

Refers to the service rendered to a citizen or a Local Council to request a traffic management measure on an arterial or a distributor road.

5.17.2. Applicable legislation

Authority for Transport In Malta Cap.499.
Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.
Motor Vehicles Regulations Subsidiary Legislation 65.11.
New Roads and Road Works Regulations Subsidiary Legislation 499.57.
Placing of Billboards and Advertising on the Road Regulations Subsidiary Legislation 499.32.

5.17.3. Documents required

- A letter titled TRAFFIC MANAGEMENT MEASURES IN ARTERIAL AND DISTRIBUTOR ROADS, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Salmist Road, Floriana, or by email at info.tm@transportmalta.gov.mt;
- Site photo; and
- Any other additional information to enable AUTHORITY FOR TRANSPORT IN MALTA to identify the location being referred to.

5.17.4. Policy

(a) The service is regulated by Chapter 499 Authority for Transport in Malta Act, Regulation 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

5.17.5. Standard criteria for approval

(a) All measures are according to the technical guidelines below, for the implementation of traffic management and safety measures and temporary diversions of traffic, New Roads and Road Works Regulations Subsidiary Legislation 499.57, and Motor Vehicles Regulations Subsidiary Legislation 65.11.

(b) All traffic signs and road markings are to conform to Traffic Signs and Carriageway Markings Regulations Subsidiary Legislation 65.05.

(c) Authority for Transport in Malta finds no objection without prejudice to third party rights.

(d) Execution of works is subject to the acquisition of any other permission, licence or authorisation from the relevant public agency as required by law.

(e) Client shall inform the Integrated Transport Strategy Directorate, Research and Development Unit as soon as the above-mentioned works are implemented.

(f) Kindly be informed that Transport Malta, in accepting the request submitted from your end, limited its involvement to ensuring that such request was assessed in compliance with the technical guidelines and policies as established by the Authority for Transport in Malta Act Chapter 499.
5.17.6. Non-Approval of provision of service

Should the client not agree with decision they may appeal at the Authority for Transport in Malta Appeals Board not later than 20 days of decision notification as stated in the Authority for Transport in Malta Cap.499 Article 40.

5.17.7. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.
RDU001 Pol-E/5.18. Traffic count

5.18.1. Introduction

This service refers to the provision of information to a Local Council or third party in the form of statistical data pertaining to a traffic count in a particular road.

5.18.2. Applicable legislation

Authority for Transport In Malta Cap.499.

Motor Vehicles Regulations Subsidiary Legislation 65.11.

5.18.3. Documents required

- A letter titled TRAFFIC COUNT, briefly describing the reasons for the request, sent to the CO ITSD by post at Transport Malta, Sa Maison Road, Floriana, or by email at info.tm@transportmalta.gov.mt; and
- Any other additional information to enable AUTHORITY FOR TRANSPORT IN MALTA to identify the location being referred to.

5.18.4. Policy

(a) The service is regulated by Authority for Transport In Malta Cap.499, Article 7, Powers and Functions in connections with road transport and roads, paragraph (h) and (j).

5.18.5. Additional information required

Additional information is to be forwarded by not later than thirty (30) days from the date of AUTHORITY FOR TRANSPORT IN MALTA notification. In the case that such information is not received within this stipulated time period it will be understood that the client does not wish to pursue this matter further. Otherwise the client may wish to inform AUTHORITY FOR TRANSPORT IN MALTA should they require more time to prepare the additional information requested.