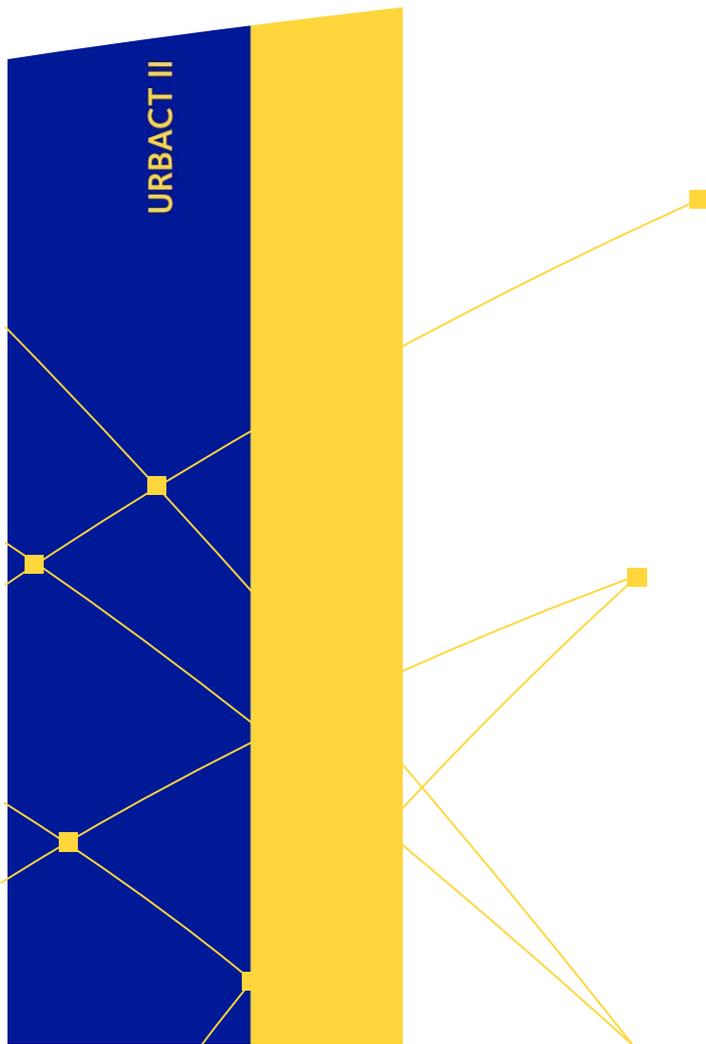




## REPAIR Good Practice Example: Floriana, Park and Ride



## ***The Inner Harbour region in the Maltese Islands is a major conurbation including 13 councils and a population of 70,000 in an area of 500,000 square metres.***

*The situation of access and mobility has created gentrification and a community within the harbour area, which is predominantly aged (60+).*

This population is characterised by high unemployment rates. When compared to the local average of (7.8%) two of the localities feature high in the list with Bormla 5.4% (second) and Valletta 4.9% (third).

The generous social welfare state has been sustained through the Post-Independence years with abundant housing provision and unemployment benefits. This unfortunately has not kept poverty at bay and 2002 statistics quote Malta with 15% with the risk of poverty which is comparatively high when gauged with the then EU 15 average (18%). The Inner Harbour region in the Maltese Islands is a major conurbation including 13 councils and a population of 70,000 in an area of 500,000 square metres. The situation of access and mobility has created gentrification and a community within the harbour area, which is predominantly aged (60+). This population is characterised by high unemployment rates. When compared to the local average of (7.8%) two of the localities feature high in the list with Bormla 5.4% (second) and Valletta 4.9% (third). The generous social welfare state has been sustained through the Post-Independence years with abundant housing provision and unemployment benefits. This unfortunately has not kept poverty at bay and 2002 statistics quote Malta with 15% with the risk of poverty which is comparatively high when gauged with the then EU 15 average (18%).

Population decline progressed in Valletta/Floriana because of a degradation of the urban environment, the diminishing provision of parking spaces and added difficulty for mobility of resident and accessibility of commuters alike

has created further pressure on the City. The creation of new office floor space taking over vacated residential units and new retail outlets coupled by a large centralized public service has further created degeneration. Further to these problems lack of alternative means of public transport increased car movements into the city (90,000 car movements daily). The reduction of private cars in the area is widely perceived as being of primary importance.

The focus for the Park and Ride posed an increasing emphasis on better access to the area. This would trigger lesser pollution levels and more security and safety in the street network, the need for a wider variety of transport. The Crown Works and Horn Works site, which is situated at the entrance of Floriana, was strategically positioned at the entrance to the peninsula to cater for Park and Ride facilities. This area was therefore earmarked by the Grand Harbour Local Plan for the creation of this transportation system. The total area was underutilized, despite the presence of public and private entities in the area.

The Park and Ride in Floriana was developed over an Action Plan the Malta Environment and Planning Authority had developed in 2001. The Action Plan's main objective focuses on upgrading and improving public access to the important historical area known as the 'La Galdiana' or the Crown Works and Horn Works fortifications area. The unique design dating to the late 1600s forms part of the Valletta/Floriana fortifications network. The upgrading of these fortifications has long been awaited but has not been possible due to inappropriate, conflicting and incompatible land uses, which should have been planned elsewhere, not within this prime heritage area.

The Ministry for Urban Development and Roads launched Transit Oriented Development and transit strategy coupled with regeneration in 2004.

***The first TOD designed project for Valletta, the smallest of cities was the Vertical Connection. The Brief was developed in 2005 and the project is currently being negotiated with the winning consortium.***

***The effects of the Vertical Connection which seeks to develop a Gateway to the Capital City and regenerate a dilapidated part of the fortifications is based on a park and ride with vertical connections.***

The integration with the bus loop and ferry is the effective strategic implementation of TOD and

Travel Demand Management. The scope of the Vertical Connection is to instigate further modal shift and modal split and to lessen traffic congestion in the city environs. This had been transmitted successfully in the Park and Ride at Floriana with full capacity in car parking at the peak hours and high ridership throughout its first months of implementation.

*The popular use of electric mini cabs in the capital City together with the pedestrianisation of Valletta increased modal-split and reduced pollution levels.*

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