

## **CVA system under review in an attempt to curb parking abuse**

Juan Ameen



**Developer Anġlu Xuereb has proposed the excavation of St Magdalen Ravelins, found beneath the Triton fountain outside Valletta, and the relocation of the fountain next to the War Memorial in Floriana.**

**Photo: Jason Borg**

Plans are underway to revise the controlled parking scheme in Valletta to reduce abuse and free up more parking spaces.

The Transport Ministry will be looking into the Controlled Vehicular Access (CVA) system used in Valletta, spokesman Manuel Delia said yesterday during a business breakfast.

During the meeting, several people called for the system to be revamped because certain abusive practices were reducing the number of already limited parking spaces in Valletta. For example, some Valletta residents parked in the white parking spaces to keep a free bay for someone who visited, they said.

Revising the CVA was previously suggested by Valletta retailers' committee after Renzo Piano's plans were announced. The committee called for a review to encourage a healthier turnaround of shoppers and visitors and to discourage day-long parking by people who worked in the city.

The breakfast was organised by developer Anġlu Xuereb to launch a set of plans to revive Valletta and increase the number of parking spaces.

Making it clear he had no political interest and he was not going into architect Renzo Piano's plans for Valletta, Mr Xuereb said his sole interest was to help improve business in the capital city.

Once Mr Piano's plans were implemented, around 2,000 parking spaces will be lost after modifications to St George's Square, Freedom Square, Yellow Garage and St James ditch.

To compensate, Mr Xuereb proposed building an eight-storey underground car park beneath the Floriana football ground which could take up to 3,000 cars. The car park would be linked to the old railway tunnel that leads to Valletta with another possible exit through a short tunnel that leads to Sa Maison.

This car park, which he said would help reduce traffic congestion in Floriana and Valletta, would also be linked to a large underground transport centre in the buried St Magdalen Ravelins, which are the triangular fortifications built in front of a fortress.

Mr Xuereb suggested restoring and excavating the two St Magdalen Ravelins, found beneath the Triton fountain. The area could be developed into a garden and open space connected to the underground transport centre. The fountain could be relocated next to the War Memorial in Floriana.

The centre, which would be one level below street level, would bring together public transport, tourist coaches and mini buses. Transport coming from the north of Malta would pass from Sa Maison while traffic from the south and central part would go through from St James.

Below the transportation centre, Mr Xuereb thought of building a shopping complex that would serve as an incentive for people to visit the place.

Mr Xuereb also suggested moving the government departments in Valletta and ministries to Beltissebñ which would also be linked to the new car park.

All this, however, needed an efficient and user-friendly public transport system, he said.

Although Mr Xuereb did not mention any figures, he was confident the project was financially feasible and could be funded by the private and public sector and even using EU funds.

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## Comments

vincent a galea (2 days, 13 hours ago)

In order to free up more parking spaces could the CVA kindly revise all the yellow lines that exist in Valletta... so many are without doubt superflous and unneccssary... at

corners of one way streets allow cars to park right up to the end of the pavement...  
Could the ADT follow suit please and remove so much of the useless yellow lines all over  
the Island!!

**ON OUR TINY ISLAND AND THOUSANDS OF CARS THESE EXCESSIVE YELLOW  
LINES HAVE BECOME A LUXURY WE CANNOT AFFORD. THEY DEFINITELY ARE  
NOT THERE TO SAVE LIVES AND FATAL ACCIDENTS !!!!!**

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