National Cycling Strategy

2026 2036



GOVERNMENT OF MALTA
MINISTRY FOR SUSTAINABLE MOBILITY

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Foreword

Hon. Chris Bonett
Minister for Sustainable Mobility

Our islands may be small, but the challenges of travelling across them are anything but simple. Malta and Gozo have relatively short commuting distances, yet our roads are often characterised by narrow streets, busy junctions and limited space.

For many people, cycling is not yet a practical or comfortable option, particularly when concerns about road safety and the lack of connected cycling infrastructure remain significant barriers.

We must acknowledge these realities if we are serious about making cycling a viable alternative means of transport.

Cycling has an important role to play in Malta's transport future. Building on the growing awareness of its environmental and health benefits, our focus must be on creating the right conditions that enable more people to consider cycling as a safe, practical and accessible mode of transport.

Over recent years, as a Government, we have invested in cycling infrastructure through major road projects, introduced incentives for bicycles and pedelecs, and supported initiatives aimed at promoting active mobility. These are important steps forward. Nevertheless, we recognise that isolated cycling lanes do not necessarily provide the continuous, safe connections that people need. We also recognise that Malta's particular road conditions require practical, carefully planned solutions rather than a one-size-fits-all approach.

The National Cycling Strategy 2026–2036 sets out our direction for addressing these challenges over the coming decade.

Central to this Strategy is the development of a National Cycling Route Network, supported by improved cycling facilities, appropriate safety measures, stronger enforcement and greater public awareness.

Recognising the limitations of our road network, our approach will focus on practical, context-specific interventions that make cycling safer and more accessible wherever feasible.

Our objective is to provide people with greater transport choices, making cycling a realistic and attractive option, particularly for shorter journeys.

Achieving this ambition will require sustained investment, careful planning and close collaboration between Government, Local Councils, businesses, NGOs, and any interested party from the wider community. Above all, it will require a shared commitment to improving road safety and fostering greater respect among all road users.

Through this Strategy, we are taking a measured but determined step towards a transport system that offers greater choice, supports healthier communities and contributes to a more sustainable Malta and Gozo.

Context



O1.1
Background

Cycling presents a significant opportunity for the Maltese islands to alleviate traffic congestion, reduce emissions, and enhance mobility in an increasingly urbanised and densely populated environment.

With the average car commute on the islands being just 5.5 km[1] [2], cycling has the potential to become a greener alternative mode of transport, particularly given the size of the territory. Significant barriers continue to hinder the widespread adoption of cycling in Malta, including the lack of connected infrastructure, safety concerns, and shortage of supporting facilities such as bicycle parking, amongst others.

Within this context, the uptake of cycling in Malta remains low, with a 2019 Eurobarometer survey[3] indicating that less than 2% of respondents use personal bikes or scooters as their main mode of transport. In addition, a 2021 'National Household Travel Survey' by the National Statistics Office (NSO) reveals that cycling accounted for less than 1% of all trips.[4] These figures highlight the need for targeted interventions to address these barriers and make cycling a more accessible and attractive option for commuters.

The National Cycling Strategy and Action Plan for the Maltese Islands published in 2018[5] laid the foundation by recognising cycling as an essential mode of transport with a renewed focus on introducing key enablers and addressing barriers by implementing context-specific solutions tailored to Malta's unique challenges.

Through tailored interventions, the goal is to raise Malta's cycling modal share ultimately contributing to a healthier, more sustainable, and less congested Malta.

[1] Transport Malta (2016). 'Transport Master Plan 2025'.
[2] Transport Malta (2016). 'National Transport Strategy 2050'.
[3] European Data (2019). Special Eurobarometer 495: Mobility and Transport.
[4] National Statistics Office (NSO) (2021). 'National Household Travel Survey'.
[5] Transport Malta (2018). 'National Cycling Strategy and Action Plan for the Maltese Islands'.

O1.2
The European Policy Context

The European Union has set clear objectives aimed at fostering cycling as a key mode of transport, with a focus on reducing carbon emissions, improving urban mobility, and promoting healthier lifestyles across the continent. Malta's Cycling Strategy is, therefore, not just a national effort but a contribution to the EU's collective goals, particularly in line with the European Green Deal and the EU's commitment to climate neutrality by 2050[6].

These efforts are further supported by EU initiatives such as the 'Pan-European Master Plan for Cycling Promotion'[7] and the 'European Declaration on Cycling',[8] which further reinforce the EU's ambition to promote cycling through comprehensive policy measures, infrastructure development, and multimodal transport solutions, all of which this strategy seeks to contribute towards.

[6] European Commission (2019). The European Green Deal.
[7] Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Austria (2021). 'Pan-European Master Plan for Cycling Promotion'.
[8] Official Journal of the European Union (2024). 'C/204/2377 - European Declaration on Cycling'.

The Pan-European Master Plan for Cycling Promotion

The 'Pan-European Master Plan for Cycling Promotion', adopted in 2021, serves as a strategic framework aimed at boosting cycling across Europe by 2030, developed through extensive collaboration among 28 countries under the 'Transport, Health and Environment Pan-European Programme' (THE PEP). The plan represents an important milestone in promoting cycling as a sustainable mode of transport. It emphasises the development of comprehensive cycling infrastructure, the integration of cycling into urban planning, and the importance of sustainable investments, all of which are key areas for the Maltese context.

European Declaration on Cycling

The EU's commitment to advancing cycling is further solidified by the 'European Declaration on Cycling'. Adopted in 2024 by the European Parliament, the Council, and the European Commission, this Declaration reiterates the EU's intention to support cycling through a series of comprehensive measures. Malta is a signatory to this Declaration, and the measures set out in this Strategy align with these commitments, creating a robust framework for advancing cycling as a vital element of sustainable urban development.

The aforementioned initiatives complement other strategies and plans introduced by the EU, including the 'Zero Pollution Action Plan',[9] the 'Sustainable and Smart Mobility Strategy'[10] and the 'New EU Urban Mobility Framework',[11] all of which are acknowledged in this Strategy.

[9] European Commission (2021). 'Pathway to a Healthy Planet for All | EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil''.
[10] European Commission (2021). 'Sustainable & Smart Mobility Strategy'.
[11] Official Journal of the European Union. (2023). 'New EU Urban Mobility Framework'.

01.3
The National Policy Context

This Strategy is designed to align with national initiatives that share common goals, thereby enhancing synergies and resource efficiency. By doing so, it contributes meaningfully to Malta's long-term environmental, mobility, and social objectives, positioning cycling as a crucial element in the country's future mobility landscape. Building on previous initiatives, including the 2023 public consultation measures,[12] it ensures continuity and coherence in promoting sustainable and alternative transport.

At its core, this Strategy is influenced by policies directly tied to cycling and transport development. It also contributes to broader national initiatives, including environmental sustainability, public health, and urban planning policies, which indirectly support the Strategy's objectives. Together, these elements create a holistic framework for promoting cycling in Malta.

[12] Ministry for Transport, Infrastructure and Capital Projects (2023). 'Measures for public consultation' | National Cycling Strategy.

O1.3.1 Core Policy Context

Measures for Public Consultation (2023)

The 'Measures for Public Consultation' document, published in 2023,[13] underpins this 2036 Cycling Strategy. This document outlined a series of proposed measures aimed at promoting cycling as a viable mode of transport, addressing both infrastructure and regulatory needs. These measures were grouped under key categories, including infrastructure development, safety and awareness, among others, which served as a foundation for gathering feedback from various stakeholders.

National Cycling Strategy and Action Plan for the Maltese Islands (2018)

The previous National Cycling Strategy and Action Plan laid the groundwork for expanding cycling infrastructure, improving safety, and increasing public awareness of cycling as a viable mode of transport. The insights gained from this strategy have been valuable in shaping the newly proposed Strategy, both directly and indirectly. Building on this foundation, this updated Strategy continues to prioritise these goals while also addressing new emerging challenges and opportunities.

National Transport Master Plan, 2030

The 'National Transport Master Plan 2030'[14] outlines short-to-medium term measures aimed at addressing Malta's evolving transport needs. From a cycling perspective, it details specific actions, infrastructure projects and policies such as the implementation of cycling corridors and the development of a national bicycle sharing scheme. Additionally, the plan recognises the importance of improving road safety for cyclists and aims to change public attitudes towards cycling through public awareness campaigns. The National Transport Master Plan 2030 operationalises the strategic goals set out in the 'National Transport Strategy 2050', described hereunder.

[13] ibid
[14] Transport Malta (2016). 'Transport Master Plan 2030'.

Malta's National Transport Strategy, 2050

The 'National Transport Strategy 2050'[15] sets out Malta's long-term vision for its transport system. In this context, this strategy outlines the key principles and goals that directly influence the promotion and integration of cycling into Malta's transport ecosystem and calls for a modal shift towards more sustainable forms of transport. The document advocates for the development of infrastructure such as cycling lanes and integrated transport networks that facilitate the safe and efficient movement of cyclists. Additionally, it underscores the need to reduce greenhouse gas emissions and promote public health, both of which are strongly supported by increasing the use of bicycles for short and medium distance travel.

O1.3.2 Broader Policy Context

Malta's Cycling Strategy is supported by a comprehensive policy framework that aligns with the country's goals for sustainability, environmental preservation, and public health. At its core is the 'Sustainable Development Strategy for 2050',[16] which envisions more liveable, people-centred urban spaces by prioritising cycling and pedestrian-friendly design.

Complementing this is the '2030 National Climate and Energy Plan' (NECP),[17] which highlights the role cycling has in reducing the transport sector's carbon footprint. Similarly, the 'National Strategy for the Environment 2050'(Consultation Document)[18] integrates cycling into broader environmental initiatives, focusing on reducing air and noise pollution while supporting active mobility. The 'Health-Enhancing Physical Activity (HEPA) Strategy 2025–2030'[19] reinforces this vision by linking cycling with efforts to promote active lifestyles and improve public health.

[15] Transport Malta (2016). 'National Transport Strategy 2050'.
[16] Ministry for the Environment, Energy and Regeneration of The Grand Harbour (2024). 'Malta's Sustainable Development Strategy 2050'.
[17] Malta's National Energy and Climate Plan'.
[18] Environmental& Resources Authority (2022). 'National Strategy for the Environment 2050' (Consultation Document).
[19] Ministry for Health and Active Aging (2024). 'A Strategy for Health-Enhancing Physical Activity - consultation document'.

O1.4
The Current Landscape of Cycling in Malta

O1.4.1 Cycling infrastructure in Malta

Malta has approximately 60 km of completed cycling lanes, of which 44 km are dedicated lanes.[20] The width of these paths varies, ranging from 1.2 metres on distributor roads to 3 metres on arterial roads.

Developing cycling infrastructure in Malta continues to be challenging due to several factors including the island's small size, high population density and the existing narrow-road infrastructure, which leaves limited space for expanding road networks to accommodate dedicated cycling lanes. Nevertheless, in recent years, major infrastructure projects are incorporating cycling lanes (both dedicated and shared), reflecting a growing commitment to promote cycling. Such initiatives include:

- The Marsa Junction project;[21]
- A segregated pedestrian and cycling track between Żabbar and Marsascala;[22]
- A segregated cycling track in L-Aħħar Ħbit mit-Torok Road (formally known as Triq Bormla) between Żabbar and Żejtun;[23]
- A segregated pedestrian and cycling track in Ħal Qormi Road - San Tumas Road, between Luqa and Qormi;[24]
- A segregated pedestrian and cycling bidirectional track along the Central Link project.[25]

In addition to the above, the planned cycling lanes as part of the Connections for Safer Active Mobility (C-SAM) project, aim to extend another 8.25 km of cycling lanes in critical zones/regions such as the Grand Harbour area. This expansion is expected to enhance the current cycling network. Furthermore, secure parking is also essential for fostering a safe, efficient and convenient cycling environment.

Targeted improvements have been implemented to develop supporting infrastructure at various important transport hubs. These include secure bike racks, sheltered parking areas and dedicated parking zones.

[20] Data provided by Infrastructure Malta.
[21] Infrastructure Malta (2021). Infrastructure Malta completes the Marsa Junction Project.
[22] Infrastructure Malta (2020). New Żabbar to Marsascala pedestrian and cycling track.
[23] Times of Malta (2019). Road connecting Żejtun and Żabbar re-opened after €4m project completed.
[24] Infrastructure Malta (2020). Completing the Qormi-Luqa road link upgrade.
[25] Infrastructure Malta (2021). 90% of Central Link Project is ready.

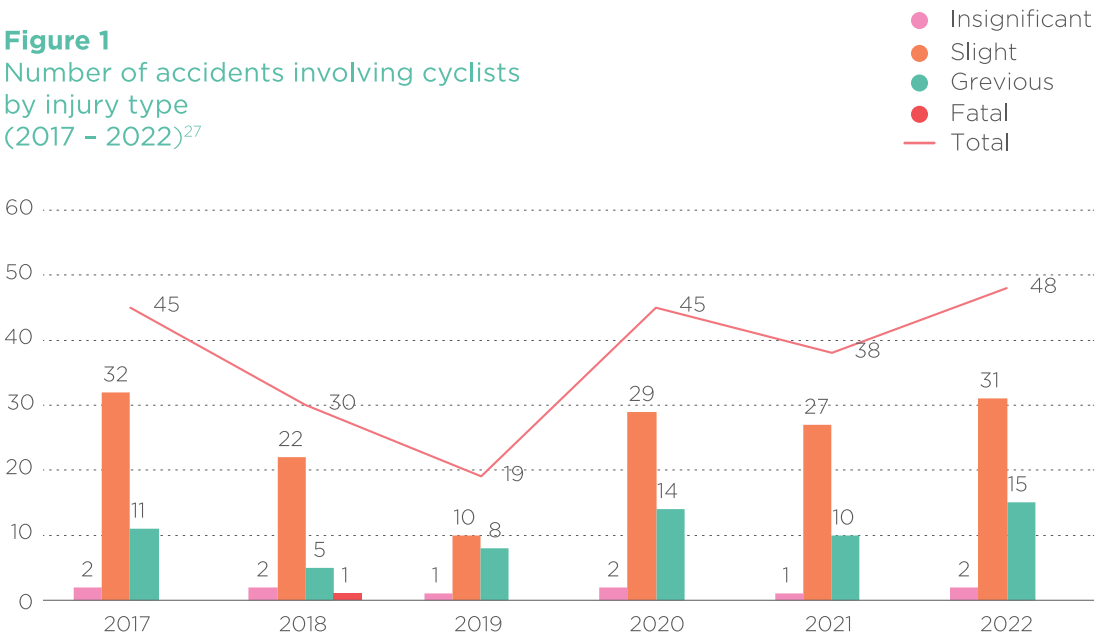
While the aforementioned efforts have contributed to the development of infrastructure and supporting facilities, there is still a need for a more integrated and cohesive approach to fully unlock the potential of cycling as a viable and attractive mode of transport. A key factor is the development of a connected cycling network that ensures cyclists can move safely and efficiently across the island.

O1.4.2 Safety of cyclists in Malta

Safety plays a significant role in influencing the uptake of cycling, and several initiatives have been undertaken to improve conditions for cyclists. In 2024, Infrastructure Malta launched the 'Vjal Kulħadd' initiative aimed at driving collaboration between local councils and NGOs to form plans for the transformation of roads and public spaces within communities into safer, more accessible areas which encourage walking and cycling.[26]

Despite these ambitions and advancements, as shown in Figure 1 below, the number of accidents involving cyclists has fluctuated over the years. A noticeable dip in accidents occurred in 2019 and 2020, likely attributed to the COVID-19 pandemic. This highlights the ongoing safety concerns faced by cyclists in Malta which underscores the urgent need to address these challenges.

Figure 1
Number of accidents involving cyclists by injury type (2017 – 2022)[27]



[26] Infrastructure Malta (2024). Vjal Kulħadd: €10 Million Investment in People-Centered Infrastructure.
[27] NSO (2018-2023). Transport Statistics. Linked here: 2023, 2022, 2021, 2020, 2019, 2018

O1.4.3 Information and awareness campaigns

Promoting cycling as an alternative transport option requires more than just infrastructure; it also involves raising awareness and providing education to all road users. These efforts are particularly important, as reports indicate that a third of Maltese residents do not know how to cycle, and there is a general lack of awareness around cycling as a viable mode of transport.[28] In recent years, Malta has increasingly focused on projects, events, and incentives aimed at encouraging cycling across the island, bringing both environmental and community benefits. Such initiatives include the Malta National Bicycle Ride and the European Mobility Week, amongst others.

O1.4.4 Grants

In an effort to promote the use of bicycles and pedelecs as a sustainable transport alternative, Government has introduced grants, one of which allows individuals who purchase a bicycle or a pedelec to benefit from a VAT refund.[29] [30] Furthermore, a grant for the conversion of bicycles to pedelecs was made available.[31] To further support bicycle utilisation as a means to commute, Government also provides support to Local Councils and enterprises for the installation of bicycle racks and ancillary facilities.[32]

[28] Friends of the Earth Malta (2023). Let's Bike About: Pedal Towards a Greener Malta.
[29] Servizz.gov (n.d.). Grant on the Purchase of a Bicycle and a Pedelec Bicycle.
[30] Transport Malta (2024). Purchase of New Electric Vehicles – 2024.
[31] Transport Malta (2024). Conversion of Bicycles to Pedelecs – 2024.
[32] Ministry for Finance (2024). 'Bike-Racks-Councils-and-Companies'.

O1.5
Challenges and opportunities

In recent years, efforts have been undertaken to improve cycling in Malta. Notwithstanding, Government is cognisant that additional initiatives are required to ensure that cycling becomes a reliable, safe commuting alternative.

Within this context, a comprehensive SWOT analysis has been conducted.

Strengths

- Compact geography and short commuting distances (making cycling a practical alternative)
- EU and national policy momentum (e.g. Green Deal initiatives)
- Growing investment in infrastructure

Weaknesses

- Lack of connected cycling infrastructure (incl. narrow roads with limited space for dedicated lanes leading to safety concerns)
- Lack of ancillary facilities for cyclists such as bike racks, parking areas & showers
- Limited cycling literacy and culture
- Car-dominated road culture & public resistance towards cyclists on the road network
- Minimal employer support for cycling commuters (lack of bicycle-friendly initiatives)
- Need for improved cycling infrastructure
- Need for increased enforcement

Opportunities

- Expansion of connected and safe cycling infrastructure in appropriate areas
- Technological advancements including e-bikes
- Increasing public awareness & cycling safety campaigns (community engagement such as car-free days or bike-to-work campaigns)
- Further integrating cycling with public transport
- Health benefits
- Tourism benefits
- Reduction in road injuries and fatalities

Threats

- Challenging topography and infrastructure barriers
- Increase in the number of private cars
- Weather conditions (hot and humid summers making cycling uncomfortable; and sudden heavy rainfall creating hazardous road conditions)

Strategy

02

This chapter outlines the strategic framework, presenting the vision and key pillars, along with actions to unlock the potential of cycling in Malta.

02.1
Strategic Framework

Vision

Transforming cycling into a safe and attractive alternative form of commuting.

Government's vision for the next decade is to make cycling a safe and viable commuting method with the objective of contributing towards reducing dependency on private vehicles.

Strategic Pillars

This vision is expected to be achieved through this strategy which is built on a set of core pillars outlining a number of targeted interventions. The pillars identified are as follows:

Pillar 1
Direct Infrastructure

Refers to the core physical elements essential for cycling, specifically cycling routes. This pillar focuses on building a safe, interconnected cycling network which integrates with other transport modes whilst aligning with international design standards.

Pillar 2
Ancillary Facilities

Focuses on supporting facilities and amenities such as secure bike parking, shower and changing facilities, and e-bike charging stations, amongst others. In this regard, the objective of this pillar is to introduce suitable supporting facilities to make cycling a convenient and accessible mode of transport across Malta.

Pillar 3
Regulations & Enforcement

Centres on the creation of a safe and respectful road environment through effective rules and enforcement measures. It includes updating road regulations, enhancing driver/cyclist awareness, and implementing enforcement strategies that protect cyclists and other vulnerable road users.

Pillar 4
Information & Awareness

Focuses on the importance of public engagement, education, and outreach in building a cycling culture in Malta. Through targeted campaigns, this pillar seeks to inspire a cultural shift by raising awareness of the benefits of cycling and fostering a mindset of shared responsibility on the road.

Pillar 5
Supporting Cycling Adoption

Promoting cycling adoption through appropriate monitoring and evaluation systems as well as targeted support measures aimed at ensuring the adequate implementation of the strategy. This pillar aims to create an enabling environment where cycling is accessible, convenient, and widely adopted as a sustainable mode of transport.

Vision

Transforming cycling into a safe and attractive form of commuting

Pillar

- **Direct Infrastructure**
- **Indirect Infrastructure**
- **Rules & Enforcement**
- **Information & Awareness**
- **Supporting Cycling Adoption**

Goals

- Building a safe, interconnected cycling network which integrates with other transport modes whilst aligning with international design standards

- Introducing suitable supporting facilities to make cycling a convenient and accessible mode of transport

- Creating a safe and respectful road environment through effective rules and enforcement measures

- Inspiring a cultural shift by raising awareness of the benefits of cycling, promoting essential skills, and fostering a mindset of shared responsibility on the road

- Promoting cycling adoption through appropriate monitoring and evaluation systems as well as targeted support measures aimed at ensuring the adequate implementation of the Strategy

Pillar 1
Direct Infrastructure

Building a safe, interconnected cycling network which integrates with other transport modes whilst aligning with international design standards

Action 1.1
National Cycling Route Network (NCRN)

Creating a connected National Cycling Route Network (NCRN) marks a pivotal step in transforming cycling from a marginalised activity to a mainstream, practical, and appealing mode of transport. The development of an NCRN will aim to interconnect (where possible) existing cycling routes in Malta and Gozo by expanding the network across the country, both through shared and dedicated cycling lanes, as appropriate.

The NCRN will seek to integrate cycle routes along local, distributor, and arterial roads wherever feasible. Additionally, the NCRN will cater to different types of cyclists and use cases by adopting a multi-layered approach. These layers shall include:

- **Safe Cycling Route Network**: This network is intended to form the core of the NCRN, creating safe cycling corridors within rural and built-up urban areas, where speed limits are typically lower. This initiative is expected to be implemented through various measures aimed at indicating shared road space.

- **Cycling Highways and Parks**: These highways will prioritise direct routes, speed, and the safety of cyclists. Located primarily across arterial roads, where speed limits are at a maximum of 80 km/h, these routes will feature segregated cycling lanes wherever appropriate and feasible. Furthermore, Government intends to invest in cycling parks such as the investment in Ġnien Kottoner, Bormla.

- **Recreational and Scenic Paths**: To complement commuting routes, the NCRN will include paths catering to recreational cyclists and tourists. These routes will highlight Malta's scenic landscapes, village cores, and cultural sites, offering safe and enjoyable cycling experiences for leisure and tourism.

Actions:

a. **NCRN Layout and Design**: A comprehensive study will be conducted to map out Malta's NCRN. The identified routes will seek, where possible, to safely link key trip generators such as schools, universities, business districts, employment nodes, and major urban centres, amongst others. Furthermore, the NCRN will prioritise connections with transit hubs, such as bus interchanges, park-and-ride facilities, and ferry landings, to facilitate multi-modal transport options.

b. **NCRN Implementation**: Based on the findings of the NCRN design, the network will be segmented into phases for implementation. The implementation phase will also take into account ongoing initiatives such as the C-SAM project, and will be supported by a long-term maintenance plan to ensure that facilities remain safe, functional, and trusted by the public.

Action 1.2
Cycling Infrastructure Design Standards

Incorporating clear signage, proper segregation of cycling lanes, and safe intersection design, is crucial in enhancing the safety and efficiency of the network. To further strengthen Malta's cycling infrastructure, aligning with a comprehensive set of internationally recognised guidelines is necessary. These guidelines will provide a consistent reference point for all current and future cycling infrastructure, elevating the effectiveness of the NCRN.

While the CROW guidelines offer a robust framework for cycling infrastructure; to ensure their practical application and effectiveness within the Maltese context, these guidelines will need to be adapted to fit Malta's unique spatial and infrastructural conditions.

Actions:

a. **Adapting the CROW Guidelines**: In parallel with Action 1.1 above, a detailed study will be commissioned to explore how the CROW guidelines, including the 'Design Manual for Bicycle Traffic', can be effectively adapted to Malta's specific spatial environment and local context. Wherever applicable, the adaptation of the CROW guidelines will take into consideration and build on previous initiatives taking into account our national context.

b. **Creation of the Maltese Cycling Standards and Guidelines**: The findings from the above adaptation study will form the basis for the development of a Malta-specific set of cycling infrastructure guidelines, allowing future projects to align with standards of safety and functionality while supporting the objectives of the NCRN. Such standards will also include the development of appropriately designed road humps.

Pillar 2
Ancillary Facilities

Introducing appropriate supporting facilities to make cycling a convenient and accessible mode of transport across Malta

Action 2.1
Enhancing Supporting Infrastructure and Facilities for Cyclists

Adequate bicycle parking and ancillary facilities, such as showers and changing areas, are necessary elements which positively contribute towards instilling a culture change. Introducing appropriate supporting infrastructure plays an important role, making cycling a more practical and appealing option for commuting.

In alignment with the 'Pan-European Master Plan for Cycling Promotion', this action aims to introduce cycling facilities in both public and private spaces.

Actions

a. **Guidelines for Supporting Facilities**: Government will explore the development of a comprehensive set of guidelines for cycling-supporting facilities. These guidelines are intended to provide solutions for supporting facilities for bicycles including secure bicycle parking, e-bike charging stations, as well as showering and changing facilities.

b. **Bicycle Parking at Existing Developments**:In addition to addressing new projects, supporting facilities are also necessary in existing public and private developments. Bicycle parking at key destinations, such as workplaces, town and village centres, residential areas, shopping centres, and community spaces, is necessary to make cycling more accessible. A series of pilot projects will be undertaken to introduce and test supporting facilities at strategic locations. Collaborations between the private and public sectors, including Local Councils will also be promoted.

c. **Bicycle Repair Kits at Convenient Locations**: The introduction of bicycle repair kits at key locations such as village squares, fuel stations, schools, transport hubs, and other high-traffic areas, will offer cyclists convenient access to tools for basic repairs, including pumping tyres or adjusting components.

Action 2.2
Facilitating Multi-Modal Transport Through Cycling Integration

Integrating cycling with public transport is key to Malta's transition to a more sustainable mobility system. Creating seamless connections between cycling and public transport modes, such as at bus interchanges, high-traffic bus stops, ferry terminals, and park-and-ride facilities, will help reduce car dependency. Given Malta's topography and short commuting distances, solutions must be tailored to the local context, facilitating practical, efficient and responsive integration that responds to national circumstances and the needs of cyclists. In line with the 'European Declaration on Cycling', this approach includes support for bike-sharing schemes, which can effectively address first- and last-mile access to public transport services and beyond. Furthermore, efforts to support the introduction of cargo and e-cargo bikes will also contribute towards this action.

Incorporating these connections is expected to elevate the effectiveness and usability of the NCRN, positioning cycling as an important part of Malta's transport ecosystem.

Actions

a. **Strengthening Cycling Infrastructure at Transport Hubs**: As part of Malta's efforts to promote sustainable mobility, key public transport hubs and other bus interchanges, park-and-ride facilities, and ferry landings, will be integrated with the NCRN to create smooth transitions between cycling and other modes of transport. To enhance this integration, building on Action 2.1, the hubs will feature essential cycling-supporting facilities, including secure bicycle parking, e-bike charging stations, and repair stations as appropriate.

b. **Bicycle Racks on Public Transport**: In collaboration with relevant stakeholders, Government will explore the feasibility of installing bicycle racks on buses and ferries. This initiative aims to allow cyclists to combine public transport with cycling.

c. **Bike-Sharing Schemes**: To promote cycling as a viable alternative means of transport, Government will explore opportunities to promote bike-sharing schemes in collaboration with relevant stakeholders, as appropriate.

Pillar 3
Regulations & Enforcement

Creating a safe and respectful road environment through effective rules and enforcement measures

Action 3.1
Road Safety Measures for Cyclist Protection

Over the years, citizens have repeatedly indicated that safety is a major barrier to using bicycles as a means of commuting. In this regard, the Strategy will also address safety concerns that have been raised.

Actions

a. **Introducing an Appropriate Speed Limit within the NCRN**: In line with Malta's commitments under the Valletta Declaration on Road Safety, Government in close collaboration with Local Government and other relevant stakeholders, will discuss and introduce speed limits as appropriate within the NCRN.

b. **Presumed Liability**: In this regard, Government will discuss this legal principle with the relevant stakeholders and legal professionals to assess whether such a framework can be considered further.

c. **Road Safety Enforcement**: Active enforcement remains essential to ensure compliance. Increased enforcement officers coupled with targeted training focusing on road safety particularly targeting vulnerable users such as cyclists will be given priority. Furthermore, the adoption of digital tools such as the Intelligent Traffic Management System (ITMS) will support enforcement efforts by enhancing real-time monitoring and response capabilities.

d. **Upgrading Driver Training**: Government will explore and adopt, as appropriate, the introduction of safety training practices in other jurisdictions to understand the most effective and applicable practices for improving cyclist safety in Malta. Such initiatives may amongst others include among other measures, modern safety practices such as the 'Dutch Reach' method. In addition, the use of technology, including VR technology will be explored for enhanced driver training.



Pillar 4
Information & Awareness

Inspiring a cultural shift by raising awareness of the benefits of cycling, promoting essential skills, and fostering a mindset of shared responsibility on the road

Action 4.1
Ongoing Promotional Campaigns

Building strong public awareness is essential for creating a culture where cycling is valued and encouraged. Such initiatives can elevate the success of the other measures, fostering a lasting cultural shift towards a safer, healthier, and more sustainable mode of transport.

Actions

a. **Promoting Cycling**: The campaigns will highlight practical examples of safe cycle routes as well as the benefits of cycling, including the convenience, cost savings, health advantages, and positive environmental impact, amongst others. E-bikes will also be promoted as accessible options that make cycling more appealing, particularly given Malta's varied topography.

b. **Road Safety Campaigns**: To protect cyclists and encourage a respectful sharing of the road, targeted road safety campaigns will promote safe driving practices. These will include, amongst others messaging on safe passing distances, awareness of cyclists on the road, and the importance of speed control. The goal is to foster a driving culture where the safety of vulnerable road users is prioritised, helping to reduce accidents and create a more cycle-friendly environment.

c. **Raising Awareness of Cycling-Related Developments**: The campaign will keep the public informed about new cycling-related infrastructure and policy developments, whether as part of this strategy or other initiatives. Such information may include new or updated routes, parking facilities, public cycling events, and incentives for purchasing bicycles and e-bikes. Regular updates will help cyclists, and the broader community understand and utilise new facilities, including the development of an app aimed at outlining safe cycle routes.

Action 4.2
Training Programmes for Adults and Children

Nearly a third of Maltese residents do not know how to cycle. It is clear that there is a need to cultivate a cycling culture from a young age, as this age group is crucial in developing cycling as a long-term means of transport. In addition, the current generation of adults is also an important cohort in the shift towards increasing the modal share of cycling, particularly those who have stopped cycling due to discomfort or safety concerns.

Actions

a. **Training Programmes for Children**: Develop and deliver appropriate training programmes in collaboration with educational institutions, Local Councils, and NGOs, as appropriate. These sessions aim to develop cycling skills from an early age, helping children view cycling as a normal, and daily means of transport. To encourage commitment, summer courses will be offered, allowing children to earn certificates in cycling proficiency, motivating them to practise and improve their skills. These programmes will also teach basic bicycle maintenance and modifications such as installing Trixie mirrors on bikes to enhance safety.

b. **Training Programmes for Adults**: Training programmes will also be extended to adults. These courses build on previous initiatives such as the 'Bikeability' programme and aim to equip participants with essential cycling skills whilst promoting safe cycling practices. Participants will also receive instructions in basic repair and maintenance techniques, ensuring they feel confident both in riding and caring for their bicycles.

Pillar 5
Supporting Cycling Adoption

Promoting cycling as an alternative transport method through appropriate monitoring and evaluation systems as well as targeted support measures

Action 5.1
Strengthening Structures

The successful implementation of this plan requires robust support, with appropriate structures and tools in place to ensure its objectives are effectively achieved.

Actions

a. **Establishing a Unit for the Implementation of Malta's National Cycling Strategy**: Set up a unit within Transport Malta with the responsibility to implement Malta's National Cycling Strategy.

b. **Enhancing Data Collection**:Robust data collection is required for the development of appropriate policy measures. In this regard, adequate requirements will be developed in collaboration with the NSO with a view to improve data collection related to cycling. Furthermore, Government will explore the feasibility of a point-of-sale registration framework, ensuring that every bicycle sold in Malta is registered from the moment of purchase.

c. **Invest in Appropriate Research Initiatives to improve cycling safety in Malta**.

Action 5.2
Targeted measures to increase Cycling Adoption

Recognising the need to increase the uptake of cycling, appropriate support measures need to be consolidated whilst introducing new strategic initiatives. This action aims to make cycling more accessible through targeted measures which aim to increase cycling.

Actions

a. **Incentives for Purchasing Bicycles and Pedelecs**: Evaluate the effectiveness of the current incentive to support the purchase of bicycles and pedelecs and consolidate initiatives with a view to render cycling more accessible and affordable. Such an evaluation will include support for citizens to participate in training programmes, further encouraging safe and responsible cycling practices. In addition, support measures targeting businesses to invest in the provision of cycling related services will also be explored.

b. **Cycling for Workplaces**: Government will engage with private stakeholders in developing and implementing appropriate measures for cycling to be actively considered as an alternative commuting method.

c. **Cycling for Schools**: Government will engage with schools and guardians with a view to identify key obstacles as well as appropriate measures to encourage students to cycle as a regular mode of transport. In this regard, a pilot project involving a cycling school bus will be undertaken, including a training programme targeting primary and secondary schools.

d. **Geospatial Datasets**: Investment in the development of appropriate geospatial datasets particularly for NCRN routes, as well as the development of a cycling app will provide real-time updates on safe routes and roadworks. This app will seek to be integrated with popular navigation platforms, thus enhancing route safety.

Conclusion



This Strategy outlines Government's plan for sustainable mobility over the next decade.

In this regard, the Strategy will be implemented by Transport Malta and will act as a key enabler towards a culture shift promoting sustainable mobility across the Maltese islands.

NOTES



GOVERNMENT OF MALTA
MINISTRY FOR SUSTAINABLE MOBILITY