

EuroVelo Usage Barometer (2024)

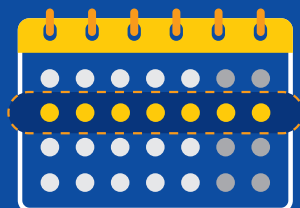


KEY FIGURES ON EUROVELO USAGE

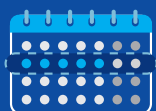
1 January to 31 December 2024

Compared to 2023

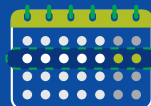
+0.5%
FULL WEEK



-0.1%
WEEKDAYS



+2.2%
WEEKENDS



Compared to 2019

FULL WEEK **+10.3%**

WEEKDAYS **+10.2%**

WEEKENDS **+10.6%**

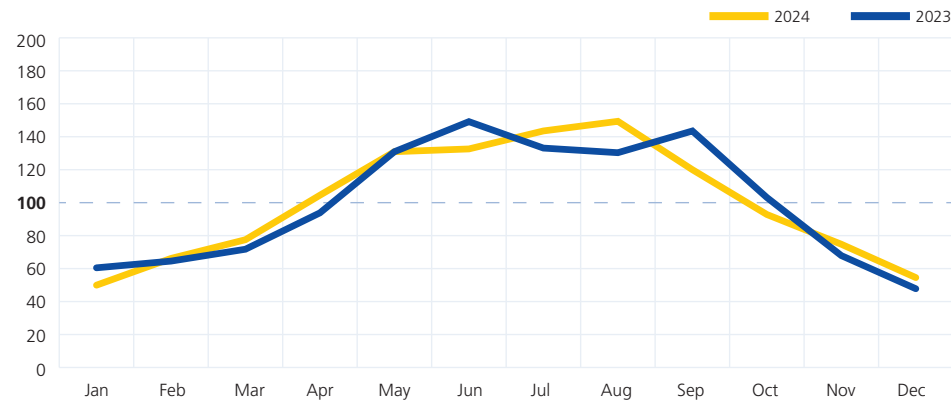
SUMMARY OF THE REPORT

- 1** Cycling traffic on EuroVelo remained largely stable in 2024 compared to 2023, with a minimal change of +0.5% in overall traffic, pointing towards a plateauing of traffic after the COVID-19 cycling boom (+10.3% growth from 2019 to 2024). There was an increase in weekend traffic on the network (+2.2%) and a stable situation during weekdays (-0.1%). Overall, 115 million bicycle counts were registered at 546 counting locations in 2024, spread along the EuroVelo network in 20 different countries.
- 2** Compared to 2023, cycling traffic in 2024 grew in winter (+1.2%) and autumn (+4.5%), flattening the seasonal curve, even though spring and summer are still the seasons with the highest number of bike counts. Traffic decreased in spring (-1.7%). Further research would be needed to link changes in traffic levels to meteorological conditions or other factors.
- 3** Looking at all 17 EuroVelo routes individually for the first time, growth rates varied much more than in the aggregated result, reflecting diverse realities. **Traffic grew on 7 EuroVelo routes, remained stable on 4 routes and decreased on 6 routes.** In line with the aggregated trend, cycling traffic on weekends grew more than on weekdays in general, even if some routes represent exceptions.
- 4** For the first time, we analysed traffic according to the location of counting sites (urban, suburban and rural). As in the aggregated result, **traffic remained largely stable in all three area types, with a slight growing tendency in urban areas and a slight decreasing tendency in suburban and rural areas.** Urban counting sites see substantially higher traffic in absolute numbers than suburban (x5) and rural (x11) sites. This confirms that the overall volume of users is more important in regions where population density is higher, with local traffic probably playing an important role, including on EuroVelo routes. The average annual bicycle count for rural counting sites remains high, exceeding 44,000.
- 5** For this edition of the EuroVelo Usage Barometer, we used 2023 as a new baseline year (and not 2019 as in previous editions). This enabled us to **substantially increase the sample of Eco-Counters from 195 to 546 in 20 countries**, and improve the representativity of the results.



AVERAGE DAILY TRAFFIC PER MONTH ON THE EUROVELO NETWORK

BASELINE INDEX 100 = AVERAGE DAILY TRAFFIC 2023



HOW TO READ THIS GRAPH: Average daily cycling traffic in August 2024 was 49 points higher than the annualised average daily traffic in 2023, and 47 points below the 2023 average in January 2024.

In 2024, overall cycling traffic on EuroVelo remained largely stable compared to 2023, with a slight positive change of +0.5%. Weekend traffic grew slightly by +2.2%, while weekday traffic remained stable as in 2023, with a change of -0.1%.

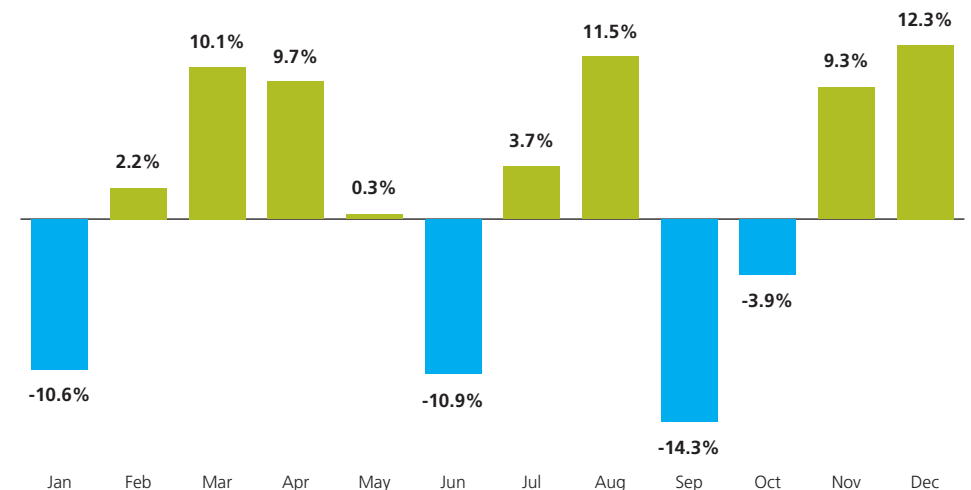
As last year, traffic growth is plateauing overall on an annual basis. The slight increase in weekend traffic could point towards increased leisure cycling, for example because of better weather or changes in habits. However, when interpreting the data, we need to keep in mind the diversity of geographical areas covered by this report and the limitations posed by the aggregation of data at the European level.

Looking at monthly changes, there were three months with relatively strong decreases in traffic compared to 2023: January, June, and September (when 2023 experienced peaks in June and September

and those months generally include high traffic volumes). In all other months, traffic increased, or it decreased only slightly (in October). This could be an indication that behind the stagnation on an annual basis, there might still be a trend towards growth that was only interrupted for example by particularly bad meteorological conditions in the three months with strong declines in traffic. For example, September 2024 was characterised by floods in large areas of Central Europe and above average rainfall in the rest of Europe. For the future, further research linking counting data closer to meteorological data at individual counting sites could help to better understand and interpret these variations.

AVERAGE DAILY TRAFFIC PER MONTH ON THE EUROVELO NETWORK

CHANGE 2024 VS SAME MONTH IN 2023



HOW TO READ THIS GRAPH: The average daily cycling traffic per month on EuroVelo grew strongly in August 2024 compared to August 2023 (+12%) and diminished strongly in September 2024 compared to September 2023 (-14%).

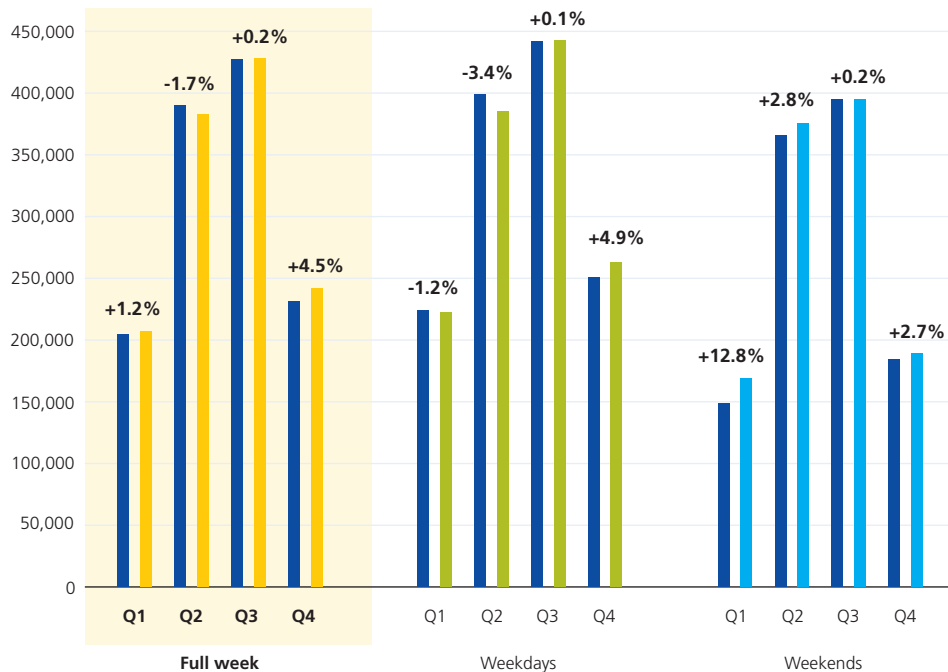


Bicycle counts on EuroVelo grew considerably compared to the pre-pandemic year of 2019, with average daily traffic being +10% higher. This substantial increase in traffic due to the COVID-19 “bike boom” could be sustained in 2024. Substantial growth figures were observed throughout the week, with growth being slightly higher on weekends (+10.6%) than on weekdays (+10.2%) in 2024 compared to 2019.

Looking at seasonal trends, summer (Q3) is still the season when cycling traffic volume is the highest in absolute terms (reaching almost 430,000 bicycle counts per day on average in 2024), followed by spring (Q2). In 2024, spring and summer together accounted for 64% of traffic, compared to 65% in 2023, which had already flattened the seasonality compared to 2019.

AVERAGE DAILY TRAFFIC ON EUROVELO PER QUARTER

AGGREGATED TRAFFIC ON SAMPLE OF 546 COUNTERS ON 17 EUROVELO ROUTES



HOW TO READ THIS GRAPH: During autumn (Q4), aggregated cycling traffic on EuroVelo shows a higher increase of usage on weekdays (+4.9%) than on weekends (+2.7%) in 2024 compared to 2023. In absolute terms, usage during the summer (Q3) is higher than during any other season in 2024 as well as in 2023, with a higher volume of cycling traffic during weekdays compared to weekends.

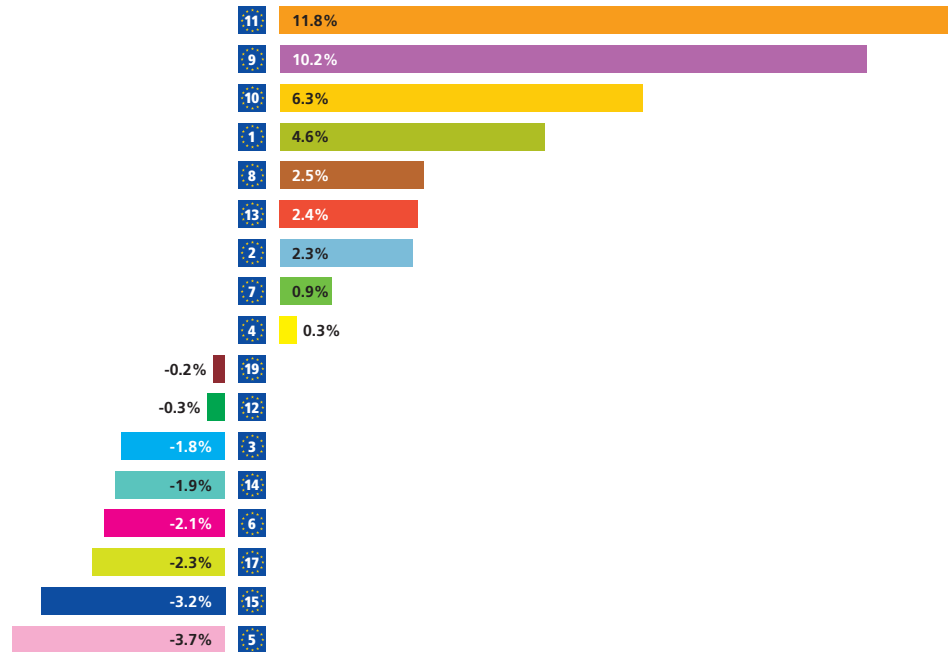
Indeed, growth in 2024 compared to 2023 is higher in winter (+1.3%) and in autumn (+4.4%) than in spring and summer, flattening slightly the seasonal curve. What is striking is the strong increase in cycling traffic on weekends in winter (Q1, +12.8%), which could point towards better weather conditions for leisure cycling during that period in 2024, but would need further research. Regarding weekday cycling, there was a decrease in cycling rates during spring (Q2, -3.4%) and an increase during winter (Q4, +4.9%). More observations over the years and additional research would be needed to confirm and explain these trends at a European scale, also looking into if other factors than weather could play a role in explaining them.

Looking at individual EuroVelo routes, results differ from one route to the other and reflect the heterogeneity of realities across Europe. The sample size plays an important role: The change expressed in percentage will be more important for routes with few counters (changes at a single counting site have a higher impact on the total result of the route) and/or lower absolute number of counts (smaller changes have a higher relative impact on growth rates). Development levels of route differ significantly and may impact yearly changes in traffic: New infrastructure developments can be accompanied by large increases from one year to the other, whereas an already existing infrastructure may not see important evolution in traffic levels.



CYCLING TRAFFIC ON EUROVELO ROUTES

CHANGE 2024 VS 2023, FULL WEEK



[See EuroVelo Route Development Status Reports for information on the development levels of EuroVelo routes available in the [EuroVelo Data Hub](#).]

Overall traffic grew on 7 routes. The highest growth among routes with 15 counters or more was on EuroVelo 10 with +6.3%. On 6 routes traffic decreased, with the largest decrease on EuroVelo 5 with -3.7%. Four routes have relatively stable traffic between 2023 and 2024 when considering the full week, in line with the general EuroVelo evolution: EuroVelo 7, 4, 19 and 12. The general dynamic for weekend and weekday traffic can be traced on most routes, with more routes

TRAFFIC ON INDIVIDUAL EUROVELO ROUTES

CHANGE 2024 VS 2023, SORTED BY FULL WEEK %

	FULL WEEK	WEEKDAYS	WEEKENDS	# OF ECO-COUNTER SITES	ROUTE LENGTH
EuroVelo 11	+11.8	+11,9%	+11.3%	14	6,794 km
EuroVelo 9	+10.2	+7.3%	+17.0%	9	2,156 km
EuroVelo 10	+6.3	+7,2%	+3.9%	44	9,040 km
EuroVelo 1	+4.6	+7.5%	-1.4%	76	10,674 km
EuroVelo 8	+2.5	+1.6%	+4.5%	49	7,422 km
EuroVelo 13	+2.4	+2.9%	+1.3%	32	10,573 km
EuroVelo 2	+2.3	+1.0%	+7.4%	20	4,889 km
EuroVelo 7	+0.9	+0,8%	+1.2%	33	7,694 km
EuroVelo 4	+0.3	-1.2%	+3.9%	83	5,080 km
EuroVelo 19	-0.2	-4.8%	+8,0%	8	1,144 km
EuroVelo 12	-0.3	-0.3%	-0.7%	34	6,723 km
EuroVelo 3	-1.8	-2.6%	+0.6%	82	5,604 km
EuroVelo 14	-1.9	-5.5%	+8.2%	4	1,159 km
EuroVelo 6	-2.1	-2.6%	-0.7%	65	6,178 km
EuroVelo 17	-2.3	-2.2%	-2.4%	38	1,171 km
EuroVelo 15	-3.2	-4.2%	0.0%	45	2,389 km
EuroVelo 5	-3.7	-4.7%	-0.6%	49	3,223 km

NOTES

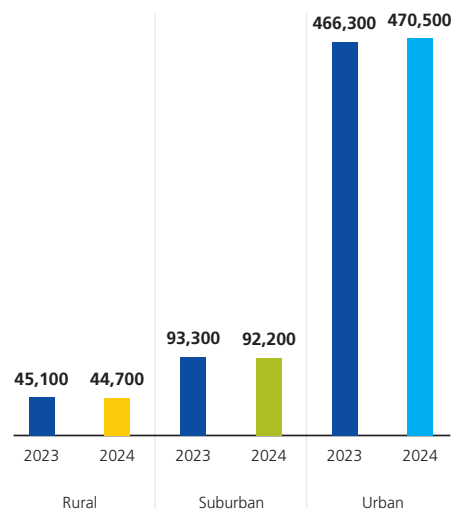
- All EuroVelo routes do not have the same level of representativity at the route scale because of the number of counters and where they are placed. Some routes used to be excluded from the analysis as the number of counters per national section of a route, depending on the population density, and the number of countries represented was judged insufficient (EuroVelo 2, 11, 12, 14, 19). From 2024, all routes are presented in the analysis, but the number of counters still differ substantially, and the results should not be overinterpreted.
- The sum of counting sites in the table is higher than 546 since some counting sites are located on sections where several EuroVelo routes overlap.



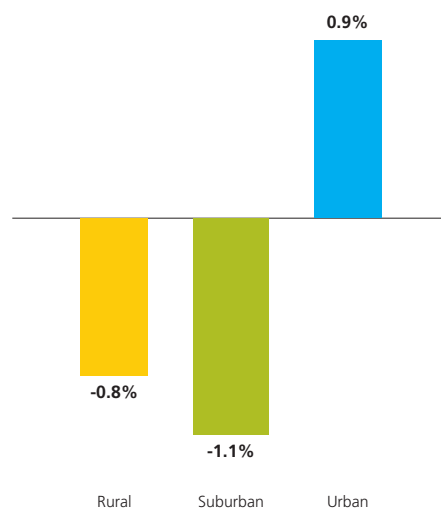
showing growth of +1.0% or higher in weekends (10 routes) than on weekdays (7 routes). More observations from one year to the other would be needed to better understand the dynamics, and route specific analysis could help explain the changes.

A new element of the EuroVelo Usage Barometer introduced in 2024 is the analysis according to counter locations with the three categories "rural", "suburban" and "urban". In line with overall trends, traffic remained largely stable in all three area types, with growing tendency in urban areas and a decreasing tendency in suburban and rural areas. In terms of total counts, traffic at urban counting locations on the networks is substantially higher than elsewhere: 11 times higher than at rural locations, and 5 times higher than at suburban counting sites. This tends to confirm that EuroVelo routes are to a large degree used by

AVERAGE ANNUAL BICYCLE COUNTS PER COUNTER DEPENDING ON THE LOCATION

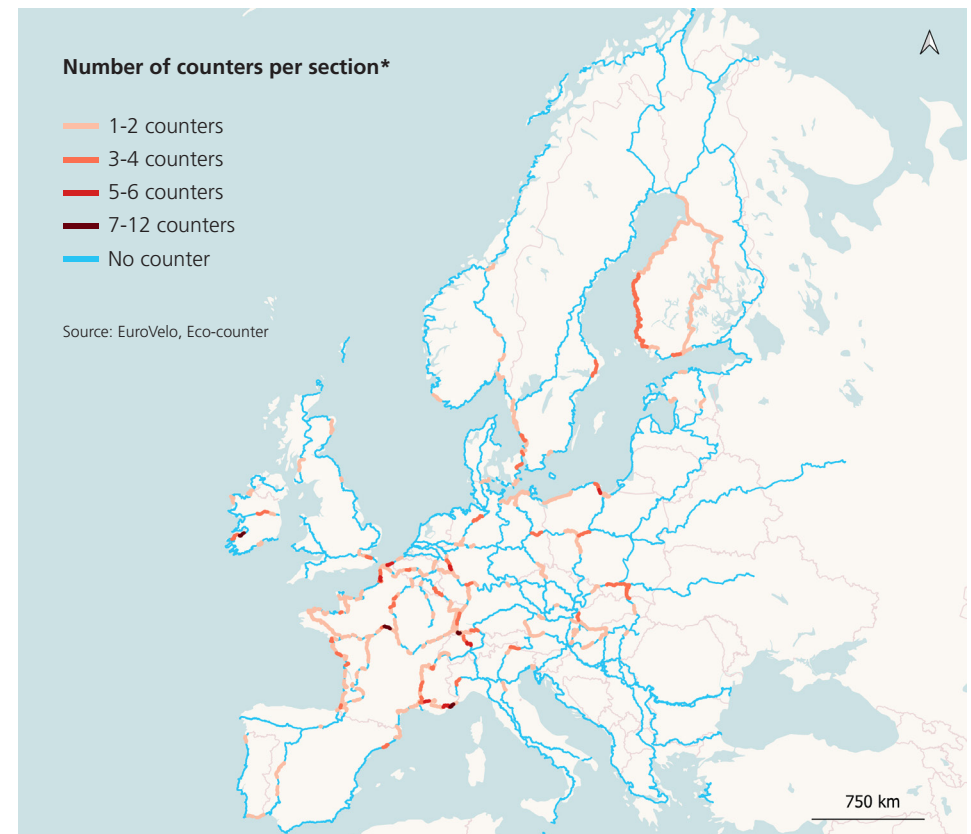


CYCLING TRAFFIC EVOLUTION ACCORDING TO COUNTERS' LOCATION CHANGE 2024 VS 2023



local residents for leisure or mobility reasons and that the overall volume of users is more important in regions where population density is higher. The average yearly bicycle count for rural counters of 44,000 is still high and could be further developed as a usage indicator for a transport and tourism infrastructure in rural areas.

HEATMAP OF THE SAMPLE OF 546 COUNTERS PLACED BY ECO-COUNTER ON EUROVELO ROUTES AND CONSIDERED IN THIS REPORT



*For the purpose of this map, EuroVelo routes are divided in sections of 30 km length.



METHODOLOGICAL NOTE

The 'EuroVelo Usage Barometer' is a joint publication of ECF and Eco-Counter. The two organisations joined forces to work closely together in collecting, analysing and communicating data related to the usage of EuroVelo at the European level since 2021. The aggregated results are based on data from a sample of 546 automatic counters installed by Eco-Counter for its local partners. We published data on the usage of EuroVelo as a whole and all individual routes for the first time in 2024. Since this edition of the Barometer, we also analyse usage according to the location of counting sites, with the three categories "rural", "suburban" and "urban" according to Eurostat's "degree of urbanisation" classification. This year, by using 2023 as a new baseline year for comparison, we were able to substantially increase our sample of counters from 195 to 546 counting sites in 20 countries. In the future, we hope to grow this sample even further and make it more representative for all routes and countries, as more counters are placed along EuroVelo routes all around Europe. Follow the latest data available on the [EuroVelo Data Hub](#).

EUROVELO DATA HUB

The [EuroVelo Data Hub](#) contains updated key figures and useful resources to monitor the growth of the European cycle route network and cycling tourism in general. It gathers data on EuroVelo network usage, route development, digital statistics and cycling tour operators' industry. Guidance on how to start monitoring cycle routes, cycling tourism and evaluating its economic impacts can also be found on [Pro.EuroVelo.com](#).



EuroVelo Schematic Diagram (2025)



Copyright 2025 © European Cyclists' Federation / Eco-Counter.
EuroVelo® is a registered trademark of the European Cyclists' Federation.



www.EuroVelo.com
www.ECF.com
www.Eco-Counter.com