

# EuroVelo Usage Barometer (2025)



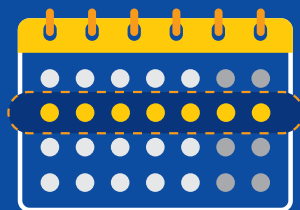
## KEY FIGURES ON EUROVELO USAGE

1 January to 31 December 2025

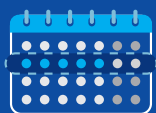
Compared to 2024

**+4.0%**

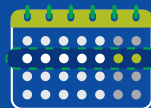
**FULL WEEK**



**+4.8%**  
**WEEKDAYS**



**+1.5%**  
**WEEKENDS**



Compared to 2019

**FULL WEEK +14.7%**

**WEEKDAYS +15.5%**

**WEEKENDS +12.2%**

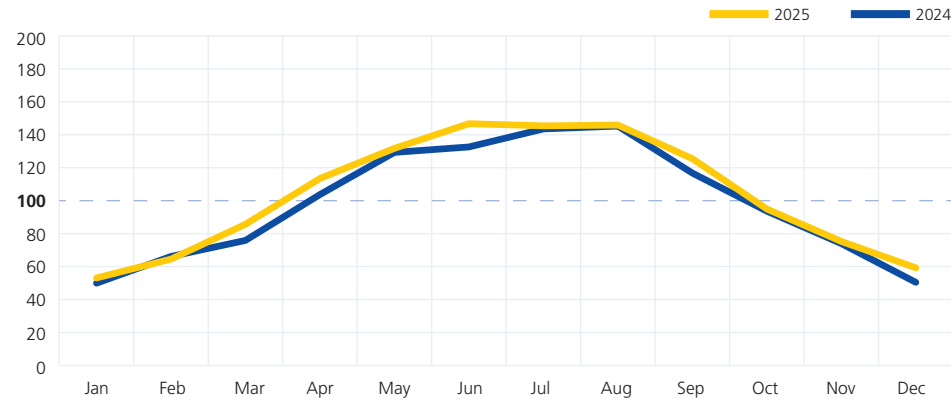
## SUMMARY OF THE REPORT

- 1 Cycling traffic on EuroVelo grew in 2025 compared to 2024, with a change of +4.0% in overall traffic** – a renewed increase in traffic after a few years of plateauing after the COVID-19 cycling boom (+14.7% growth from 2019 to 2025). There was an increase in weekend traffic on the network (+1.5%) and an even higher one during weekdays (+4.8%). Overall, 108 million bicycle counts were registered at 496 counting locations in 2025.
- 2 Compared to 2024, cycling traffic in 2025 grew in all seasons but especially strongly in spring (+6.7%) followed by autumn (+3.8%) and winter (+3.1%),** spreading the peak and further flattening the seasonal curve, even though spring and summer are still the seasons with the highest number of bike counts. 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, growth rates varied much more than in the aggregated result, reflecting diverse realities. Traffic grew on 11 EuroVelo routes, remained stable on one route and decreased on 5 routes.** Looking at longer trends, only one route saw a decrease in traffic between 2023 and 2025, and all 12 routes included in the original, smaller sample from 2019 have seen growth since then.
- 4 For the second time, we analysed traffic according to the location of counting sites (urban, suburban and rural). As in the aggregated result, traffic increased in all three area types, with a higher annual growth rate in rural areas.** Urban counting sites see substantially higher traffic in absolute numbers than suburban (x5) and rural (x10) 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 47,000.
- 5 For this edition of the EuroVelo Usage Barometer, we used 2024 as a baseline year with a sample of 496 Eco-Counter systems,** improving representativity of the results compared to the original sample of 195 counting sites in 2019. Compared to 2023, around 50 counting sites were discarded from the sample after failing data verification.



## AVERAGE DAILY TRAFFIC PER MONTH ON THE EUROVELO NETWORK

BASELINE INDEX 100 = AVERAGE DAILY TRAFFIC 2024



**HOW TO READ THIS GRAPH:** Average daily cycling traffic on EuroVelo in August 2025 was 45 points higher than the annualised average daily traffic in 2024, and 42 points below the 2024 average in January 2025.

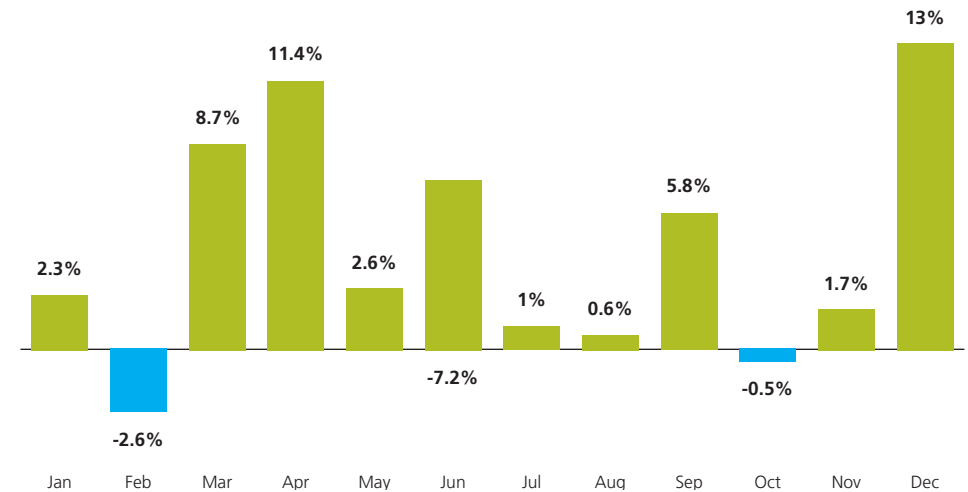
In 2025, overall cycling traffic on EuroVelo grew compared to 2024, with a positive change of +4.0%. Weekend traffic grew slightly by +1.5%, while weekday traffic saw a substantial increase, with a change of +4.8%.

After two years of traffic growth plateauing overall on an annual basis, 2025 saw stronger increases. The higher increase in weekday traffic compared to weekends could point towards increased cycling for daily mobility purposes, also keeping in mind that EuroVelo is crossing many major urban areas where the traffic in volume is more important than in less dense areas and an increase in weekday traffic could be linked to daily cycling for mobility. 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 only two months with relatively slight decreases in traffic compared to 2024: February and October. In the summer months July and August, traffic remained stable with a positive trend. In all other months, traffic increased, with particularly strong increases in April and December. This could be an indication that there is stronger interest in cycling throughout the year, but that changes in traffic still depend on weather conditions (explaining for example the large difference in growth rates between February and December). Furthermore, the cycling traffic on EuroVelo is still very seasonal, with an average traffic volume higher from April to October, with peaks in June, July and August. For the future, further research linking counting data closer to meteorological data at individual

## AVERAGE DAILY TRAFFIC PER MONTH ON THE EUROVELO NETWORK

CHANGE 2025 VS SAME MONTH IN 2024



**HOW TO READ THIS GRAPH:** The average daily cycling traffic per month on EuroVelo grew strongly in April 2025 compared to April 2024 (+11%) and diminished slightly in February 2025 compared to February 2024 (-3%).

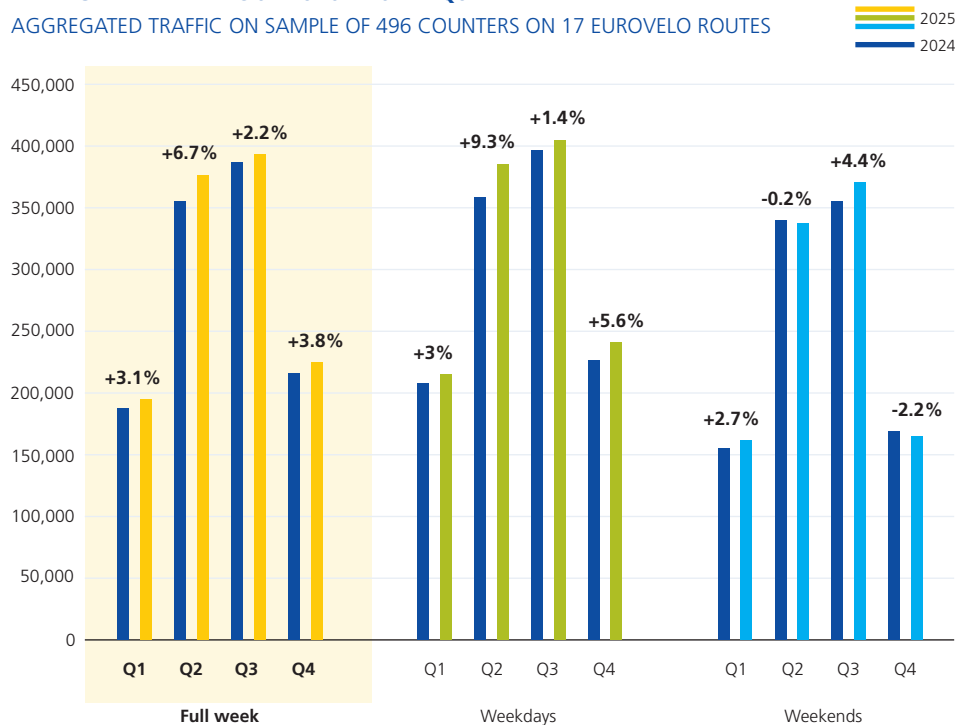


counting sites could help to better understand and interpret these variations and the seasonality of traffic.

Bicycle counts on EuroVelo grew considerably compared to the pre-pandemic year of 2019, with average daily traffic being +15% higher (based on the original, smaller sample of 195 Eco-Counter systems).

### AVERAGE DAILY TRAFFIC ON EUROVELO PER QUARTER

AGGREGATED TRAFFIC ON SAMPLE OF 496 COUNTERS ON 17 EUROVELO ROUTES



**HOW TO READ THIS GRAPH:** During summer (Q3), aggregated cycling traffic on EuroVelo shows a higher increase of usage on weekends (+4.4%) than on weekdays (+1.4%) in 2025 compared to 2024. In absolute terms, usage during the summer (Q3) is higher than during any other season in 2025 as well as in 2024, with a higher volume of cycling traffic during weekdays compared to weekends.

This substantial increase in traffic due to the COVID-19 “bike boom” could be followed further in 2025 after a few years with relative stagnation. Substantial growth figures were observed throughout the week, with growth being higher on weekdays (+15.5%) than on weekends (+12.2%) in 2025 compared to 2019.

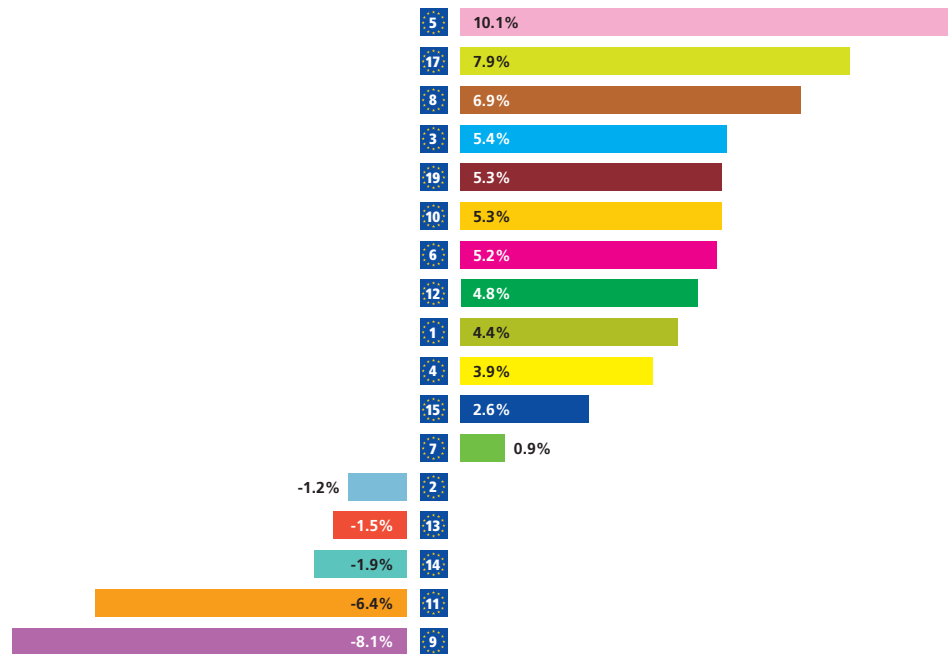
Looking at seasonal trends, summer (Q3) is still the season when cycling traffic volume is the highest in absolute terms, reaching almost 395,000 bicycle counts per day on average in 2025, but closely followed by spring (Q2) with ca. 375,000 counts. The longer-running trend of a less pronounced seasonality of traffic on EuroVelo was confirmed in 2025: While summer (Q3) accounted for ca. 40% of traffic in 2019, it only stood for ca. 34% in 2024 and 33% in 2025.

Indeed, growth in 2025 compared to 2024 is highest in spring (+6.7%) but also pronounced in autumn (+3.8%) and winter (+3.1%), flattening slightly the seasonal curve and spreading the peak of the summer season. What is striking is the strong increase in cycling traffic on weekdays in spring (Q2, +9.3%), while weekend cycling during the same period was stagnating with a slightly negative trend (-0.2%). Since there was a decrease in weekday cycling during spring 2024 compared to 2023, this could be at least partially explained by a catch-up effect. 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.



## CYCLING TRAFFIC ON EUROVELO ROUTES

CHANGE 2025 VS 2024, FULL WEEK



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

## TRAFFIC ON INDIVIDUAL EUROVELO ROUTES

MULTI-YEAR COMPARISON, SORTED BY 2025 VS 2024

	2025 VS. 2024	2025 VS. 2023	2025 VS. 2019	# OF ECO-COUNTER SITES	ROUTE LENGTH
EuroVelo 5	10.1%	6.0%	26.3%	45	3,234 km
EuroVelo 17	7.9%	5.4%	28.7%	37	1,173 km
EuroVelo 8	6.9%	9.6%	44.3%	47	7,448 km
EuroVelo 3	5.4%	3.5%	11.2%	72	5,605 km
EuroVelo 19	5.3%	5.1%	—	7	1,156 km
EuroVelo 10	5.3%	11.9%	13.7%	36	8,908 km
EuroVelo 6	5.2%	3.0%	5.3%	63	6,094 km
EuroVelo 12	4.8%	4.4%	—	31	6,732 km
EuroVelo 1	4.4%	9.2%	29.8%	63	10,670 km
EuroVelo 4	3.9%	4.2%	16.1%	79	5,089 km
EuroVelo 15	2.6%	-0.8%	2.5%	43	2,450 km
EuroVelo 7	0.9%	1.7%	8.7%	28	7,703 km
EuroVelo 2	-1.2%	1.1%	—	16	4,835 km
EuroVelo 13	-1.5%	0.9%	10.9%	28	10,464 km
EuroVelo 14	-1.9%	-3.8%	—	4	1,159 km
EuroVelo 11	-6.4%	4.6%	—	14	6,922 km
EuroVelo 9	-8.1%	1.3%	15.1%	6	2,162 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 496 since some counting sites are located on sections where several EuroVelo routes overlap.



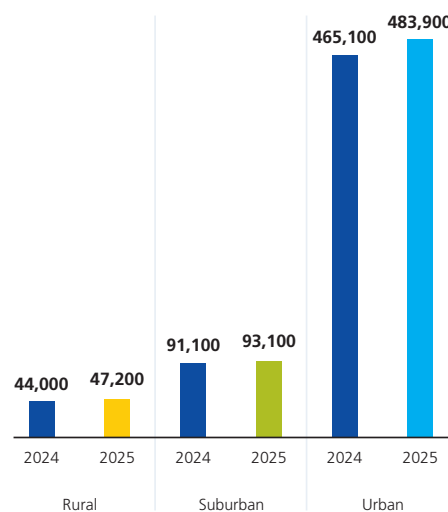
increases from one year to the other, whereas an already existing infrastructure may not see important evolution in traffic levels.

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

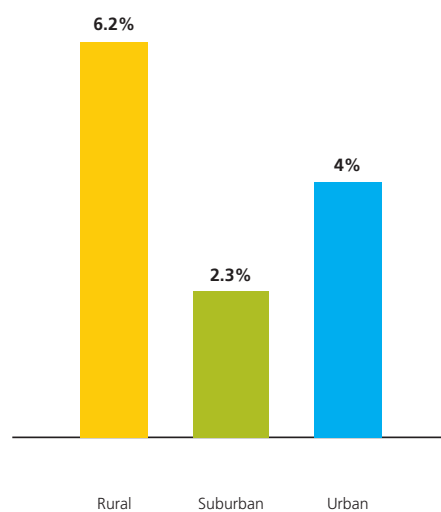
On a yearly basis, overall traffic grew on 11 of 17 routes in 2025. The highest growth among routes with 15 counters or more was on EuroVelo 5 with +10.1%. On 5 routes traffic decreased, with the largest decrease among routes with 15 counters or more on EuroVelo 13 with -1.5%. One route, EuroVelo 7, had relatively stable traffic between 2024 and 2025. Looking at longer trends, we can observe a more positive dynamic in line with the results for EuroVelo as a whole: From

2023 to 2025, only one route (EuroVelo 14, which has only 4 counters) showed a decrease in traffic, on two routes (EuroVelo 13 and 15) traffic remained largely stable, and 14 routes saw a growth in traffic. From 2019 to 2025, all 12 routes that were included in the sample since then had growing traffic, ranging from +2.6% for EuroVelo 15 to +44.3% in the case of EuroVelo 8, and confirming the strong positive medium-term trend. These significant relative growth differences between 2019 and 2025 indicate trends, but do not reflect the different baseline traffic volumes from one route to the other: the average annual number of counts per counter is almost as high for EuroVelo 15 than for EuroVelo 8 for example. Therefore, this comparison should be treated as relative and not absolute. Routes like EuroVelo 15, which have been established and certified for a long time and show high base levels of traffic will naturally exhibit a slower pace of traffic growth than routes which are still under development and where infrastructure has been improved significantly only during the last years. This also indicates the potential of route development for traffic growth. 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.

**AVERAGE ANNUAL BICYCLE COUNTS PER COUNTER DEPENDING ON THE LOCATION**



**CYCLING TRAFFIC EVOLUTION ACCORDING TO COUNTERS' LOCATION CHANGE 2025 VS 2024**

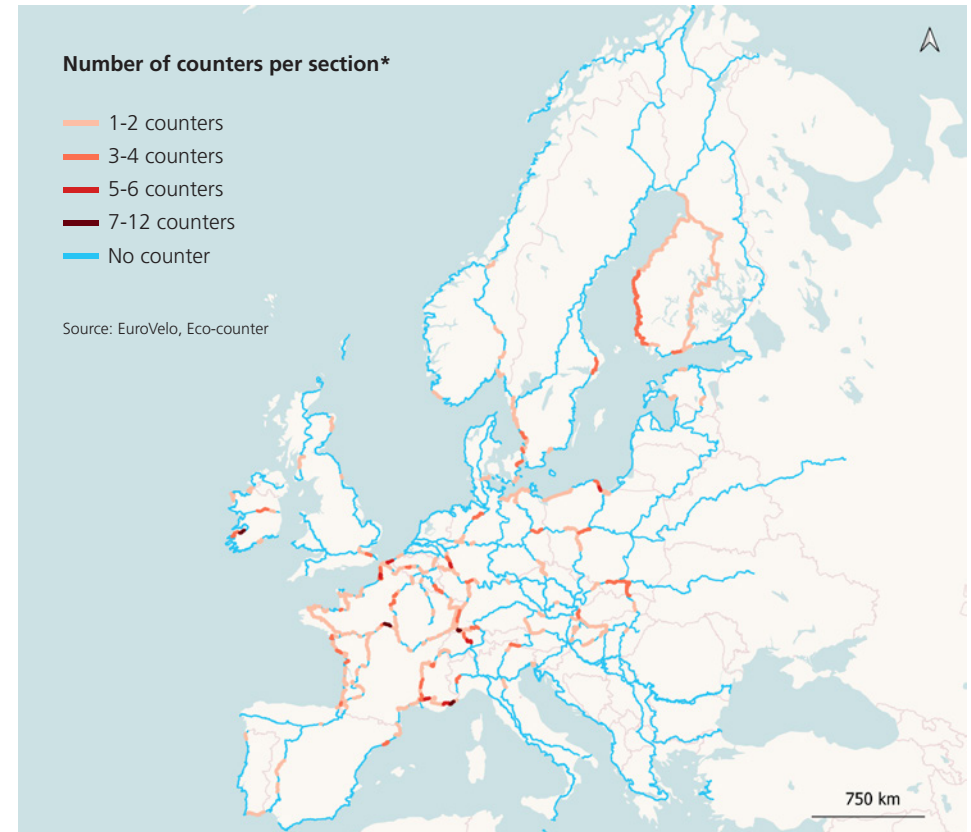


A recent element of the EuroVelo Usage Barometer introduced in 2024 is the analysis according to counter locations with the three categories "rural", "suburban" and "urban". In line with overall trends, traffic grew in all three area types in 2025, with the highest growth in rural areas this year (where traffic in 2024 showed a decreasing tendency). In terms of total counts, traffic at urban counting locations on the networks is still substantially higher than elsewhere: 10 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 local residents for leisure or mobility reasons and that the



overall volume of users is more important in regions where population density is higher. For example, we know that more than 166 million Europeans live at 5 km or closer to the next EuroVelo route. The average yearly bicycle count for rural counters of 47,200 (ca. 130 counts/day) is still high and could be further developed as a usage indicator for a transport and tourism infrastructure in rural areas. Usage patterns differ as well: While average daily traffic is higher on weekdays at urban counters, it is higher on weekends at rural counting sites, pointing towards more leisure use. However, in 2025, growth was especially strong on weekdays at rural counting sites. More observations over the coming years will be needed to confirm this trend.

**HEATMAP OF THE SAMPLE OF 546 COUNTERS PLACED BY ECO-COUNTER ON EUROVELO ROUTES (IN 2024)**



\*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 496 automatic counters installed by Eco-Counter for its local partners, with a total of 108 million bicycle counts. We published data on the usage of EuroVelo as a whole and all individual routes for the first time in 2024. Since the 2024 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. Compared to the original sample for 2019, by using 2024 as a baseline year for comparison, we were able to substantially increase our sample of counters from 195 to 496 counting sites in 20 countries in 2025. Approximately 50 counting stations were excluded compared to 2024 after failing data validation. 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

This report forms part of the wider [EuroVelo Data Hub](#) which 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)



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