

EuroVelo Usage Monitoring Report (2022)

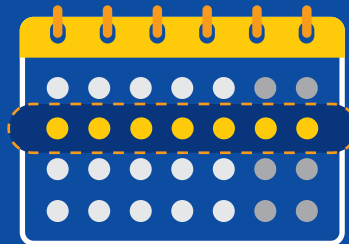


KEY FIGURES ON EUROVELO USAGE

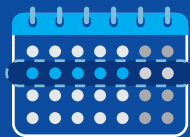
1 January to 31 December 2022

Compared to 2019

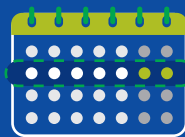
+11%
FULL WEEK



+9.7%
WEEKDAYS



+14.3%
WEEKENDS



Compared to 2021

FULL WEEK **+6.1%**

WEEKDAYS **+8.3%**

WEEKENDS **+0.5%**

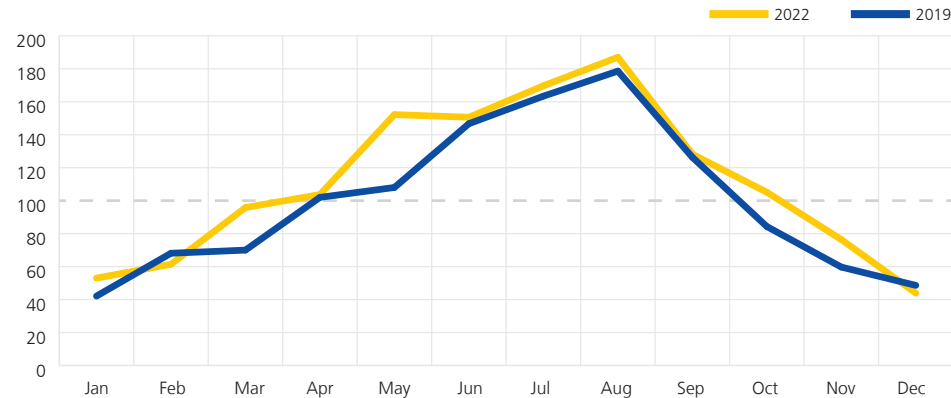
SUMMARY OF THE REPORT

- 1 Cycling on EuroVelo grew strongly in 2022 compared to 2019, both on weekends and weekdays.** This indicates increased usage of EuroVelo – the European cycle route network –, by +11% be it for leisure, tourism or mobility purposes.
- 2 Compared to 2019, the growth in 2022 was higher in winter, autumn and spring than during summer,** flattening the seasonal curve with its summer peak, even though summer is still the season with the highest number of bike counts. With relatively low traffic growth of +3.5% in summer, usage may have been impacted by the heat waves that hit large parts of Europe in 2022.
- 3 All ten observed EuroVelo routes saw growth both on weekdays and weekends compared to 2019,** indicating a global increasing trend of cycling across the EuroVelo network. Growth was the highest on EuroVelo 17 – Rhone Cycle Route (+35%), followed by EuroVelo 8 – Mediterranean route (+21%) and EuroVelo 5 – Via Romea (Francigena) (+16%).
- 4 When using 2021 as a base for comparison, growth in 2022 was +6%. This annual growth was driven by weekday traffic only (+8.3%), while traffic remained stable during weekends (+0.5%).** This could indicate a trend of increased usage for mobility purposes on EuroVelo, probably also related to a post-pandemic trend of people returning to their workplaces. Further research would be needed to confirm this assumption.



AVERAGE DAILY TRAFFIC PER MONTH ON THE EUROVELO NETWORK

BASELINE INDEX 100 = AVERAGE DAILY TRAFFIC 2019



HOW TO READ THIS GRAPH: Average daily traffic on EuroVelo in August 2022 was 80 points higher than the annualised average daily traffic in 2019, and 43 points below the 2019 average in January 2022.

In 2022, bike counts on EuroVelo grew considerably compared to the pre-pandemic year of 2019, with average daily traffic being +11% higher. Double-digit growth figures were observed throughout the week, with growth being slightly higher on weekends (+14%) than on weekdays (+10%). On an annual basis, from 2021 to 2022, total growth in bike counts was +6.1%. Weekend traffic largely remained at the same level with a slight +0.5% growth in 2022 compared to 2021, stabilising its increase compared to the pre-pandemic period. At the same time, weekday traffic showed strong year-to-year growth with +8.3%.

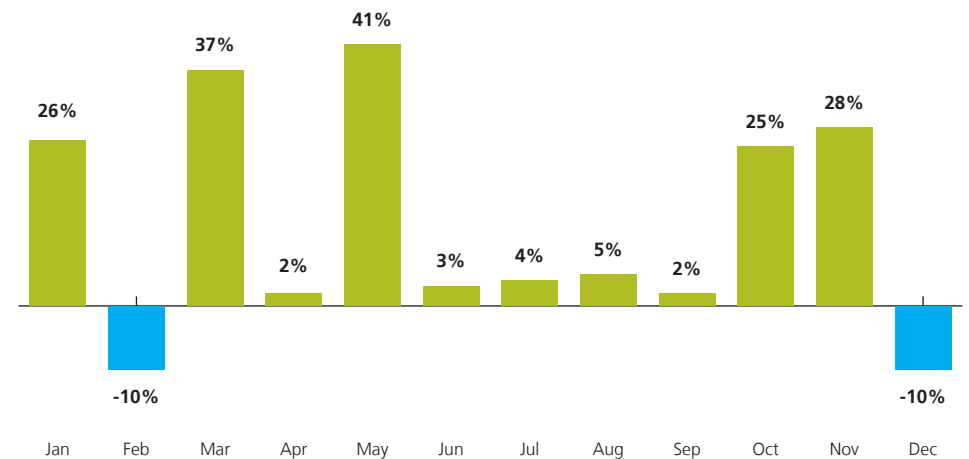
Keeping in mind the diversity of geographical areas covered by this report and the limitations posed by the aggregation of data at the European level, these results seem to underline the change in mobility habits after COVID-19, which may have a role in explaining the difference between strong growth on weekdays and stable traffic on weekends between 2021 to 2022. This could indicate a trend of increased usage for mobility purposes on EuroVelo, probably also related to people returning to their workplaces after the pandemic. On weekdays, there is probably a strong

component of local daily use of EuroVelo for mobility or leisure purposes, with cycling tourists present in lower volumes than on weekends. Further research through qualitative surveys would be needed to complement the data from automatic counters in order to confirm these trends and analyse them in more detail.

Looking at seasonal trends, summer (Q3) is still the season when traffic volume is by far the highest in absolute terms (above 100,000 bike counts) followed by spring (Q2). 2/3 of the traffic is observed in summer and spring. However, in relative terms, growth in 2022 compared to 2019 is higher in winter (+17.6%), autumn (+16.9%) and spring (+14.2%) than during the summer, reducing the seasonal peak of summer. With a significantly lower growth of +3.5% in summer, usage may have been impacted by the heat waves that hit large parts

AVERAGE DAILY TRAFFIC PER MONTH ON THE EUROVELO NETWORK

CHANGE 2022 VS SAME MONTH IN 2019



HOW TO READ THIS GRAPH: The average daily traffic per month on EuroVelo grew very strongly in May 2022 compared to May 2019 (+41%) and grew with less intensity in July 2022 compared to July 2019 (+4%).

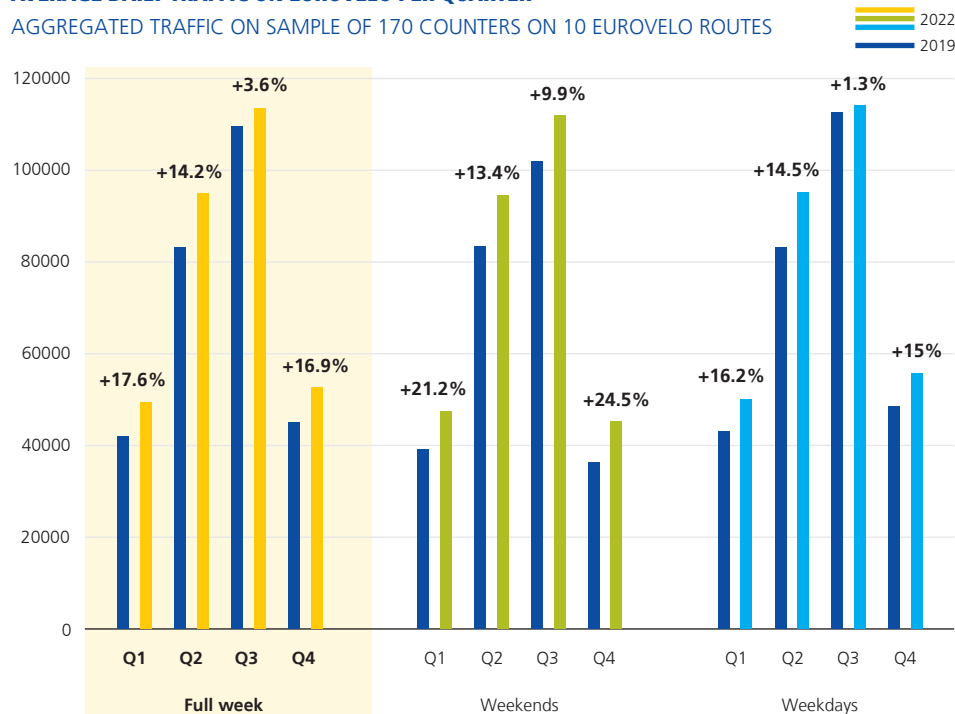


of Europe in 2022. Those results confirmed the potential of cycling to better distribute tourism demand during the year, including the shoulder seasons and the low season.

Looking at EuroVelo routes, we observe positive growth rates on all ten EuroVelo currently represented in the sample, both on weekends and weekdays. This indicates a broad trend of increased cycling traffic across the whole network, with different growth dynamics between routes most

AVERAGE DAILY TRAFFIC ON EUROVELO PER QUARTER

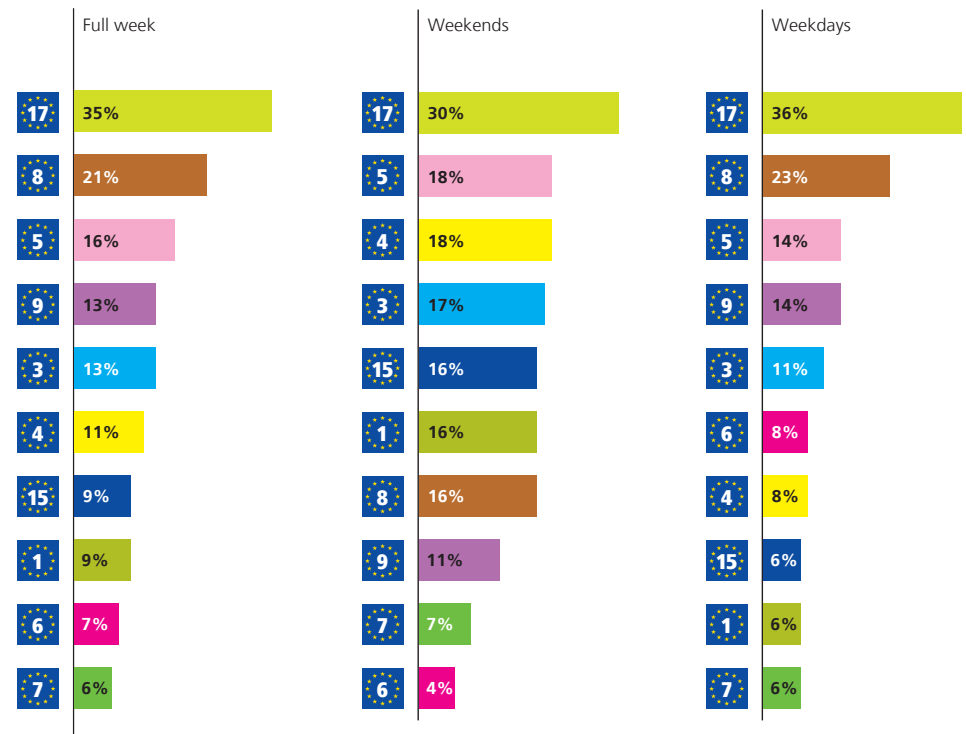
AGGREGATED TRAFFIC ON SAMPLE OF 170 COUNTERS ON 10 EUROVELO ROUTES



HOW TO READ THIS GRAPH: During the summer, aggregated traffic on EuroVelo routes shows a higher increase of usage on weekends (+9.9%) than during weekdays (+1.3%) in 2022 compared to 2019. In absolute terms, weekend and weekday traffic were approximately at the same level in the summer of 2022, whereas in the summer of 2019, weekend traffic was lower than weekday traffic.

TRAFFIC ON INDIVIDUAL EUROVELO ROUTES

CHANGE 2022 VS 2019



HOW TO READ THIS GRAPH: Between 2019 and 2022, cycling traffic in relative terms over the full week grew with a rate more than two times higher on EuroVelo 8 – Mediterranean Route (+21%) than on EuroVelo 15 – Rhine Cycle Route (+9%). Traffic grew significantly in both cases.

probably impacted by local contexts. For example, EuroVelo 17 and 8 have higher increases on weekdays, while EuroVelo 5 has a higher increase on weekends. The route with the highest growth by far (more than 10 percentage points higher than the next route in the ranking) is EuroVelo 17 – Rhone Cycle Route, with a 30% increase during weekends and 36% during weekdays in 2022 compared to 2019.

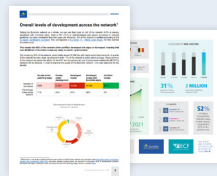


METHODOLOGICAL NOTE

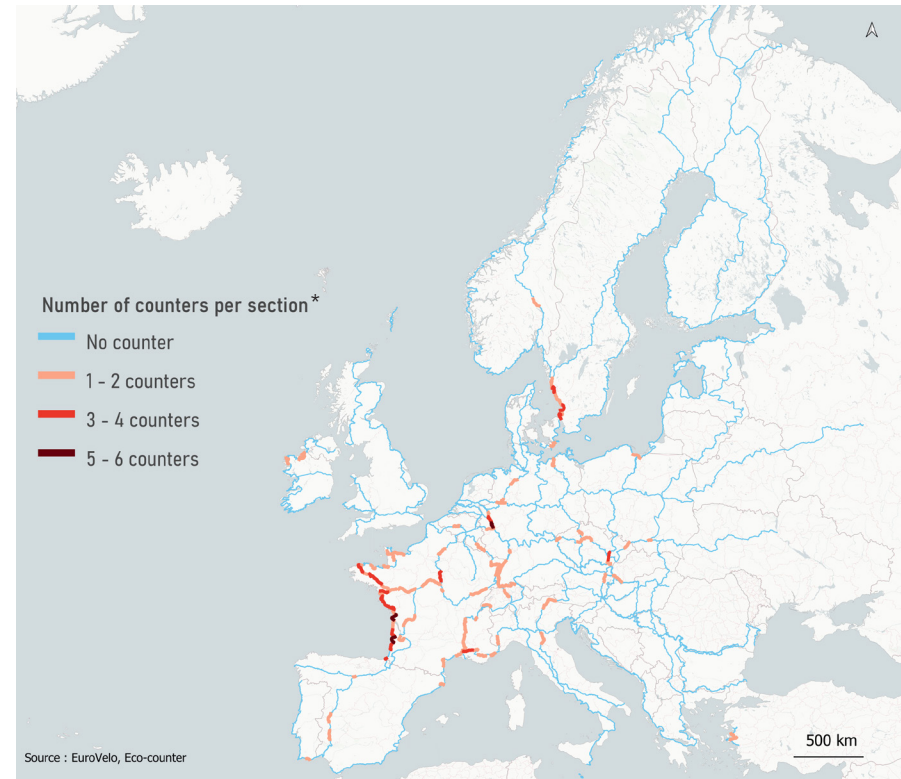
The 'EuroVelo usage monitoring report' is a joint publication of ECF and Eco-Counter. The two organisations joined forces to work closely together in collecting, analysing and communicating data related to the usage of EuroVelo at the European level since 2021. The aggregated results are based on data from a sample of 170 automatic counters installed by Eco-Counter for its local partners. For this sample, we have selected EuroVelo routes where we found a minimum level of representativity, both in the number of counters per national section of a route (depending on the population density of the country in question) and in the number of countries represented along the route, with data available since 2019 for comparison purposes. This is currently the case for ten EuroVelo (1, 3, 4, 5, 6, 7, 8, 9, 15 and 17). We publish data on the usage of EuroVelo as a whole, and on featured routes since 2021. In the future, **we hope to grow this sample and make it more representative**, 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. Visit the EuroVelo Data Hub to find data gathered on EuroVelo network usage, route development and digital statistics, including guidance on how to start monitoring cycle routes, cycling tourism and evaluating its economic impacts.



HEATMAP OF THE SAMPLE OF 170 COUNTERS PLACED BY ECO-COUNTER ON EUROVELO ROUTES



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

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