



# COVID-19 and Cycling in Europe

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Kollektivkonferansen, 18 November 2021



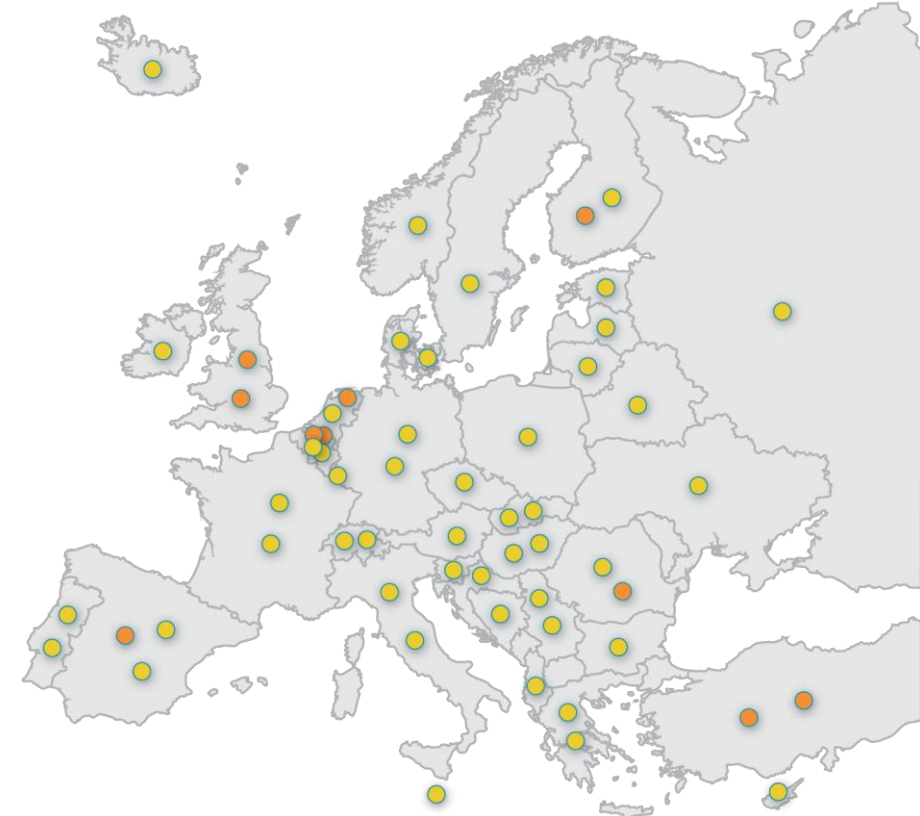
ECF gratefully acknowledges financial support from the LIFE Programme of the European Union



ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe

[www.ecf.com](http://www.ecf.com)

- We are the European umbrella federation of member-based **civil society organisations** advocating and working for more and better cycling.
- We promote cycling as a **sustainable** and **healthy** means of transport and leisure.
- With more than 60 member organisations from over 40 countries, we **harness the power** of the European cycling movements.
- We are based in Brussels and our roots are in Europe, but the challenges we face are **global**.



# COVID-19 and Cycling in Europe

## I. Changes in usage patterns



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Europe

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# Changes in cycling levels - Europe

- Based on representative sample of 170 automatic bicycle counters along 10 EuroVelo routes across Europe
- Average change January – October 2021 compared to 2019:

Weekdays: + 1.0%

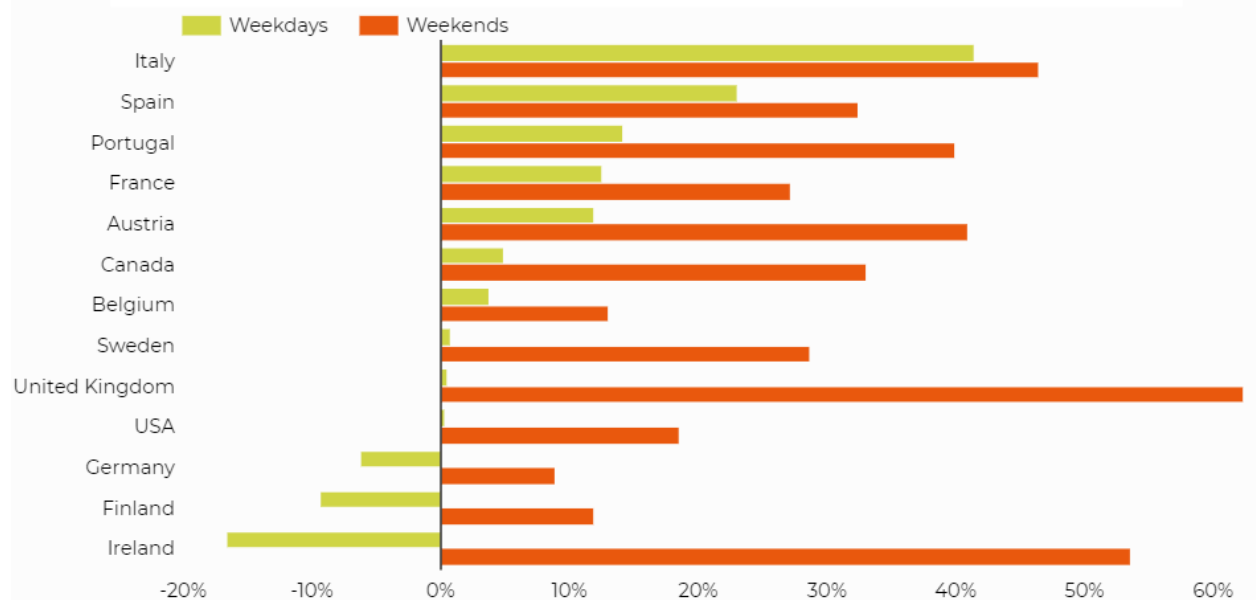
Weekends: + 12.9%

**Full week: + 4.2%**



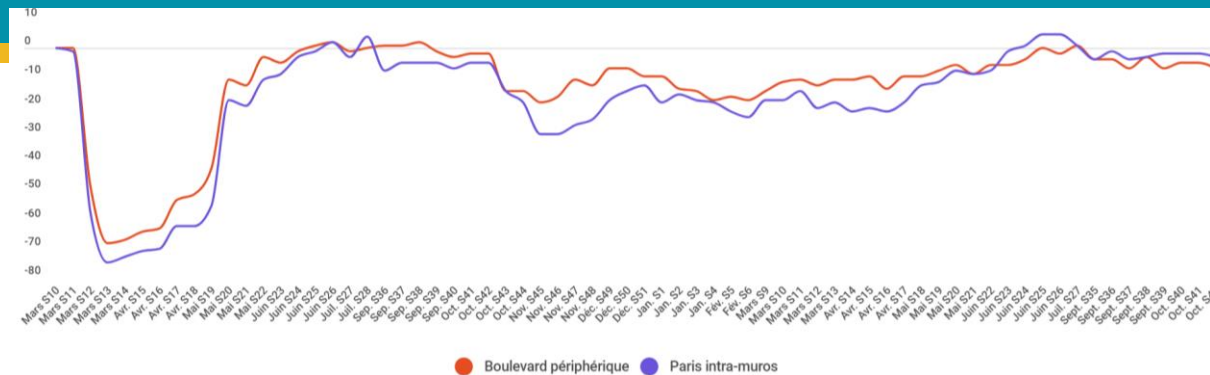
# Changes in cycling levels - Europe

Growth in bike counts by European and North American country

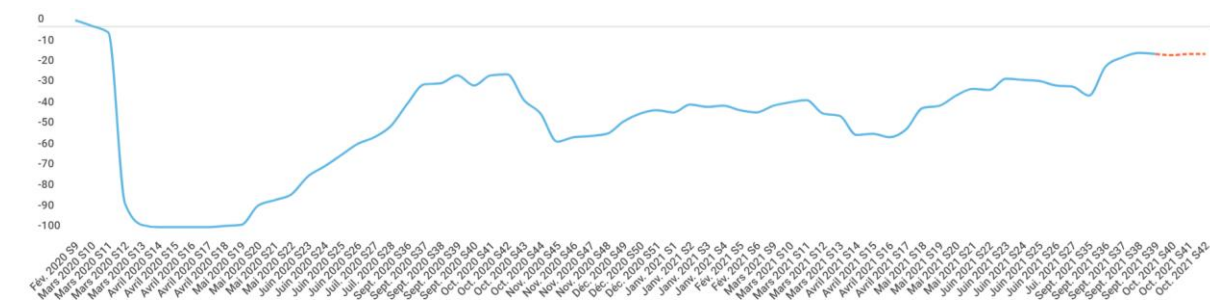


# Focus on France – Traffic Counting

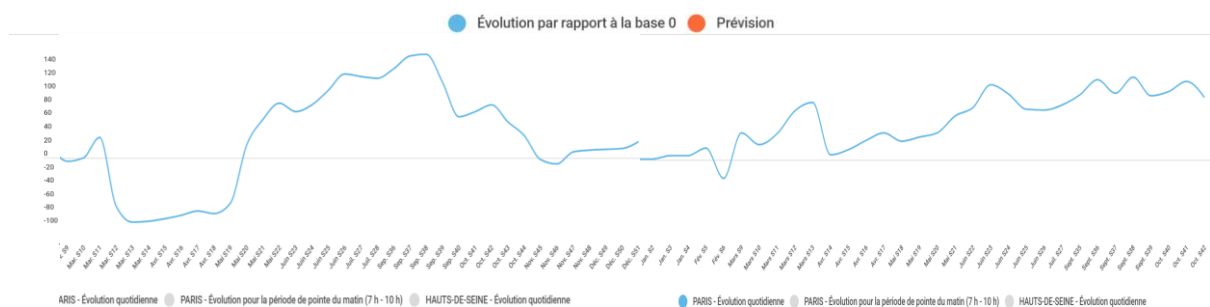
Car traffic



Public transport



Cycling



# Focus on France - Surveys

- Observatory of emerging mobilities – net changes in usage:
  - Walking: +22%
  - Cycling: +6%
  - Personal car: +3%
  - Ride-sharing (Uber etc.): -3%
  - Taxi: -5%
  - Car-sharing: -5%
  - High-speed train: -8%
  - Public transport: -10%



# Focus on France - Surveys

- Observatory of emerging mobilities – attitudes:
  - 79% (very much) in favour of developing cycling infrastructure
  - 76% (very much) in favour of pedestrianising certain parts of the city
  - 60% think that shared („collective“) forms of transport are the future (2018: 68%)
  - But: 65% think that it is not possible to completely give up the freedom cars provide for mobility





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## II. Changes in policies and investments



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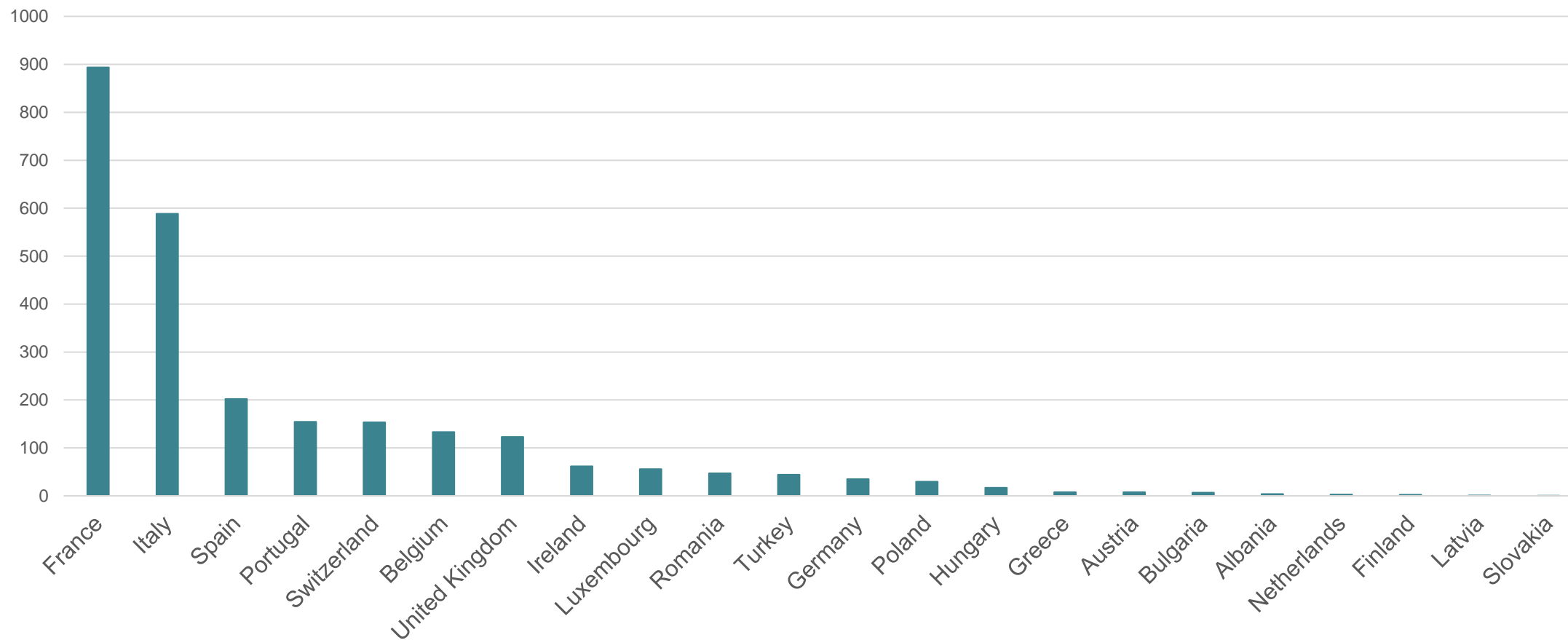
CYCLING BEYOND THE CRISIS  
**COVID-19 measures tracker** v1.1

KEY NUMBERS <small>(change in last 30 days)</small>	Total KM of measures announced 0	Total KM of measures implemented 0	Total budget allocated for cycling promotion 0 €
	2,591.84	1,464.88	1,695,742,723 €

Explore the dashboard



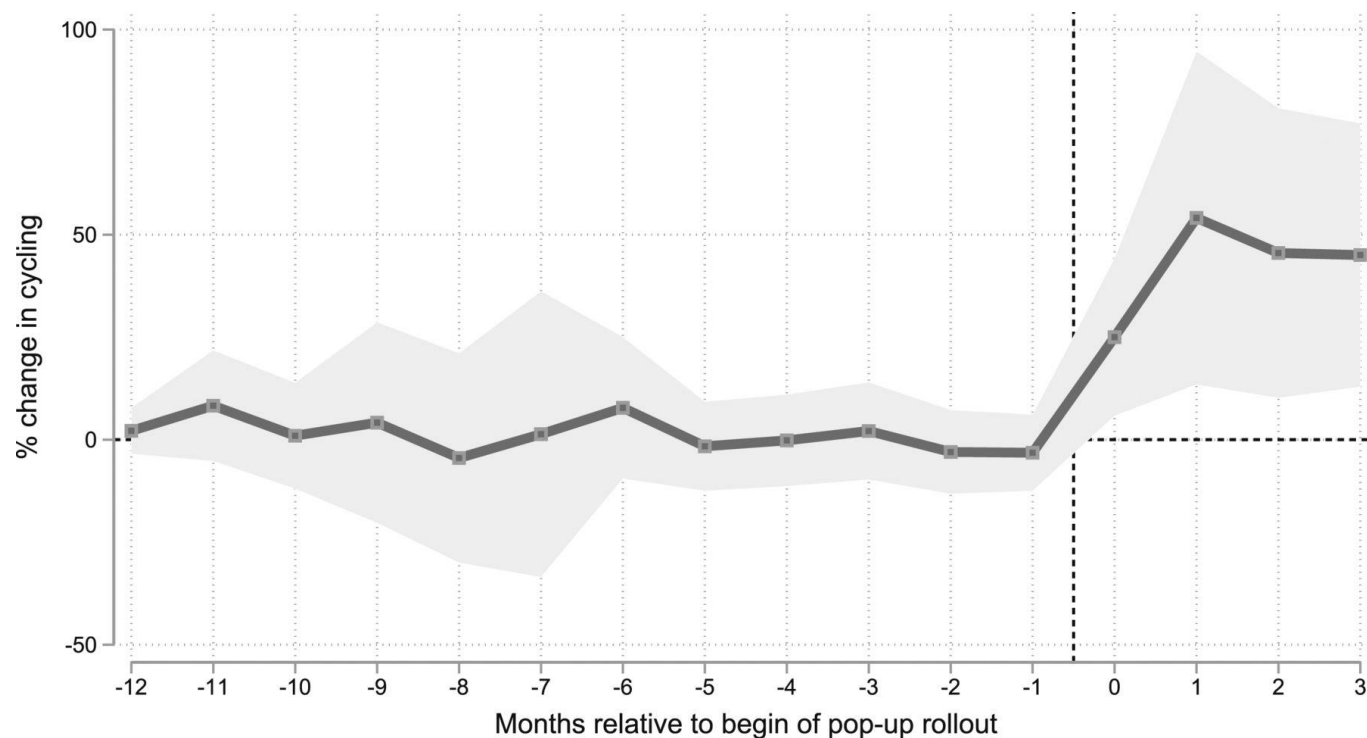
## km of COVID-19 cycling infrastructure announced



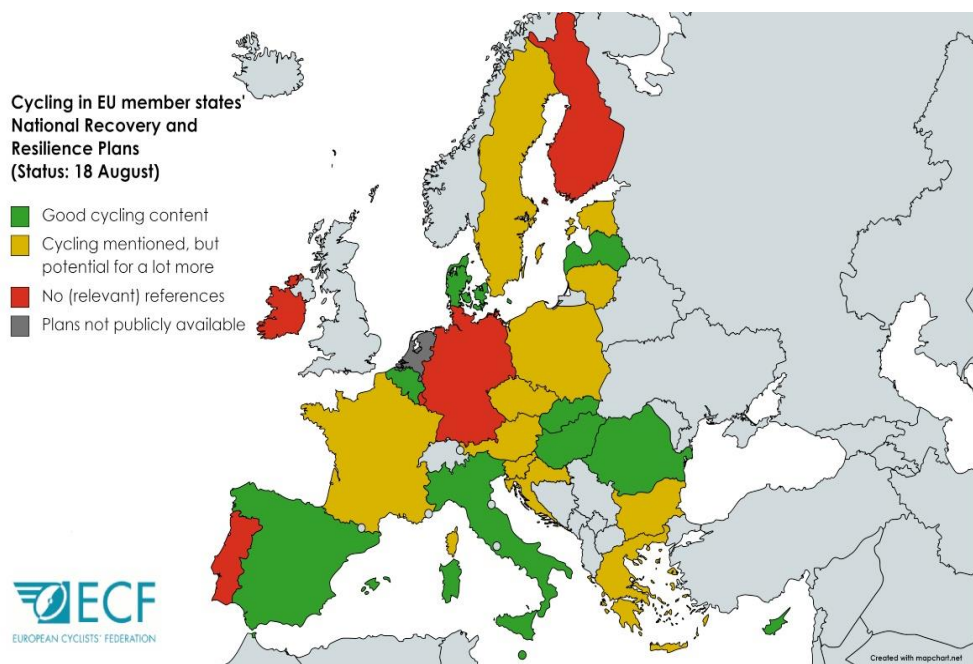
# Impact of provisional infrastructure

Cycling increased  
**+11% to +48%**  
in comparison to cities  
that did not do anything

<https://www.pnas.org/content/118/15/e2024399118>



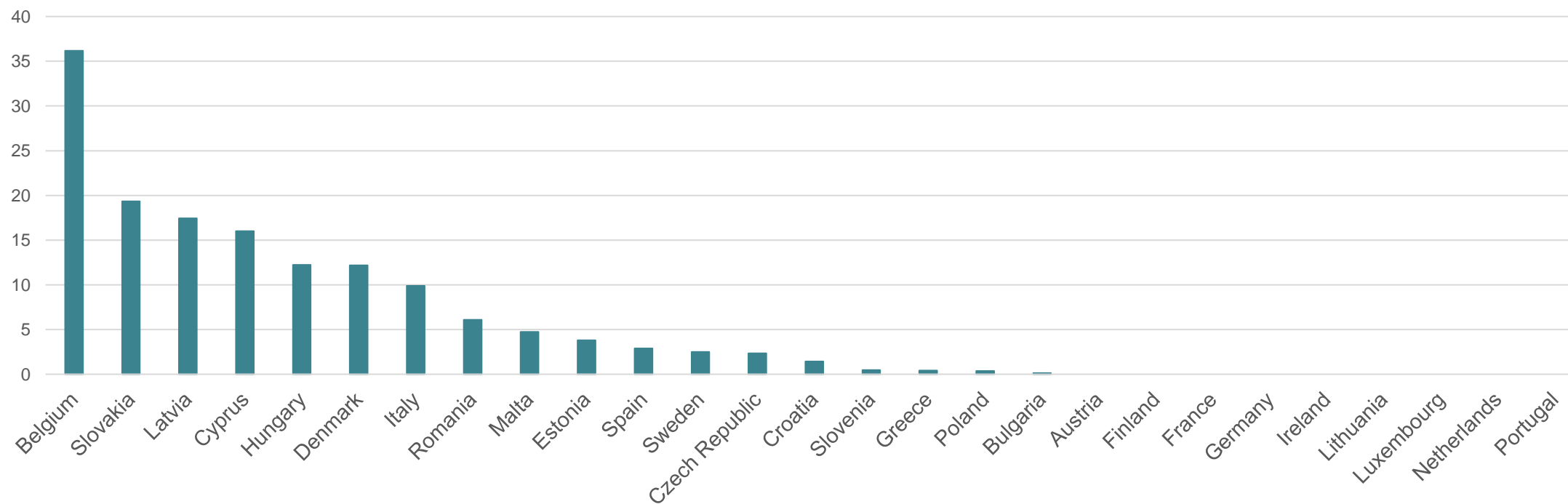
# Cycling in EU Recovery Funds



- 21 countries have included cycling in their plans:
  - 10 with good content + investments
  - 11 with potential for more
- 5 do not mention cycling
- 1 plan not published yet

# Cycling in EU Recovery Funds

Investments per inhabitant in €



# COVID-19 and Cycling in Europe

## III. Conclusions



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# Conclusions

- The cycling boom is real across Europe
- More temporary infrastructure and higher growth rates in Southern Europe – but from a lower base level
- Sustained investments are needed also over the following years to make the changes in behaviour permanent
- Challenge from before the pandemic remains: Reducing (perceived) dependency on cars – cycling and PT can be allies

