



EUROPEAN SHARED MOBILITY



ANNUAL REVIEW 2025



lyft urban solutions



POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

eit Urban Mobility
Co-funded by the
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ABOUT US



Fluctuo is the leader in mobility enablement. We provide key stakeholders with the most exhaustive, accurate data on the market to accelerate the growth of shared mobility.

Behind the headline numbers sits five years of country-level data on fleets, ridership and revenue — broken down by mode and market. Get in touch with Fluctuo for the full market report.



Contact julien.chamussy@fluctuo.com for more

SUPPORTED BY

lyft urban solutions

Lyft Urban Solutions – formerly Lyft Bikes & Scooters and PBSC Urban Solutions – delivers the micromobility solutions that riders love, cities need, and operators value. In deep partnership with the public sector, Lyft Urban Solutions develops, markets and operates the most innovative and durable station-based micromobility systems in the world. Its solutions empower cities to provide a reliable, sustainable transportation option that enhances urban mobility and supports larger climate initiatives. With bikes, ebikes, and scooters deployed in 55+ cities across 16 countries, Lyft Urban Solutions has a global footprint of over 185,000 vehicles, and 13,000 stations, and growing.

lyfturbansolutions.com



Eco-Counter works to promote the transition to carbon-free mobility around the world. It tracks every step and every pedal stroke to better preserve nature and help cities breathe.

For over 25 years, its expertise has enabled cities to develop their cycling and pedestrian policies and helped natural area managers preserve their territories using accurate, actionable data. Today, Eco-Counter has deployed up to 20,000 counters to inform decisions in more than 5,000 localities across 55 different countries.

eco-counter.com



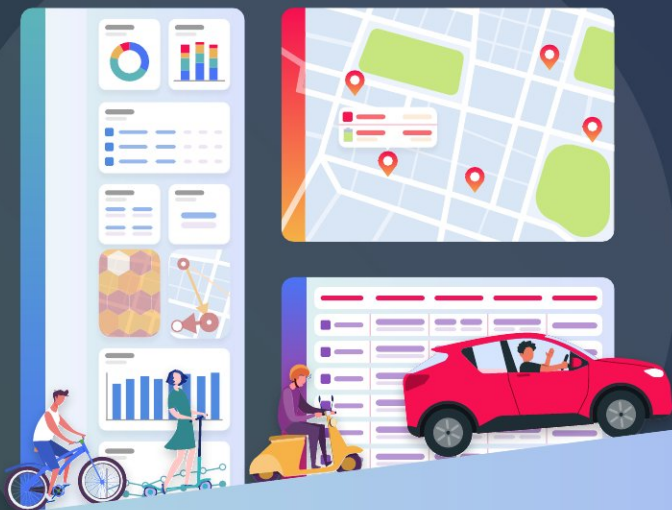
POLIS is the leading network of European local, regional and transport authorities committed to transport innovation. Our focus is on innovations that make urban mobility more sustainable, safe, affordable and equitable. We actively support constructive dialogue with shared mobility operators to shape together solutions that serve the public good and drive the shift that we all need to achieve this decade.

polisnetwork.eu



EIT Urban Mobility is an initiative of the European Institute of Innovation and Technology (EIT), a body of the European Union and Europe's largest network for mobility innovation in cities. Our mission is to accelerate change towards a sustainable model of urban mobility and liveable urban spaces. We connect public and private actors and provide them with access to markets, talent, finance and knowledge. Using cities as living labs, our industry, research and university partners will demonstrate how new technologies can work to solve real problems in real cities by transporting people, goods and waste in smarter ways.

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METHODOLOGY

This Index tracks the evolution of shared mobility across European cities.

Vehicle and trip data was collected directly from operators, via Fluctuo City Dive, open data sources, mobile applications, and supplemented by public announcements. Industry averages and selective data extrapolation were used to fill remaining gaps.

The Index covers **shared bikes (public and private bike schemes), scooters and mopeds**. Companies who contributed financially to this report have not received favourable treatment.

CHANGES IN THIS EDITION

For **bike-sharing**, we have moved away from the **station-based/free-floating** distinction in favour of a **public and private schemes** classification.



**Public Bike
Schemes**



**Private Bike
Schemes**

This better reflects how the market actually operates. Publicly subsidised schemes are predominantly station-based, though some incorporate hybrid models combining docking stations with geofenced virtual stations. By contrast, fully operator-financed services rely on dockless bikes and typically pay concession fees to cities.

Most operators focus on a single model, but a few—such as nextbike, Donkey Republic, and RideMovi—span both, running public-contract and privately operated schemes under the same brand.

This new classification captures that structural reality more accurately. As a result, bike fleet and ridership figures have been reprocessed from 2020 onwards; minor discrepancies with previous editions reflect this reclassification rather than changes in the underlying data.

Car-sharing services are not included in this edition. The boundary between short-term car-sharing and traditional car rental has become increasingly blurred, making meaningful year-on-year comparison unreliable.



THE NEW NORMAL

For seven years, European shared mobility has been in constant flux. Operators have arrived, expanded, retreated, merged, and folded. Cities have capped, tendered, re-tendered—and sometimes banned.

In 2025, the picture finally stabilises. The cities that want shared mobility have it. The operators left standing are the ones built to last.

Scooters illustrate this shift most clearly. The total fleet is down 22% from its 2023 peak, yet trips have reached a record 312 million. Operators have stopped chasing every market and started focusing on those that work. Paris and Madrid are out; Berlin, Lisbon, Rome, Warsaw, Tallinn, and dozens of others remain. In 2025, the scooter business is smaller—but far more efficient.

Mopeds have stabilised as well. With around 30,000 vehicles and 21 million trips, the segment has remained broadly flat for two years. Anchored in Amsterdam, Barcelona, Madrid, Paris, and a handful of other cities, mopeds are no longer trying to be everywhere—they have found their place and are here to stay.

Bikes tell the most important story. Public bike-sharing systems—the steady backbone of the market—held firm at 238 million trips. Private fleets reached around 147,000 vehicles and 124 million trips, with ridership up 51% in a single year. In 2020, private bike schemes were a rounding error; by 2025, they are the fastest-growing segment in European shared mobility, closing the gap with public systems.

The question for the next five years is no longer whether shared bikes will dominate—they already do. The real question is which model will win, and where. Will other countries follow Spain's firm backing of public, docked systems? Or will cities lean toward multiple private operators, as in Berlin? The answers will shape the next chapter of the industry.

EU 27 + UK, Norway & Switzerland

VEHICLES ⁽¹⁾

848,000

-3% (vs 2024)

TRIPS

709 million

+16% (vs 2024)

END USER REVENUE ⁽²⁾

€1.45 billion

+9% (vs 2024)

⁽¹⁾ Average: (+/- 5% variation due to seasonality)

⁽²⁾ VAT Included

MARKET EVOLUTION 2020–2025

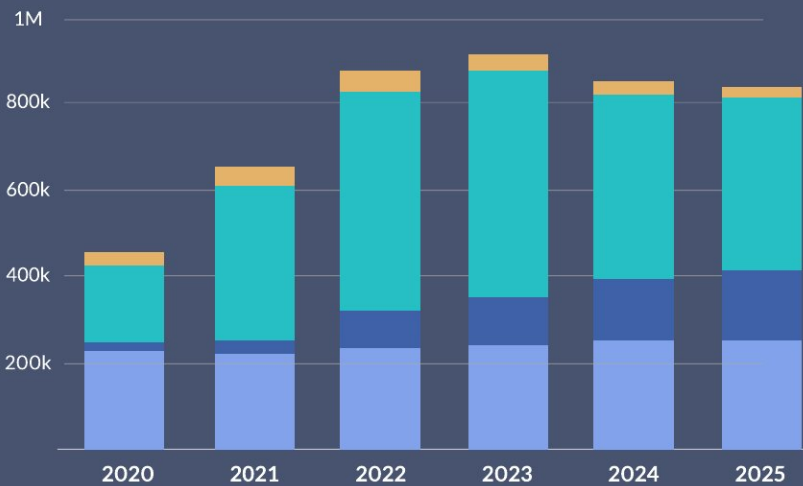
EU27 + UK, Norway & Switzerland



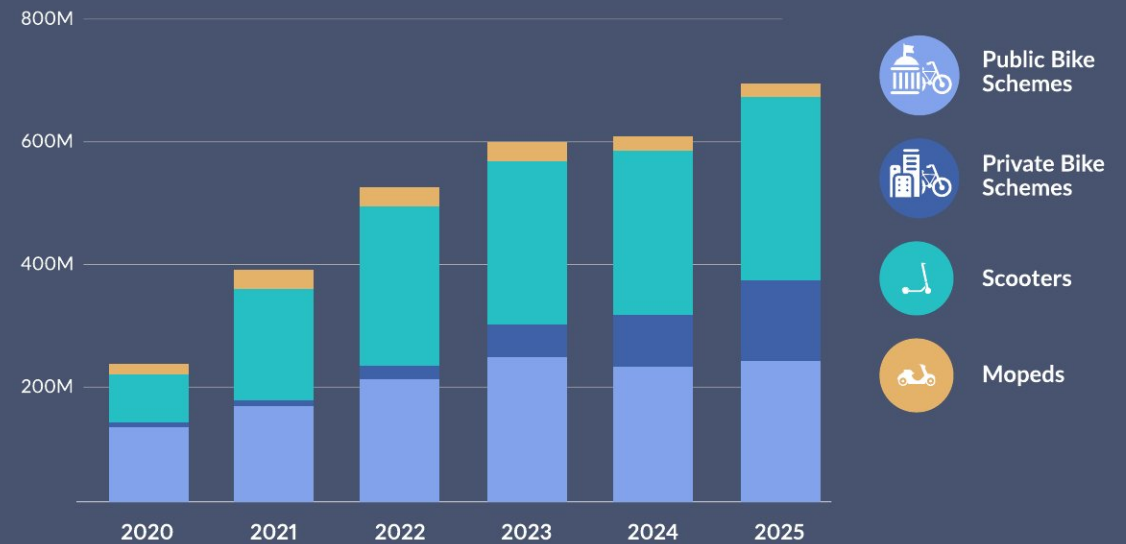
MARKET EVOLUTION

	2020	2021	2022	2023	2024	2025
Shared vehicles ¹	455,000	653,000	877,000	913,000	867,000	848,000
Trips (millions)	231	391	538	603	611	709
End user revenue ²	€0.34bn	€0.66bn	€1.16bn	€1.24bn	€1.32bn	€1.45bn

FLEET EVOLUTION



TRIP EVOLUTION



(1) Average (+/-5% variation due to seasonality)

(2) VAT Included

EUROPEAN MARKET IN 2025

EU27 + UK, Norway & Switzerland



VEHICLES



848,000

Public Bike Schemes 29%

Private Bike Schemes 19%

Scooters 48%

Mopeds 4%

TRIPS



709 million

Public Bike Schemes 34%

Private Bike Schemes 19%

Scooters 44%

Mopeds 3%

END USER REVENUE



€1.45 billion

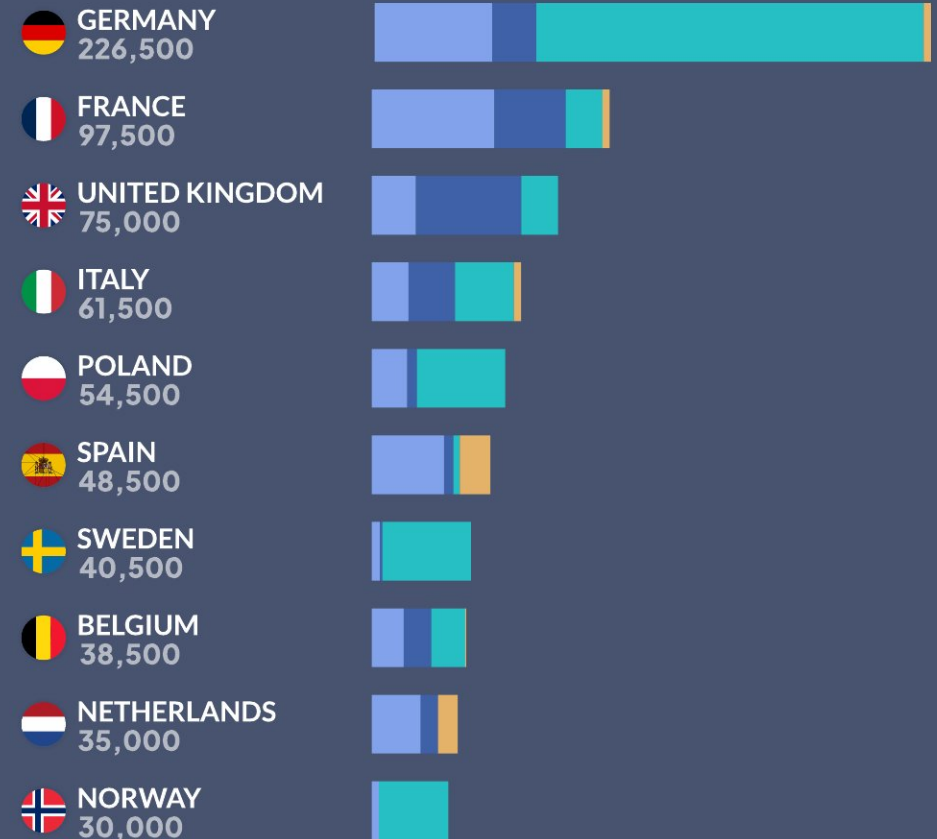
Public Bike Schemes 14%

Private Bike Schemes 26%

Scooters 53%

Mopeds 7%

VEHICLES – TOP 10 COUNTRIES



Public Bike Schemes



Private Bike Schemes



Scooters



Mopeds

2025 HIGHLIGHTS

Launches / Exits / Policy Updates / Tenders



TOP 5 LAUNCHES

-  **JUL** Bolt, Lime and Voi launched in Dresden (DE)
-  **AUG** Bolt launched bikes in Kensington & Chelsea (UK), challenging Forest, Lime and Voi for market share in London.
-  **SEP** Fluo, a new regional bike system across 52 train stations in France, began rolling out in the Grand Est region.
-  **OCT** Ridemovi & Ryde won licences to operate in Frankfurt (DE) - a first market outside of the Nordics for Ryde.
-  **OCT** Voi launched in Paris (FR), joining Dott and Lime.

TOP 5 POLICY UPDATES

-  **JAN** Málaga (ES) introduced a ban on shared scooters.
-  **FEB** Zaragoza (ES) decided not to renew the scooter contracts of Bird and Bolt and go all in on Bizi Zaragoza.
-  **MAR** The Spanish Ministry of Transport announced a €10 million grant to reduce subsidise recurring public bike sharing subscriptions by at least 50% throughout 2025.
-  **APR** Contrary to original plans, the Berlin Senate decided to discontinue financial support for a public bike-sharing system once nextbike's contract ran out.
-  **OCT** Prague (CZ) decided to ban shared scooters from January 2026.

TOP 5 EXITS

-  **APR** Voi exited Seville (ES) after the city rules to ban shared scooters.
-  **MAY** Minits stopped operating in Zaragoza (ES).
-  **JUL** Brussels (BE) ordered Lime to leave the city after the expiry of its licence, but another operator offered the American company the opportunity to operate under their still-valid licence whilst their legal challenge was pending.
-  **JUL** Bolt were banned from operating scooters in Milan (IT) after judges ruled in favour of the city due to "delays and unfulfilled commitments".
-  **AUG** Cork (IE) decided to close its bike-sharing system after 10 years.

TOP 5 TENDERS

-  **JAN** Dott, Lime & Voi chosen to operate in Paris in 4-year contracts.
-  **FEB** Barcelona (ES) choose 7 dockless bike operators for a period of 2 years.
-  **SEP** Lyft Urban Solutions and Serco were awarded 10-year Santander Cycles contract in London (UK) worth £220 million.
-  **DEC** Budapest (HU) signed a contract with Inurba Mobility to operate the 3rd generation of the Bubi bike-sharing scheme.
-  **DEC** Bolt, Ryde & Voi won the 3 lucrative licences to operate in Oslo (NO) for the next 2 years. The scheme expanded from 8,000 to 16,000 scooters.

2025 HIGHLIGHTS

Fundraising / M&A



JAN

RESTRUCTURING

Cargoroo, the shared cargo bike service, filed for bankruptcy.



ACQUISITION

INDIGO Infra completed the acquisition of **Smovengo**.



FUNDRAISING

Forest secured £13m in new funding.



FUNDRAISING

Donkey Republic secured €8.2m in debt funding to fuel further growth.



MAR

ACQUISITION

Just weeks after the acquisition of Cityscoot, **Cooltra** announced that they would be joining forces with **felyx**.



JUN

FUNDRAISING

All-in-one mobility platform **umob** raised €3.5m in new funding round.



MAY

ACQUISITION

Poppy Mobility acquired **Ush** to scale autonomous car sharing in Belgium.



ACQUISITION

VisionEdgeOne acquired **Inurba Mobility**.



ACQUISITION

nextbike Polska was acquired by **STAR Pedal II GmbH** (owner of nextbike), a year after nextbike was sold by TIER.



APR

ACQUISITION

Lyft acquired **FREENOW** in a €175m deal.



JUL

RESTRUCTURING

Superpedestrian Europe BV filed for bankruptcy.



ACQUISITION

Mayten acquired shared mobility aggregator **Cogo**.



SEP

ACQUISITION

Estonian scooter operator **Tuul** sold its hardware and intellectual property to the Latvian company **Ride Mobility**



OCT

FUNDRAISING

Voi secured €40m under current bond issuance framework to expand fleet.



NOV

FUNDRAISING

Dott secured €85 million to deploy a new fleet of bikes and scooters across Europe.



Lyft Urban Solutions: Powering Europe's bikeshare growth

Lyft Urban Solutions (LUS) has made significant strides across Europe, with more than 40,000 bikes and 2,900 stations now deployed across 17 bikeshare systems, including in London (UK), Madrid and Bilbao (Spain), Sibiu (Romania), and Clermont-Ferrand (France). Reflecting strong rider demand for electric mobility, 54% of the LUS European bikeshare fleet is now electric, supported by over 1,700 charging stations installed across networks.

Several standout moments defined 2025 across the LUS ecosystem:

- In Barcelona, Bicing reached the **100 million** rides threshold, accomplishing the feat in just six years. Bicing has been recognized as a benchmark model for public bikeshare in Spain and worldwide, ranking as the **4th most successful bikeshare system in the world**.
- In Spain, **Zaragoza** marked a significant milestone with the deployment of a fully electric system from day 1, featuring 2,500 ebikes across 276 stations, joined by **Bilbao** and **Rivas**, which also introduced all-electric networks.
- In **Monaco**, MonaBike recorded over 97,000 rides in July 2025, a 24% increase over the same month in 2024, setting a new ridership record for the system.

Building on more than 15 years of experience powering bikeshare systems, Lyft Urban Solutions also recently introduced two **new bike models**: the Lyft Astro ebike and the Lyft Metro pedal bike. The Lyft Astro features seamless pedal-assist technology and a battery optimized for in-station charging, while the Lyft Metro prioritizes ease and versatility with a comfortable, easy-to-maneuver frame. Both models deliver a best-in-class rider experience while raising the bar for safety, durability, and system-wide reliability.

Several major developments are already underway for 2026. **Bilbao** intends to expand its system into new neighborhoods, with improved access across varied terrain. **La Coruña** will add 80 stations via new solar-powered, self-sufficient docks, while **Clermont-Ferrand** will add 23 stations to its C.Velo network. In London, LUS and Serco will deliver the next chapter of Santander Cycles following the **renewal of their long-term contract** with Transport for London, building on 150 million rides delivered over 16 years, with new in-dock charging stations, an updated rider app, and upgraded kiosks across the network.

As we look ahead, Lyft Urban Solutions remains committed to collaborating with partners across Europe to deliver reliable, innovative, and sustainable mobility solutions.

Visit lyfturbansolutions.com to learn more.

 **+40,000**
Bikes deployed in Europe

 **54%**
Are electric bikes

 **+2,900**
Stations deployed in Europe

 **60%**
Are charging stations

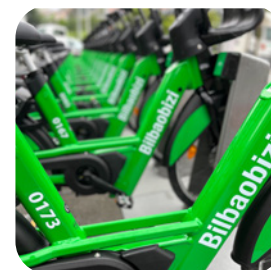
 Mechanical fleet
 Hybrid or fully-electric fleet



Barcelona



Bilbao

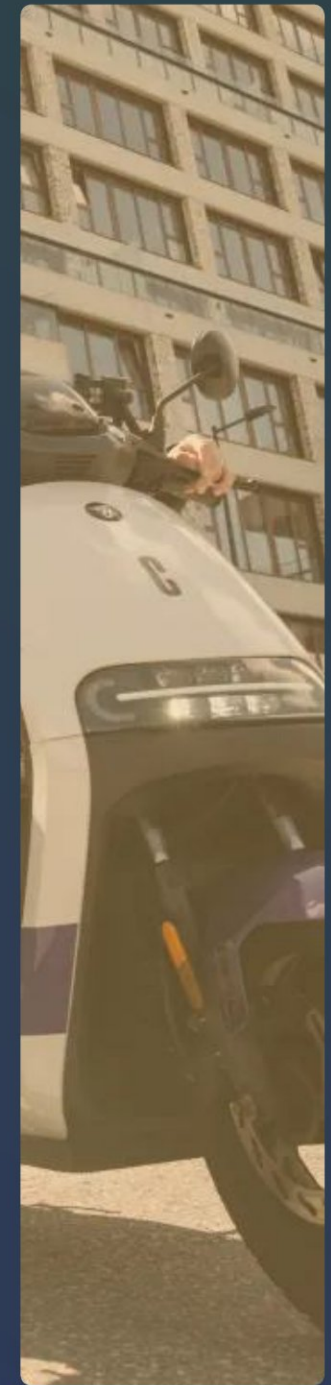
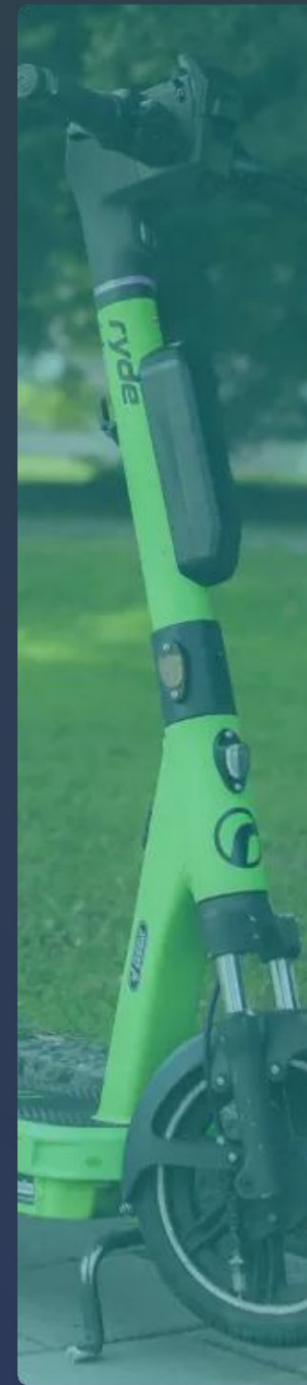
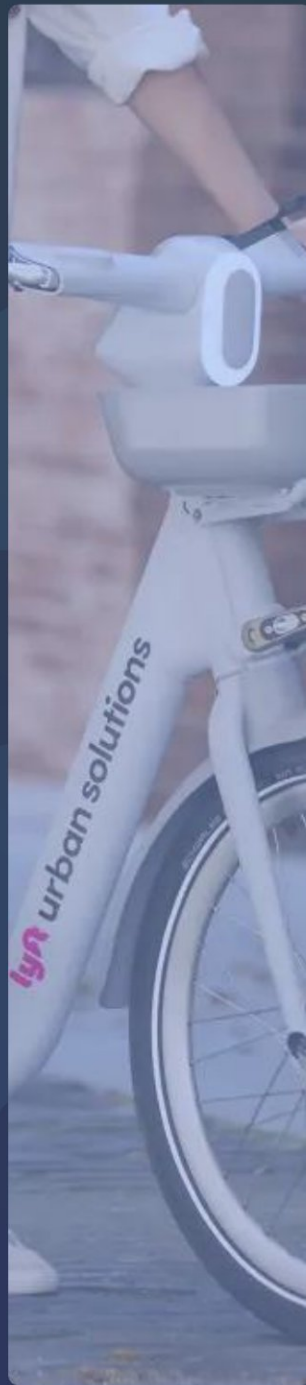


London



lyfturban solutions

The Modes





FOCUS ON PUBLIC BIKE SCHEMES

2025 HIGHLIGHTS

(vs 2024)

Fleet size

238,000

-9%

Ridership

239 million

+5%

TVD

2.7 (↑ 2.5)

TOP RIDERSHIP

2025

	PARIS	48,500,000
	BARCELONA	21,800,000
	MADRID	13,750,000
	LYON	13,000,000
	LONDON	9,000,000

Public bike-sharing in Europe continues to grow, with cities' investment decisions in 2024 now visibly shaping ridership outcomes in 2025. Paris' **Vélib'** remains by some distance Europe's largest bike-sharing system, recording 48.5 million trips.

The biggest story of the year is Spain, where the €20m in public funding announced in September 2024 is bearing fruit: **BiciMAD** in Madrid has seen its ridership surge to 13.75 million trips, including a record 1.3m rides in June 2025 alone — the highest monthly total in the system's history. Barcelona's **Bicing** crossed 100 million trips since its 2019 launch, while the regional **AMBici** network continues to bed in. Spain stands as a firm advocate for publicly-run bike infrastructure, with Madrid, Seville and Bilbao all reinforcing their station-based systems. In Lyon, a full fleet renewal — now entirely electric — drove ridership to 13 million, a notable climb up the European rankings.

Elsewhere, the picture is more nuanced. In London, **Santander Cycles** recorded 9 million trips in 2025, though the scheme continues to contend with strong competition from dockless operators. In December, TfL awarded **Lyft Urban Solutions** and **Serco** a new £220 million operating contract, to improve the service with expanded docking stations and new charging infrastructure.

In Poland, **Mevo 2.0** in Tri-City continues to demonstrate the viability of publicly-funded dockless models: by August 2025 the fleet had grown to 5,300 bikes, recovering impressively after a warehouse fire in February 2025 destroyed 1,500 bikes. Germany presents a different trajectory: Berlin's publicly-funded **Nextbike** contract expired in June 2025 and was not renewed due to budget cuts. The **RegioRad** system is set to transition to **Lime** from 2027.

These developments illustrate how some countries are backing the station-based model, while others are stepping back and leaving the market to commercial operators. A major 2025 study found that every euro invested in bike-sharing generates at least €1.10 in economic, health and environmental returns — a case that will likely inform public funding decisions in the years ahead.

PUBLIC BIKE FLEETS

2025 VS 2024



Northern Europe

+7%

France & Benelux

-5%

Southern Europe

+1%

Eastern Europe

-11%

DACH

+5%



FOCUS ON PRIVATE BIKE SCHEMES

2025 HIGHLIGHTS

(vs 2024)

Fleet size
147,000
+9%

Ridership
124 million
+51%

TVD
2.3 (↑1.7)

TOP RIDERSHIP 2025

	LONDON	37,000,000
	PARIS	27,000,000
	COPENHAGEN	7,000,000
	MILAN	6,000,000
	BRUSSELS	4,000,000

Private bikes had a landmark year, with Paris & London setting the tone for the continent as ridership surged 51%.

Paris selected **Dott**, **Lime** & **Voi** on 4-year contracts beginning in October, with each permitted to deploy 6,000 bikes, rising to 7,500 during peak season. The deal marks a structural reset for the city: to comply with the new caps, **Lime** reduced its fleet by 30% with **Dott** similarly scaling back. The headline is **Voi**'s entry, with the Swedish operator describing Paris as the biggest and most competitive tender in the industry, and adding it to existing French operations in **Marseille**, and new wins in **Grenoble** and **Le Havre**. Operator fees also rose sharply under the new agreement (from €600k to €4 million annually across all three) signalling Paris's intent to treat dockless bikes as a tightly managed public service.

London remains Europe's largest market for private bikes by some distance, with **Lime** and **Forest** operating enormous fleets across the capital. In 2025, **Voi**, then **Bolt**, entered the market, further intensifying competition. Since operators must negotiate agreements with each of London's 32 boroughs, rules change between borough zones, creating real absurdities for both operators and riders. New rules introduced in July 2025 have given strategic authorities powers to regulate private bikes through a licensing framework — a long-overdue step that operators and boroughs alike have called for.

In Southern Europe, Spain's contraction in private services continues as a direct consequence of public investment in public station-based systems. However, in Italy, bikes seem to be favoured slightly over scooters after changes to the highway code meant helmets were made mandatory for scooter users.

London flatters the TVD numbers, but the underlying story is clear — private bikes, like scooters before them, are cementing their place in European cities.

PRIVATE BIKE FLEETS

2025 VS 2024



Northern Europe

+48%

France & Benelux

-6%

Southern Europe

+32%

Eastern Europe

+135%

DACH

+28%

FOCUS ON BIKE SHARING METRICS



PUBLIC BIKE SCHEMES

Vélib' Bicing bicimad Vélo'v
Santander Cycles bikeMi ...
nextbike* Donkey Rep.* RideMovi*



PRIVATE BIKE SCHEMES

Lime Dott Forest Bolt Voi
Pony Bird ...
nextbike* Donkey Rep.* RideMovi*

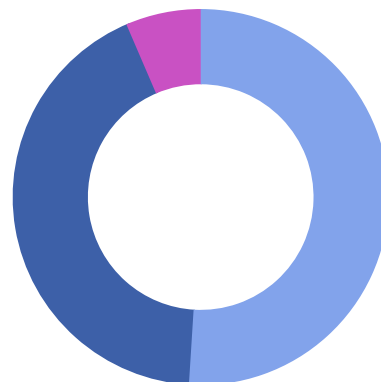


TRANSPORT OPERATOR BIKE SCHEMES

OV-fiets (NL) Blue-bike (BE)
Call a Bike (DE)

* While most operators run a single scheme type, nextbike, Donkey Republic and RideMovi each operate both public-contract and private schemes.

VEHICLES BREAKDOWN (2025)



51%

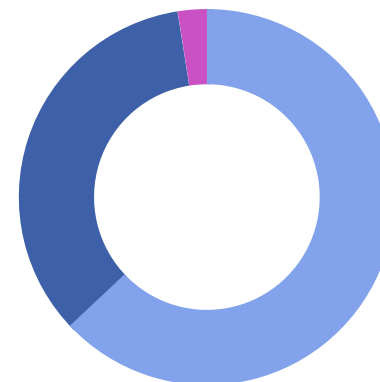


43%



6%

TRIPS BREAKDOWN (2025)



63%



35%



2%

TVD COMPARISON (2025)

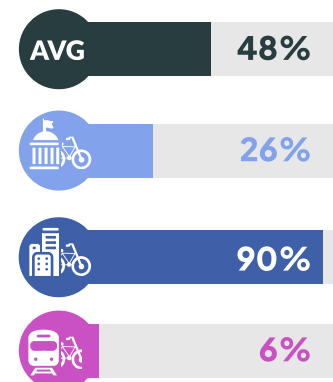
	GLOBAL	MECH.	ELEC.
AVG	2.6	2.1	3.1
	2.7	2.1	4.6
	2.3	1.5	2.4
	0.8	0.8	N/A

TVD: Trips per Vehicle per Day

Mech: Mechanical bikes

Elec: Electric bikes

FLEET ELECTRIFICATION





FOCUS ON SCOOTERS

2025 HIGHLIGHTS (vs 2024)

Fleet size
408,000
-7%

Ridership
312 million
+21%

TVD
2.1 (↑1.6)

TOP RIDERSHIP 2025

	BERLIN	22,000,000
	OSLO	20,000,000
	HAMBURG	15,000,000
	FRANKFURT	10,000,000
	BRUSSELS	9,500,000

Scoters fleets fell 7% to 408,000 vehicles but trips grew 21% to 312 million trips. For the first time ever, TVD broke the 2, an increase that reflects a strong appetite for scooters across Europe. The market may be smaller, but is becoming far more disciplined.

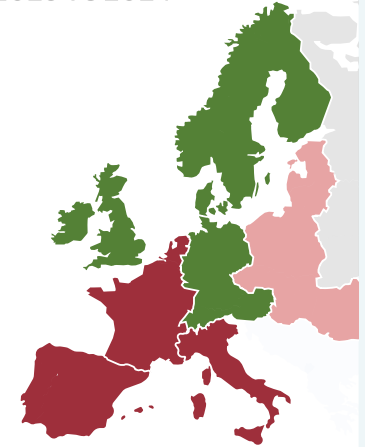
The regulatory pressure that defined 2024 continued, with two distinct patterns emerging. In Spain, Málaga and Seville both banned shared scooters, the latest moves in a country that has made a clear political choice to back public bike sharing over private scooters. In Italy, the new Highway Code's mandatory helmet requirement has structurally altered the market, with ridership down 28% year-on-year and Florence becoming the first Italian city to ban shared scooters outright. Beyond these structural shifts, isolated city-level bans and fleet-capping continued to chip away at the market: Prague announced a ban taking effect from January 2026, and Brussels finally concluded its long-running effort to cap its scooter fleet, leaving only **Bolt** and **Dott** with valid licences by year-end.

Against this backdrop, there were genuine green shoots for scooters. Oslo doubled its scooter fleet from 8,000 to 16,000 vehicles after awarding two-year licences to **Bolt**, **Ryde** and **Voi**. Frankfurt awarded additional scooter licences to **Ridemovi** and **Ryde**, marking a notable first market entry outside the Nordics for **Ryde**. Milan upheld the ban on Bolt's scooter operations following the operator's failure to meet fleet specifications, reinforcing the message that cities are prepared to act when operators fall short.

The broader direction is clear. Cities are converging on structured tender frameworks, compliance requirements and meaningful operator fees. The era of permissive, high-volume deployment is closing. Markets where scooters are embedded and well-regulated, led by Germany, Norway and the Nordic countries, will continue to generate strong ridership. Markets where political support has eroded, particularly in Spain and parts of Southern Europe, will continue to shrink. The question for 2026 is no longer whether scooters belong in European cities, but which few cities will decide that they don't.

SCOOTER FLEETS

2025 VS 2024



Northern Europe

+33%

France & Benelux

-30%

Southern Europe

-33%

Eastern Europe

-3%

DACH

+26%



FOCUS ON MOPEDS

2025 HIGHLIGHTS

(vs 2024)

Fleet size
30,500
-1%

Ridership
21.2 million
-1%

TVD
1.9 (→ 1.9)

TOP RIDERSHIP 2025

	BARCELONA	3,000,000
	PARIS	2,300,000
	MADRID	2,100,000
	AMSTERDAM	1,750,000
	ROTTERDAM	1,650,000

Shared mopeds had a stable year, with overall fleet size declining 1% to around 30,500 vehicles and ridership falling to 21.2 million trips. TVD held flat at 1.9, a signal that the vehicles still in operation are well-utilised, even as the market continues to contract. The picture is one of a mode that has found its natural ceiling in a handful of cities where it genuinely works.

The standout development of 2025 was the Barcelona tender, which reorganised the entire metropolitan area under a single regulatory umbrella. Five licences for a total of 9,950 vehicles were awarded to operate across 8 municipalities including L'Hospitalet, Badalona and Sant Adrià. **Yego** also secured a position in Bordeaux's new micromobility tender, confirming the Spanish operator's continued relevance beyond its home market.

In the Netherlands, the story has been one of managed retreat for **GO Sharing**, which by 2024 had already pulled out of most Dutch cities and concentrated operations in Amsterdam and Haarlem alone. By 2025, its future remains the most uncertain of any major operator in the category. The counterpoint is **Cooltra**, which following its acquisitions of **Cityscoot** and **felyx** has emerged as the dominant moped operator in Europe and has brought **felyx** back to its home city of Amsterdam, providing a welcome injection of competition in the Dutch market. **Check**, the market leader in the Netherlands, continues to demonstrate that lean, city-focused operations can be profitable, having outlasted every international challenger that has tried to crack the Dutch market. The same is true for Germany's **emmy**.

These operators share a common trait: they are not trying to be everywhere. The era of land-grabbing moped expansion is over. Growth will be limited to cities where the model is already proven. Beyond Spain and the Netherlands, meaningful expansion into new markets looks unlikely in the near term. The market has essentially matured, and the geography of where mopeds work and where they do not is now well established.

MOPED FLEETS

2025 VS 2024



France & Benelux

-12%

Southern Europe

+16%

DACH

-15%

Eco-Counter Index: Cycling Traffic Analysis

The **Eco-Counter Index** is an analysis performed on a **representative sample of automatic bicycle counters in 14 countries** to provide insights into how cycling trends are unfolding around the world. Data is carefully validated by Eco-Counter's data experts and updated twice a year. It breaks down macro-level cycling trends in North America and Europe. Across all countries, **cycling usage increased by 5% between 2024 and 2025, with consistent growth observed on both weekdays and weekends**. This trend underscores a global shift toward sustainable mobility and active lifestyles, and is interesting to observe as it is the second consecutive year of increase after a post-COVID decrease (2021-2023).

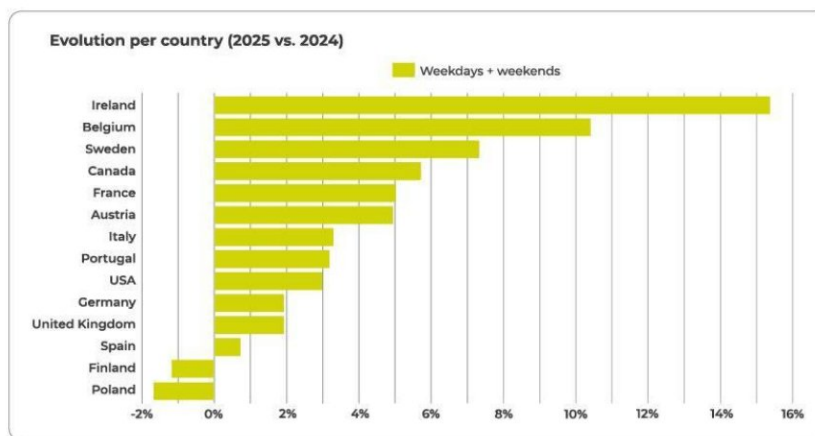
Bicycle traffic increase
in all countries studied:

+5%
2024-2025

+20%
2019-2025



Spotlight on Top Performers: Ireland, Belgium & Sweden



Ireland leads the way with a **15% increase**. The country's commitment to cycling is evident in its **National Cycle Network**, a €677 million initiative aiming to create **3,500 km of safe cycling corridors** by 2030, serving 2.8 million people.

Belgium saw a **10% increase** in 2025, thanks to its **BeCyclist 1.0** plan, which introduced cycling allowances and a national bike registry. The upcoming **BeCyclist 2.0** plan promises further improvements, including mandatory bike registration, better infrastructure at train stations, and a focus on cycle tourism.

In **Sweden**, bicycle traffic increased by 7% between 2024 and 2025 thanks to several combined factors: public investment in cycling infrastructure, national policies aimed at making cycling a pillar of everyday travel, and the growing popularity of electric bikes, which make longer journeys more accessible to a wider public.

Interested to know more? [Check the full report on Eco-Counter's website!](#)

THANKS TO

Lyft Urban Solutions
(Mylène Tassy & Emilie Bombardier)

Eco-Counter
(Charlotte Darre & Raphaël Chapalain)

EIT Urban Mobility
(Denise Xifara & Anna Burgués)

POLIS Network
(Alessia Giorgiutti, Karen Vancluysen & Pedro Homem de Gouveia)

AMBici, Bauer Media, Bird, CHACOMO, Check, Cooltra, Donkey Republic, Dott, Forest, Ridemovi, Ryde, Smovengo, TIER, Way2Go, Voi, Zeus.

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