2021 Cycling Monitor Germany

Selected results from a representative online survey

Date revised last:
17 November
2021
01  Key findings
Key findings
Availability and use of means of transport

- Of all means of transport, bicycles and pedelecs have the greatest potential for growth. In future, 41% of respondents aged between 14 and 69 intend to use it more often.

- As a result of the COVID 19 pandemic, individual mobility patterns have changed. While walking, cycling and driving a car have benefited, public transport, air transport and long-distance rail services experienced drawbacks.
  - When the survey was undertaken, 38% stated they walked more often, 25% said they cycled more frequently and 20% indicated to use the car more often than before the pandemic.
  - By contrast with the pre-pandemic situation, 37% of respondents stated to use local/regional public transport services less frequently, 35% said they flew less often and 32% indicated to make less use of long-distance rail services.

- 77% of people in Germany use a bicycle or pedelec. 38% use bicycles or pedelecs regularly, i.e. daily or several times a week as a means of transport and/or during leisure time.
  - This figure is slightly lower than in previous years (2020: 40%; 2019: 43% regular users). One explanation is that restrictions were in place at the time of the survey (May/June 2021) due to the coronavirus pandemic and, as a result, many commuters, trainees or students – instead of travelling to the place of work or education – worked from or learned at home. Moreover, it was a rather cold and wet period, which usually also means lower bicycle use.
  - Bicycles are used roughly to the same extent as means of transport and for leisure activities (means of transport: 28%, leisure activities: 26%; at least several times a week).
  - Use of bicycles increases with the size of the place of residence (rural areas/small towns, i.e. residential areas with fewer than 20,000 inhabitants: 31% regularly use the bicycle vs. major cities, i.e. places of residence with more than 100,000 inhabitants: 44%).
  - The youngest age group (14-29 years) uses bicycles most frequently. As the age increases, use declines (14-29 years: 45% regularly use the bicycle, 30-49 years: 38%, 50-69 years: 34%).
Key findings

Safe cycling

- It is noteworthy that almost half (45%) of all cyclists always or mostly wear a cycle helmet. This is a significant increase over previous years (2021: 45%, 2019: 30%, 2017: 31%).
  - One reason might be the increased use of electric bicycles (use of helmets more frequent here, e.g. due to higher average speeds). Past advertising and awareness-raising campaigns might also have contributed to more helmets being bought and worn.
  - The greatest increases were found among the 60-69-year-olds (+ 16% to 48%), 20-29-year-olds (+ 13% to 44%) and 14-19-year-olds (+ 10% to 37%).

- Cyclists feel safer: 63% of cyclists feel very safe or quite safe (2019: 56%, 2017: 53%). 37% in turn feel less safe on their bicycle.
  - The main reasons stated are too much traffic (64%), reckless car drivers (62%) and insufficient separate cycle tracks (57%).
Key findings

Transport policy

- From the point of view of respondents, there is room for improvement in terms of cycling friendliness.
  - 42% rate the cycling friendliness of the Federal Government with a school grade between 1 and 3.
  - Federal state governments (with 51%) and local governments (with 56%) are slightly better off.

- The five most urgent demands on policymakers are:
  1. Build more cycle tracks (57%)
  2. Separate cyclists more efficiently from passenger cars (53%) and pedestrians (45%)
  3. Establish more advisory and mandatory cycle lanes (43%)
  4. Provide safe bicycle parking facilities (41%)
  5. Build more cycle-only roads (39%)
Key findings

Innovations on the bicycle market

- Nearly half of all respondents (47%) expressed a general interest in pedelecs. Almost one in three respondents (31%) have already used a pedelec. However, only 14% of the respondents actually own a pedelec.
  - Pedelecs are frequently owned by men (16%) and 30-39-year-olds (17%).
  - The pedelec is by far the most popular category of bicycle when it comes to new purchases. 41% of potential buyers plan to buy a pedelec. For comparison: With 31%, mountain bikes come second.

- 65% of all respondents are familiar with cargo cycles, but only 2% use one.
  - 12% of the respondents can imagine buying one. Younger people aged between 20 and 39 years as well as people living in major cities are most interested.
  - 6% of all potential buyers plan to purchase a cargo bicycle over the next 12 months. This is equivalent to around 920,000 new cargo cycles per annum.

- 29% of respondents stated there is a public bicycle hire scheme at their place of residence. 12% use cycle hire schemes at least once a year.

- 2% of all respondents are planning to buy a personal light electric vehicle in the next 12 months, while another 10% are still uncertain about buying one.
Key findings

Reasons for using bicycles and requests to employers

- 30% of cyclists (approx. 13.6 million Germans) make intensive use of their bicycles, i.e. they ride more than 30 km per week.

- Bicycles are most frequently used for short errands or grocery shopping (56% at least a few times a month), followed by visits to friends, family or acquaintances (44%) and day trips (30%).

- Among those working and those undergoing training, 22% use the bicycle on their way to work or to the place of education.
  - Bicycles are more frequently used for commuting by young people and in urban areas.

- The five most frequent requests to employers or places of education or training to make getting there by bicycle more attractive are:
  1. Financial aids for cycling (42%)
  2. Commitment of employers/places of education to improve cycle tracks in the municipality (39%)
  3. Repair options (36%)
  4. Secure parking facilities (36%)
  5. More parking facilities (39%)
Key findings

Cycling infrastructure

- Many respondents already have experience with innovative cycling infrastructure.
  - 36% of all respondents have already used a cycle-only road, 10% have used a pop-up cycle track, 8% a protected cycle track and 6% a cycle superhighway.

- In some major cities, such as Berlin and Munich, pop-up cycle track were set up at the start of the COVID 19 pandemic in 2020. A large majority (63%) of all respondents welcome the establishment of pop-up cycle tracks.
  - It is not possible to talk of a fundamental dichotomy between cyclists and motorists. 71% of regular cyclists rate pop-up cycle tracks positively. However, pop-up cycle tracks are also welcomed by 62% of regular motorists.
  - A similar share (68%) of all respondents recommend to partially preserve or structurally consolidate this temporary cycling infrastructure.
  - Almost a quarter (23%) of the respondents even want to permanently preserve all cycle tracks set up temporarily during the COVID 19 pandemic.
Key findings
Cycling tourism and market

- Many people in Germany consider cycling holidays attractive. In principle, 34% of the respondents can imagine going on a short cycling holiday (one to three overnight stays); 21% of the respondents can also imagine longer cycling holidays (four or more overnight stays).

- At the time of the survey, 17% had planned a cycling holiday for 2021, including at least one overnight stay. This corresponds to around 11.2 million cyclists (including their children). 10% of them had already chosen a destination.
  - The clear majority said they intended to stay in Germany.
  - 26% planned a cycling holiday in Europe, 5% outside of Europe.

- The German Long-Distance Cycle Network (D-Netz) with a length of over 11,700 km is known to 15% of all respondents, and 7% have already travelled on one or more of the D-Netz routes.

- Cyclists mainly use conventional bicycles such as ladies bicycles or city bicycles (56%), followed by mountain bikes (35%) and trekking bikes (19%). Presently, 19% of cyclists use a pedelec and 2% a cargo cycle.

- 27% of all respondents plan to buy a new bicycle within the next 12 months. The average budget is around EUR 1,052.
Use of means of transport
Availability, user analysis, future use
<table>
<thead>
<tr>
<th>Available means of transport</th>
<th>Number in household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>approx. 1.5</td>
</tr>
<tr>
<td>Bicycle without electric assistance</td>
<td>approx. 2.2</td>
</tr>
<tr>
<td>Pedelec</td>
<td></td>
</tr>
<tr>
<td>Moped/scooter</td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td></td>
</tr>
<tr>
<td>Personal light electric vehicle</td>
<td></td>
</tr>
<tr>
<td>E-bikes, high-speed pedelecs</td>
<td></td>
</tr>
<tr>
<td>No means of transport</td>
<td></td>
</tr>
</tbody>
</table>

Figures in percent

N = 3,107; all respondents
Changes in individual patterns of mobility
Comparison with the situation prior to the corona pandemic (2019)

Please compare your current use of means of transport with the time before the coronavirus pandemic. Do you use the following means of transport more frequently, just as often or less frequently?

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Less frequently</th>
<th>More frequently</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>6</td>
<td>38</td>
</tr>
<tr>
<td>Bicycle</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>Car</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>Public transport</td>
<td>37</td>
<td>6</td>
</tr>
<tr>
<td>Long-distance train</td>
<td>32</td>
<td>3</td>
</tr>
<tr>
<td>Moped/scooter</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Airplane</td>
<td>35</td>
<td>2</td>
</tr>
<tr>
<td>Long-distance coach</td>
<td>17</td>
<td>1</td>
</tr>
</tbody>
</table>

This corresponds to around 14.6 million people using their bicycle more often.

Figures in percent, values missing for 100%: "just as often" and "have never used and don’t use now"  
N = 3,107; all respondents
### Frequency of use of means of transport

**Bicycle compared to other means of transport**

**How often do you use the following means of transport?**

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Daily</th>
<th>Several times a week</th>
<th>A few times a month</th>
<th>At least a few times a month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>49</td>
<td>31</td>
<td>11</td>
<td>91</td>
</tr>
<tr>
<td>Car</td>
<td>30</td>
<td>40</td>
<td>15</td>
<td>85</td>
</tr>
<tr>
<td>Bicycle/pedelec</td>
<td>11</td>
<td>27</td>
<td>21</td>
<td>59</td>
</tr>
<tr>
<td>Local and regional public transport</td>
<td>8</td>
<td>16</td>
<td>17</td>
<td>41</td>
</tr>
<tr>
<td>Long-distance train (IC, ICE, EC, others)</td>
<td>2</td>
<td>7</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Moped/scooter</td>
<td>13</td>
<td>4</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>2</td>
<td>4</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>E-bikes/high-speed pedelecs</td>
<td>2</td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Long-distance coach</td>
<td>1</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Airplane</td>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

Figures in percent

N = 3,107; all respondents
Type of bicycle use – means of transport vs. leisure time activity

Time comparison survey 2021 - 2019 - 2017

How often do you use the following means of transport?

### Bicycle

(means of transport/leisure time activity)

<table>
<thead>
<tr>
<th>Frequency</th>
<th>2021***</th>
<th>2019**</th>
<th>2017*</th>
</tr>
</thead>
<tbody>
<tr>
<td>At least several times a week</td>
<td>38</td>
<td>43</td>
<td>41</td>
</tr>
<tr>
<td>At least a few times a month</td>
<td>59</td>
<td>65</td>
<td>62</td>
</tr>
<tr>
<td>Even less than a few times a year</td>
<td>77</td>
<td>78</td>
<td>77</td>
</tr>
</tbody>
</table>

### Bicycles as a pure means of transport

<table>
<thead>
<tr>
<th>Frequency</th>
<th>2021***</th>
<th>2019**</th>
<th>2017*</th>
</tr>
</thead>
<tbody>
<tr>
<td>At least several times a week</td>
<td>28</td>
<td>34</td>
<td>38</td>
</tr>
<tr>
<td>At least a few times a month</td>
<td>45</td>
<td>54</td>
<td>52</td>
</tr>
<tr>
<td>Even less than a few times a year</td>
<td>63</td>
<td>69</td>
<td>70</td>
</tr>
</tbody>
</table>

### Bicycles as a leisure time activity

<table>
<thead>
<tr>
<th>Frequency</th>
<th>2021***</th>
<th>2019**</th>
<th>2017*</th>
</tr>
</thead>
<tbody>
<tr>
<td>At least several times a week</td>
<td>26</td>
<td>27</td>
<td>22</td>
</tr>
<tr>
<td>At least a few times a month</td>
<td>44</td>
<td>53</td>
<td>56</td>
</tr>
<tr>
<td>Even less than a few times a year</td>
<td>75</td>
<td>75</td>
<td>67</td>
</tr>
</tbody>
</table>

Figures in percent

Please note: Because of refined sampling, comparability of the different surveys is limited. Maximum range of variation: 4%.
Regular use of the different means of transport

Regular users by size of town/city

How often do you use the following means of transport? - *daily/several times a week*

<table>
<thead>
<tr>
<th>Size of town/city</th>
<th>Rural areas/small towns</th>
<th>Medium-sized cities</th>
<th>Major cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>Ø 70</td>
<td>83</td>
<td>76</td>
</tr>
<tr>
<td>Local/regional public passenger transport</td>
<td>Ø 24</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Bicycle/pedelec</td>
<td>Ø 38</td>
<td>30</td>
<td>38</td>
</tr>
</tbody>
</table>

Figures in percent

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants

N = 3,107; all respondents
### Regular use of the different means of transport

#### Regular users by age

*How often do you use the following means of transport? – *daily/several times a week*

<table>
<thead>
<tr>
<th>Age</th>
<th>14-29 years</th>
<th>30-49 years</th>
<th>50-69 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>Ø 70</td>
<td>70</td>
<td>75</td>
</tr>
<tr>
<td>Local/regional public passenger transport</td>
<td>Ø 24</td>
<td>40</td>
<td>20</td>
</tr>
<tr>
<td>Bicycle/pedelec</td>
<td>45</td>
<td>38</td>
<td>34</td>
</tr>
</tbody>
</table>

Figures in percent N = 3,107; all respondents
Greater use of means of transport in the future

Which of these means of transport would you like to use more frequently in the future? (multiple answers possible)

- Bicycle/pedelec: 41%
- Walking: 37%
- Car: 30%
- Local/regional public passenger transport: 22%
- Long-distance train: 14%
- Airplane: 11%
- Personal light electric vehicle: 8%
- Moped/scooter: 7%
- Motorcycle: 6%
- Long-distance coach: 5%
- None: 19%

Figures in percent

N = 3,107; all respondents
Safety
Cycling situation in municipalities, subjective safety, mutual respect in road traffic, use of helmets
Due to the way they ride their bike, many cyclists here make me feel less safe in road traffic.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>38</td>
<td>12</td>
<td>20</td>
<td>7</td>
</tr>
</tbody>
</table>

Cycling in my municipality/city is fun.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>39</td>
<td>15</td>
<td>19</td>
<td>12</td>
</tr>
</tbody>
</table>

There is enough space for the bicycle in my city/municipality, the tracks are sufficiently wide.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>35</td>
<td>11</td>
<td>28</td>
<td>15</td>
</tr>
</tbody>
</table>

Where I live, cycle tracks are regularly cleaned/cleared.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>32</td>
<td>23</td>
<td>20</td>
<td>11</td>
</tr>
</tbody>
</table>

Cycling infrastructure in my municipality/city is family-friendly.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>34</td>
<td>15</td>
<td>26</td>
<td>15</td>
</tr>
</tbody>
</table>

In my municipality/city, road users show respect and consideration for others.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>35</td>
<td>11</td>
<td>30</td>
<td>16</td>
</tr>
</tbody>
</table>

The municipality/city takes care of cars not parking on cycle tracks.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>26</td>
<td>24</td>
<td>22</td>
<td>17</td>
</tr>
</tbody>
</table>

In my municipality/city, traffic lights are programmed in a way that helps cyclists move on quickly.  

<table>
<thead>
<tr>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>26</td>
<td>28</td>
<td>23</td>
<td>14</td>
</tr>
</tbody>
</table>
Feeling of safety when cycling in road traffic

Do you feel safe when cycling in road traffic?

- Yes, very safe: 6%
- Yes, mostly: 57%
- No, rather not: 30%
- No, not at all: 7%

N = 2,397; cyclists
Reasons for not feeling safe in road traffic

Personal feeling of safety

Do you feel safe when cycling in road traffic?

- Yes, very safe 6%
- Yes, mostly 57%
- No, rather not 30%
- No, not at all 7%

Why do you feel (rather) unsafe? (multiple answers possible)

- Too much traffic 64%
- Reckless car drivers 62%
- Not enough separate cycle tracks 57%
- Cars driving too fast 56%
- Too much heavy goods vehicle traffic 47%
- Passenger car doors suddenly being opened 47%
- Reckless cyclists 40%
- Cars stopping on cycle tracks 36%
- Cycle tracks in poor condition 30%
- Different speeds of other cyclists 27%
- Lack of experience 12%
- Because of my physical condition 9%

Figures in percent

N = 2,397; cyclists
N = 875; persons who rather not or not at all feel safe in road traffic
### Types of roads used

#### Most common types of roads used and subjective safety

Which of the following types of roads do you mainly use? (multiple answers possible)

<table>
<thead>
<tr>
<th>Type of Road</th>
<th>Ways travelled</th>
<th>Feel safe</th>
<th>Do not feel safe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway without cycle lane</td>
<td>47</td>
<td>5</td>
<td>76</td>
</tr>
<tr>
<td>Carriageway with cycle lane</td>
<td>47</td>
<td>18</td>
<td>31</td>
</tr>
<tr>
<td>Shared foot way/cycle track (without separation markings)</td>
<td>43</td>
<td>13</td>
<td>33</td>
</tr>
<tr>
<td>Sidewalk with cycle lane</td>
<td>40</td>
<td>6</td>
<td>44</td>
</tr>
<tr>
<td>Physically separated and independently routed cycle track off the road network without contact to pedestrians or cars</td>
<td>30</td>
<td>6</td>
<td>58</td>
</tr>
<tr>
<td>On a cycle-only road</td>
<td>16</td>
<td>5</td>
<td>33</td>
</tr>
</tbody>
</table>

Please name up to two types of roads where you feel most safe/unsafe with your bicycle.

*Figures in percent*  
*N = 2,397 cyclists*  

*The values for each row do not add to 100%, as only up to 2 types that are considered to be the most safe/most unsafe could be indicated.*
## Statements regarding mutual respect in road traffic

**To what extent do you agree with the following statements regarding mutual respect between road users?**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Fully agree</th>
<th>Partially agree</th>
<th>Don't know</th>
<th>Rather disagree</th>
<th>Fully disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>As a cyclist, I always follow the rules of the German Road Traffic</td>
<td>42%</td>
<td>51%</td>
<td>0%</td>
<td>12%</td>
<td>0%</td>
</tr>
<tr>
<td>Regulations. Basis: cyclists (N = 2,397)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>As a car driver, I always follow the rules of the German Road Traffic</td>
<td>24%</td>
<td>53%</td>
<td>0%</td>
<td>15%</td>
<td>0%</td>
</tr>
<tr>
<td>Regulations. Basis: Car drivers (N = 2,864)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I often find that car drivers give a bad example in road traffic.</td>
<td>26%</td>
<td>43%</td>
<td>0%</td>
<td>19%</td>
<td>0%</td>
</tr>
<tr>
<td>I often find that bicycle drivers give a bad example in road traffic.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There is a lot of tension between cyclists and other road users.</td>
<td>28%</td>
<td>41%</td>
<td>0%</td>
<td>19%</td>
<td>0%</td>
</tr>
<tr>
<td>Other road users show a sufficient amount of respect and</td>
<td>11%</td>
<td>46%</td>
<td>0%</td>
<td>29%</td>
<td>0%</td>
</tr>
<tr>
<td>consideration for pedestrians.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other road users show a sufficient amount of respect and</td>
<td>0%</td>
<td></td>
<td>0%</td>
<td>34%</td>
<td>0%</td>
</tr>
<tr>
<td>consideration for cyclists.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I feel sufficiently informed by the media or politics about reforms of</td>
<td>0%</td>
<td></td>
<td>0%</td>
<td>32%</td>
<td>0%</td>
</tr>
<tr>
<td>the German Road Traffic Regulations that affect cycling.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>As a cyclist, I only follow traffic rules that I consider appropriate.</td>
<td>0%</td>
<td></td>
<td>0%</td>
<td>39%</td>
<td>0%</td>
</tr>
<tr>
<td>Basis: cyclists (N = 2,397)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>As a car driver, I only follow traffic rules that I consider appropriate.</td>
<td>0%</td>
<td></td>
<td>0%</td>
<td>51%</td>
<td>0%</td>
</tr>
<tr>
<td>Basis: Car drivers (N = 2,864)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figures in percent
Possession and use of bicycle helmets

Based on sociodemographics

**Possession & use**

*How often do you wear a bicycle helmet?*

- Always 26%
- Mostly 45%
- Never 8%
- Not too often 12%
- Don't possess one 35%

**Separated by age and sex (Always/Mostly)**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Always</th>
<th>Mostly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>26</td>
<td>19</td>
</tr>
<tr>
<td>Female</td>
<td>26</td>
<td>19</td>
</tr>
<tr>
<td>Male</td>
<td>25</td>
<td>19</td>
</tr>
<tr>
<td>14-19 years</td>
<td>17</td>
<td>20</td>
</tr>
<tr>
<td>20-29 years</td>
<td>24</td>
<td>20</td>
</tr>
<tr>
<td>30-39 years</td>
<td>32</td>
<td>19</td>
</tr>
<tr>
<td>40-49 years</td>
<td>27</td>
<td>19</td>
</tr>
<tr>
<td>50-59 years</td>
<td>23</td>
<td>16</td>
</tr>
<tr>
<td>60-69 years</td>
<td>28</td>
<td>20</td>
</tr>
</tbody>
</table>

Figures in percent

N = 2,397; cyclists
Wearing of helmets

Time comparison survey 2021 - 2019 - 2017

Do you wear a bicycle helmet?

<table>
<thead>
<tr>
<th>Year</th>
<th>Always</th>
<th>Mostly</th>
<th>(Always/Mostly)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021***</td>
<td>26</td>
<td>19</td>
<td>45</td>
</tr>
<tr>
<td>2019**</td>
<td>15</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>2017*</td>
<td>16</td>
<td>15</td>
<td>31</td>
</tr>
</tbody>
</table>

Figures in percent

Please note: Because of refined sampling, comparability of the different surveys is limited. Maximum range of variation: 4%
Wearing of helmets

Time comparison survey 2021 - 2019 - 2017 by age

Do you wear a bicycle helmet? - Always/ Mostly

Figures in percent
Please note: Because of refined sampling, comparability of the different surveys is limited. Maximum range of variation: 4%.
Transport policy
Cycling friendliness and wishes to politicians
Cycling friendliness of politics

Would you consider the/your [...] to be generally cycling-friendly?

**Federal Government**
- 42% consider the Federal Government to be cycling-friendly.

**Federal state government**
- 51% consider their federal state government to be cycling-friendly.

**Local government**
- 56% consider their local government to be cycling-friendly.

N = 3,107; all respondents

1 – Very cycling-friendly  2  3  4  5  6 – Not at all cycling-friendly
In your opinion, what are the areas where policymakers at the federal, federal-state and local levels could do more for cycling? (multiple answers possible)

- Build more cycle tracks: 57%
- Separate cyclists from passenger car drivers: 53%
- Separate cyclists from pedestrians: 45%
- Establish more advisory and mandatory cycle lanes: 43%
- Provide secure parking facilities: 41%
- Establish more cycle-only roads: 39%
- Improve surface of cycle tracks: 36%
- Improve visibility at intersections: 35%
- Make existing cycle tracks wider (also for cargo cycles): 32%
What people want policymakers to do

In your opinion, what are the areas where policymakers at the federal, federal-state and local levels could do more for cycling? (multiple answers possible)

- Build more parking facilities: 31%
- Campaigns for improving mutual respect between pedestrians, cyclists and car drivers: 28%
- Provide mobility and road safety education, e.g. in schools: 28%
- Reduce number of cycle tracks directly next to parking cars: 26%
- Make traffic rules more cycling-friendly/safer for cyclists: 24%
- Make better known traffic rules for cyclists: 23%
- Provide (better) waiting spots for cyclists at intersections: 18%
- Start image campaigns for more cycling: 13%
- Other fields: 5%

N = 3,107; all respondents

Figures in percent
Innovations
Interest in and use of pedelecs, cargo cycles and cycle hire schemes
Interest in, experience with and use of pedelecs

- **Interest** (general interest in pedelecs): 47%
- **Experience** (already used a pedelec): 31%
- **Use** (have a pedelec in household and use it): 14%

N = 3,107; all respondents
Use of pedelecs

In terms of socio-demographics

Use

(have a pedelec in household and use it)

Use by gender and age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-19 years</td>
<td>8</td>
<td>92</td>
</tr>
<tr>
<td>20-29 years</td>
<td>13</td>
<td>87</td>
</tr>
<tr>
<td>30-39 years</td>
<td>17</td>
<td>83</td>
</tr>
<tr>
<td>40-49 years</td>
<td>15</td>
<td>85</td>
</tr>
<tr>
<td>50-59 years</td>
<td>15</td>
<td>85</td>
</tr>
<tr>
<td>60-69 years</td>
<td>13</td>
<td>87</td>
</tr>
</tbody>
</table>

Total

N = 3,107; all respondents

Figures in percent
Awareness and market potential of cargo bicycles

**Awareness and use**

*Have you ever heard of cargo cycles?*

- Yes: 63%
- No: 35%
- Unknown: 2%

**Market potential**

*In general, could you imagine to buy a cargo cycle?*

- Yes: 12%
- No: 51%
- Unknown: 35%
Market potential of cargo cycles

In terms of socio-demographics

Market potential

*In general, could you imagine to buy a cargo cycle?*

- Cargo cycle users: 2%
- Yes: 12%
- Unknown: 35%
- No: 51%

Market potential by gender and age

<table>
<thead>
<tr>
<th>Category</th>
<th>Figures in percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>12</td>
</tr>
<tr>
<td>Female</td>
<td>11</td>
</tr>
<tr>
<td>Male</td>
<td>14</td>
</tr>
<tr>
<td>14-19 years</td>
<td>8</td>
</tr>
<tr>
<td>20-29 years</td>
<td>16</td>
</tr>
<tr>
<td>30-39 years</td>
<td>15</td>
</tr>
<tr>
<td>40-49 years</td>
<td>13</td>
</tr>
<tr>
<td>50-59 years</td>
<td>11</td>
</tr>
<tr>
<td>60-69 years</td>
<td>8</td>
</tr>
</tbody>
</table>

Figures in percent

N = 3,107; all respondents
Popularity of cycle hire schemes

Is there a bicycle hire scheme at your place of residence?

- Yes: 29%
- No: 46%
- Don't know: 25%

Popularity by size of town/city:

- Total: 29
- Rural areas/small towns: 8
- Medium-sized cities: 14
- Major cities: 55

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants  
N = 3,107; all respondents
Frequency of use of cycle hire schemes

By age

Frequency of use

How often do you currently use a bicycle hire scheme, whether when on holiday or at your own place of residence?

Several times a week  | A few times a month  | A few times a year  | Once a year  | Less frequently

Use by age

14-19 years
- Several times a week: 5
- A few times a month: 3
- A few times a year: 19
- Once a year: 23
- Less frequently: 50

20-29 years
- Several times a week: 16
- A few times a month: 14
- A few times a year: 21
- Once a year: 13
- Less frequently: 36

30-39 years
- Several times a week: 15
- A few times a month: 15
- A few times a year: 19
- Once a year: 13
- Less frequently: 38

40-49 years
- Several times a week: 6
- A few times a month: 10
- A few times a year: 33
- Once a year: 19
- Less frequently: 32

50-59 years
- Several times a week: 2
- A few times a month: 5
- A few times a year: 13
- Once a year: 23
- Less frequently: 57

60-69 years
- Several times a week: 4
- A few times a month: 5
- A few times a year: 6
- Once a year: 12
- Less frequently: 73

Figures in percent

N= 667; have already used a bicycle hire scheme

This 55% correspond to 12% of the population.
**Market potential of personal light electric vehicles**

*In terms of socio-demographics*

**Potential**

<table>
<thead>
<tr>
<th>Response</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, for sure</td>
<td>2%</td>
</tr>
<tr>
<td>Yes, maybe</td>
<td>10%</td>
</tr>
<tr>
<td>Probably not</td>
<td>23%</td>
</tr>
<tr>
<td>No, for sure not</td>
<td>65%</td>
</tr>
</tbody>
</table>

**Potential by gender and age (Yes, for sure/maybe)**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Female</td>
<td>9</td>
</tr>
<tr>
<td>Male</td>
<td>14</td>
</tr>
<tr>
<td>14-19 years</td>
<td>11</td>
</tr>
<tr>
<td>20-29 years</td>
<td>19</td>
</tr>
<tr>
<td>30-39 years</td>
<td>15</td>
</tr>
<tr>
<td>40-49 years</td>
<td>13</td>
</tr>
<tr>
<td>50-59 years</td>
<td>7</td>
</tr>
<tr>
<td>60-69 years</td>
<td>6</td>
</tr>
</tbody>
</table>

Figures in percent
*N = 3,107; all respondents*
06 Reasons for using the bicycle
Distance travelled, bicycle commuting
Reason for using the bicycle
Total and relevant above average groups

How often do you use the bicycle for the following reasons? (daily/several times a week/a few times a month)

- **Shopping/short errands**: 56% daily or several times a week, 44% several times a month.
- **Getting to school/university/place of education**: 46% daily or several times a week, 55% several times a month in Major cities (> 100,000 inhabitants).
- **Visit friends, family or acquaintances**: 44% daily or several times a week, 62% several times a month in 14-19 years.
- **Getting to work/place of training**: 43% daily or several times a week, 51% several times a month in 20-29 years.
- **Day trips**: 40% daily or several times a week, 48% several times a month in 20-29 years.
- **Physical training (bicycle racing or mountain biking)**: 26% daily or several times a week, 31% several times a month in Men.
- **Getting to leisure activities** (e.g. zoo, museum or cinema): 25% daily or several times a week, 39% several times a month in 20-29 years.
- **Carrying cargo**: 20% daily or several times a week, 25% several times a month in 14-29 years.
- **Accompanying child cyclists, e.g. to school**: 13% daily or several times a week, 22% several times a month in 30-39 years.
- **Carrying children**: 10% daily or several times a week, 20% several times a month in 30-39 years.

Figures in percent

N = 2,397; cyclists
Distance travelled by bicycle

How many kilometres have you travelled by bicycle in the last 7 days?

- Less than 10 km: 31%
- 10-30 km: 23%
- 30-50 km: 15%
- 50-70 km: 8%
- 70-100 km: 4%
- More than 100 km: 3%

30% travel 30 km or more a week by bicycle.

Figures in percent
N = 2,397; cyclists
Use of the bicycle to get to work/place of education
In terms of socio-demographics

Regular use of the bicycle to get to work/place of education
(at least a few times a week)

- Regularly use the bicycle for commuting: 22%
- Use the bicycle, but not/irregularly for commuting: 61%
- Never use the bicycle: 17%

Bicycle commuters by gender, age, size of town/city

- Total: 22%
  - Female: 21%
  - Male: 23%
- 14-29 years: 27%
- 30-49 years: 22%
- 50-69 years: 18%
- Rural areas/small towns: 12%
- Medium-sized cities: 22%
- Major cities: 24%

N = 2,211 persons who are working or undergoing training

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants
Requests to employer/place of education

What could your employer/place of education do to make cycling to work/training (even) more attractive for you?

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Would like to see</th>
<th>Already (sufficiently) available</th>
<th>Not relevant to me, no need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial aids for cycling (aside from Jobrad)</td>
<td>42</td>
<td>10</td>
<td>48</td>
</tr>
<tr>
<td>Advocate for better cycle tracks at local authority/community</td>
<td>39</td>
<td>15</td>
<td>46</td>
</tr>
<tr>
<td>Repair options (air pump, breakdown kit, etc.)</td>
<td>36</td>
<td>11</td>
<td>53</td>
</tr>
<tr>
<td>Provide secure bicycle parking facilities</td>
<td>36</td>
<td>31</td>
<td>33</td>
</tr>
<tr>
<td>Provide more bicycle parking facilities</td>
<td>33</td>
<td>33</td>
<td>34</td>
</tr>
<tr>
<td>Bicycle accessories as giveaways</td>
<td>29</td>
<td>10</td>
<td>62</td>
</tr>
<tr>
<td>Facilities for changing or washing/showering</td>
<td>28</td>
<td>25</td>
<td>47</td>
</tr>
<tr>
<td>(More) charging facilities for e-bikes, pedelecs</td>
<td>26</td>
<td>11</td>
<td>63</td>
</tr>
<tr>
<td>Jobrad option, bicycle leasing</td>
<td>26</td>
<td>17</td>
<td>57</td>
</tr>
<tr>
<td>Better integration into local public transport</td>
<td>23</td>
<td>25</td>
<td>51</td>
</tr>
<tr>
<td>Mobility advice</td>
<td>16</td>
<td>12</td>
<td>72</td>
</tr>
<tr>
<td>Establish bicycle groups among colleagues</td>
<td>14</td>
<td>10</td>
<td>76</td>
</tr>
</tbody>
</table>

Figures in percent

N= 2,211; employed or undergoing training
Cycling infrastructure
Cycle-only roads, pop-up bike lanes, protected bike lanes and cycle superhighways
Experience with innovative cycling infrastructure

- Cycle-only roads: 36% known, 29% unknown, 10% not used, 5% already used
- Pop-up bike lanes: 65% known, 25% unknown, 8% not used, 2% already used
- Protected bike lanes: 69% known, 23% unknown, 8% not used, 0% already used
- Cycle superhighways: 61% known, 33% unknown, 6% not used, 0% already used

N = 3,107; all respondents
Preference of cycle-only roads over other cycle tracks

Do you prefer cycle-only roads over other cycle tracks?

- Yes: 44%
- Equal to other cycle tracks: 48%
- No: 8%

N= 1,022; respondents who have already used a cycle-only road
Assessment of temporary cycle tracks (“pop-up cycle tracks”)

What do you think of the fact that some municipalities have set up such cycle tracks (pop-up cycle tracks)?

In terms of socio-demographics

Positive assessment by users of means of transport and size of town/city
(Very positive/rather positive)

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>63%</td>
</tr>
<tr>
<td>Regular cyclists</td>
<td>71%</td>
</tr>
<tr>
<td>Regular car drivers</td>
<td>62%</td>
</tr>
<tr>
<td>Rural areas/small towns</td>
<td>59%</td>
</tr>
<tr>
<td>Medium-sized cities</td>
<td>60%</td>
</tr>
<tr>
<td>Major cities</td>
<td>64%</td>
</tr>
</tbody>
</table>

Figures in percent

Town/city size categories:
- rural areas/small towns: < 20,000 inhabitants
- medium-sized cities: 20,000-100,000 inhabitants
- major cities: > 100,000 inhabitants
Making temporary cycle tracks (pop-up cycle tracks) permanent

Temporary cycle tracks are to be preserved or converted into permanent cycle tracks so that they can also be used after the coronavirus crisis. What do you think of this?

- If possible, all temporary cycle tracks should be converted into permanent cycle tracks. 23% of respondents agree.
- At least some temporary cycle tracks should be converted into permanent cycle tracks. 45% of respondents agree.
- No temporary cycle track should be converted into a permanent cycle track after the coronavirus crisis. 12% of respondents agree.
- Don't know 20% of respondents.

N = 3,107; all respondents

68% of respondents are in favour of (partial) preservation.
Cycling tourism
Cycling holidays and long-distance routes in Germany
Cycling trips and cycling holidays – Potentials

Would you consider using the bicycle for a day trip, short holiday or longer vacation?

- On any account
- Probably
- Rather not
- On no account

Day trip
without overnight stay

- On any account: 30%
- Probably: 26%
- Rather not: 12%
- On no account: 32%

Short holiday
1 to 3 overnight stays

- On any account: 42%
- Probably: 20%
- Rather not: 14%
- On no account: 32%

Longer vacation
4 or more overnight stays

- On any account: 52%
- Probably: 26%
- Rather not: 12%
- On no account: 9%

Figures in percent

N = 3,107; all respondents
Are you planning a short trip or a longer vacation with the bicycle this year? (one or more overnight stays)

- Yes, know where/already booked: 83%
- Yes, but no concrete plans yet: 10%
- No, not an option in general: 7%

Total: 17
- 14-19 years: 19
- 20-29 years: 27
- 30-39 years: 20
- 40-49 years: 16
- 50-59 years: 12
- 60-69 years: 10

This corresponds to around 11.2 million cyclists going on cycling holidays in 2021 (including children).
Cycling holidays – potential destinations

Regions

- In Germany, close to where I live: 71%
- In Germany, not close to where I live: 63%
- In Europe: 26%
- Outside of Europe: 5%

Federal states

Which of these federal states would you consider for cycling holidays (one or more overnight stays) this year? (multiple answers possible)

- above-average: 50%
- average: 29%
- below-average: 21%

N = 1,050; respondents who are considering a cycling holiday (one or more overnight stays) this year in Germany

Figures in percent
Use of long-distance routes in Germany

Have you ever used a long-distance cycling route (D-Netz) in Germany?

- Yes, one or more complete routes.
- Yes, partially.
- No
- Unknown

N = 3,107; all respondents

Which of the D-Netz routes have you already used? (more than one answer possible)

- Route 1: North Sea Coast Route: 19
- Route 2: Baltic Coast Route: 21
- Route 3: European Bicycle Route: 18
- Route 4: Mittelland Route: 10
- Route 5: Saar-Mosel-Main Route: 23
- Route 6: Danube Route: 20
- Route 7: Pilgrimage Route: 6
- Route 8: Rhine Route: 19
- Route 9: Weser Romantic Route: 18
- Route 10: Elbe Cycle Route: 21
- Route 11: Baltic Sea - Upper Bavaria Route: 20
- Route 12: Oder-Neiße Cycle Route: 6

Figures in percent

N= 217; persons who have already cycled on a long-distance D-Netz route
Bicycle market
Types of bicycles and plans to buy a bicycle
What type of bicycle or what types of bicycles do you personally use? (multiple answers possible)

<table>
<thead>
<tr>
<th>Type of Bicycle</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional bicycle (ladies bicycle, city bicycle or the like)</td>
<td>56%</td>
</tr>
<tr>
<td>Mountain bike</td>
<td>35%</td>
</tr>
<tr>
<td>Trekking bike</td>
<td>19%</td>
</tr>
<tr>
<td>Pedelec</td>
<td>19%</td>
</tr>
<tr>
<td>Sports bicycle (fitness bicycle, racing bicycle or the like)</td>
<td>10%</td>
</tr>
<tr>
<td>Folding cycle</td>
<td>3%</td>
</tr>
<tr>
<td>Cargo bike</td>
<td>2%</td>
</tr>
<tr>
<td>Custom-made cycle</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
</tr>
</tbody>
</table>

N = 2,397: cyclists

Figures in percent
1. Are you planning on buying a new bicycle in the next twelve months?
2. What type of bicycle or what types of bicycles will you most probably buy?
3. How much will you probably spend on this bicycle including accessories? (aggregate of all types of bicycles)
Plans to buy a bicycle – type of bicycle

Time comparison survey 2021 - 2019 - 2017

What type of bicycle or what types of bicycles will you most probably buy? (multiple answers possible)

- Pedelec
- Mountain bike
- Conventional bicycle
- Sports bicycle (e.g. racing bicycle)
- Trekking bike
- Cargo bike
- Folding cycle
- Custom-made cycle
- Other

Figures in percent

Please note: Because of refined sampling, comparability of the different surveys is limited. Maximum range of variation: 4%.

This corresponds to approx. 920,000 new cargo cycles per annum.

***N = 826 potential buyers
**N= 924 potential buyers
*N= 925 potential buyers
Comparison: cyclists in rural vs. cyclists in urban areas
Frequency of bicycle use
Rural vs. urban areas

How often do you use the bicycle/pedelec?

<table>
<thead>
<tr>
<th>Town/city size categories</th>
<th>Daily</th>
<th>Several times a week</th>
<th>A few times a month</th>
<th>Regular use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural areas/small towns</td>
<td>6</td>
<td>24</td>
<td>26</td>
<td>30%</td>
</tr>
<tr>
<td>Medium-sized cities</td>
<td>11</td>
<td>27</td>
<td>20</td>
<td>38%</td>
</tr>
<tr>
<td>Major cities</td>
<td>15</td>
<td>29</td>
<td>19</td>
<td>44%</td>
</tr>
</tbody>
</table>

Figures in percent
Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants

N = 3,107; all respondents
Greater use of the different means of transport in the future

Rural vs. urban areas

Which of these means of transport would you like to use more frequently in the future? (multiple answers possible)

- Bicycle/pedelec
- Walking
- Car
- Local/regional public passenger transport
- Long-distance train
- Airplane
- Personal light electric vehicle
- Moped/scooter
- Motorcycle
- Long-distance coach

Figures in percent

N = 3,107; all respondents

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants
In your opinion, what are the areas where policymakers at the federal, federal-state and local levels could do more for cycling? (multiple answers possible)

- Build more cycle tracks
- Separate cyclists from passenger car drivers
- Separate cyclists from pedestrians
- Establish more advisory and mandatory cycle lanes
- Provide secure parking facilities
- Establish more cycle-only roads
- Improve surface of cycle tracks
- Improve visibility at intersections
- Make existing cycle tracks wider (also for cargo cycles)

Figures in percent

N = 3,107; all respondents

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants
Improvements for cycling (2/2)

Rural vs. urban areas

In your opinion, what are the areas where policymakers at the federal, federal-state and local levels could do more for cycling? (multiple answers possible)

- Build more parking facilities
- Campaigns for improving mutual respect between pedestrians, cyclists and car drivers
- Provide mobility and road safety education, e.g. in schools
- Reduce number of cycle tracks directly next to parking cars
- Make traffic rules more cycling-friendly/safer for cyclists
- Make better known traffic rules for cyclists
- Provide (better) waiting spots for cyclists at intersections
- Start image campaigns for more cycling

Other fields

Figures in percent

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants

N = 3,107; all respondents
Reasons for not feeling safe

Rural vs. urban areas (selection of statements with relevant deviations)

Why do you feel (rather) not safe? (multiple answers possible)

- Too much traffic on the roads
- Reckless car drivers
- Cars being driven too fast
- Danger of parking vehicles' doors being suddenly opened
- Reckless cyclists
- Too many vehicles stopping on cycle tracks
- Many bicycle tracks in poor condition
- Too many cyclists riding on cycle tracks at different speeds

Figures in percent

N= 875; cyclists who feel (rather) not safe on the bicycle

Town/city size categories: rural areas/small towns: < 20,000 inhabitants, medium-sized cities: 20,000-100,000 inhabitants, major cities: > 100,000 inhabitants
### Summary: Rural vs. urban areas

#### Overview of the most significant differences

<table>
<thead>
<tr>
<th>Means of transport that will be used more frequently in the future*</th>
<th>In rural areas/small towns (up to 20,000 inhabitants)</th>
<th>In mid-sized towns (20,000 to 100,000 inhabitants)</th>
<th>In major cities (100,000 inhabitants or more)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car (32%)</td>
<td>Car (30%)</td>
<td>Bicycle (31%)</td>
<td></td>
</tr>
<tr>
<td>Regular bicycle use (at least several times a week)</td>
<td>31%</td>
<td>38%</td>
<td>44%</td>
</tr>
<tr>
<td>Most common reason for cyclists to not feel safe* (Basis: cyclists who have stated to not feel safe)</td>
<td>Too much traffic on the roads (60%)</td>
<td>Too much traffic on the roads (70%)</td>
<td>Too much traffic on the roads (64%)</td>
</tr>
<tr>
<td>Most common type of road used by cyclists* (Basis: cyclists)</td>
<td>Carriageway without cycle lane (53%)</td>
<td>Separate footway/cycle track on sidewalk (48%)</td>
<td>Separate footway/cycle track on sidewalk (57%)</td>
</tr>
<tr>
<td>Feeling of safety on this type of road</td>
<td>75% do not feel safe</td>
<td>7% do not feel safe</td>
<td>6% do not feel safe</td>
</tr>
<tr>
<td>Regular use of bicycle helmets (Basis: cyclists)</td>
<td>49%</td>
<td>44%</td>
<td>41%</td>
</tr>
<tr>
<td>Cycling in my municipality/city is fun</td>
<td>55%</td>
<td>54%</td>
<td>53%</td>
</tr>
<tr>
<td>Bicycle hire scheme available</td>
<td>8%</td>
<td>14%</td>
<td>55%</td>
</tr>
<tr>
<td>Interest in pedelecs</td>
<td>48%</td>
<td>48%</td>
<td>44%</td>
</tr>
<tr>
<td>Cargo cycle potential</td>
<td>11%</td>
<td>10%</td>
<td>14%</td>
</tr>
</tbody>
</table>

*refers to the most frequently given response in each case