

# This is how Hungary cycles in 2025



National  
representative  
research



# Dear Reader,

A series of online representative surveys involving an online sample of 3000 respondents have been following cycling habits in Hungary regularly since 2018.

The survey in 2025 was conducted by the Idea Institute on behalf of the Hungarian Cyclists' Club and supported by Deputy Secretariat responsible for Aktív Magyarország (Active Hungary).


Results of the survey show that the majority of adults cycle in Hungary: one fifth on a daily or almost on a daily basis, and slightly less than one third at least once a week.

Among men, the proportion of those who never cycle is lower, however there is no difference between the sexes among those who cycle the most regularly: the proportion of women and men who cycle almost every day is approximately the same.

Thus, the majority of adults in Hungary cycle, however, almost half per cent of the population uses the car as a primary means of transport, while a quarter of adults mostly uses public transportation.

On the whole one quarter of the full adult population of Hungary uses the bicycle as a means of transportation at least once a week, however, for only one tenth of them is the bicycle their main means of transport.

Using the bicycle as a means of transport is most frequent in smaller towns, and it is also more frequent among those who are the oldest and have an elementary school level education. Using the bicycle as a means of transport is less characteristic among the inhabitants of the capital, while in the South Great Plain (Dél-Alföld) region it is significantly more frequent.




Among those, whole presently less active in cycling, however cycle at least once a week 16 per cent would cycle more, if conditions of cycling were more favorable.

Of women who cycle less frequently, 69 per cent said they would cycle more if conditions were better.

Among those, who would choose cycling as a means of transport if conditions were better, most respondents selected bad relationship among road users and fear from accidents and theft as being the biggest obstacles.


They believe a better cycling infrastructure, the improvement of the cooperation between motorists and cyclists, safer bicycle storage and parking facilities would help them to cycle more frequently.



Almost half of the respondents, mostly those who live in bigger towns and the capital support the introduction of traffic calming measures to protect more vulnerable road users.

About half of the cycling population thinks more financing should be provided for cycling, even on the expense of other areas.

There is a significant difference between those whose cycle more and less frequently, and more women think the government and municipalities should spend more on cycling.



**“Those cycle who have no money for a car.”**

These are my two favorite sentences I often hear at negotiations.

In Hungary, everybody is an expert on cycling, or at least have some idea about who, where, how, why cycles, or does not cycle.

Therefore it is no wonder that the private opinion of decision-makers is often overrepresented in transport policies.

The Hungarian Cyclists' Club has been working for years to make politicians, experts and officials make decisions based on actual data, getting to know as many examples from abroad as possible.

One of our first demands was to request the installation of bicycle counters, the first of which was financed by public donations for Budapest.

However, knowing the number of cyclists is not enough for good measures or to establish and achieve transport policy goals.

**“I also cycle, but a sport is not for urban roads.”**

It is also important to get to know the motifs of choosing a means transportation, the vectors on a social scale which encourage or hinder transportation by bicycle for the individual. Fortunately, Active Hungary, the government agency responsible for cycling in Hungary was easy to persuade about that, as we work for the same goals and often face the same problems. I hope that our publication presenting the results of the “How Hungary cycles” survey facilitates that more people become more expert in transportation by bicycle, and understand how to dismantle the obstacles of the spreading of cycling in an efficient manner.



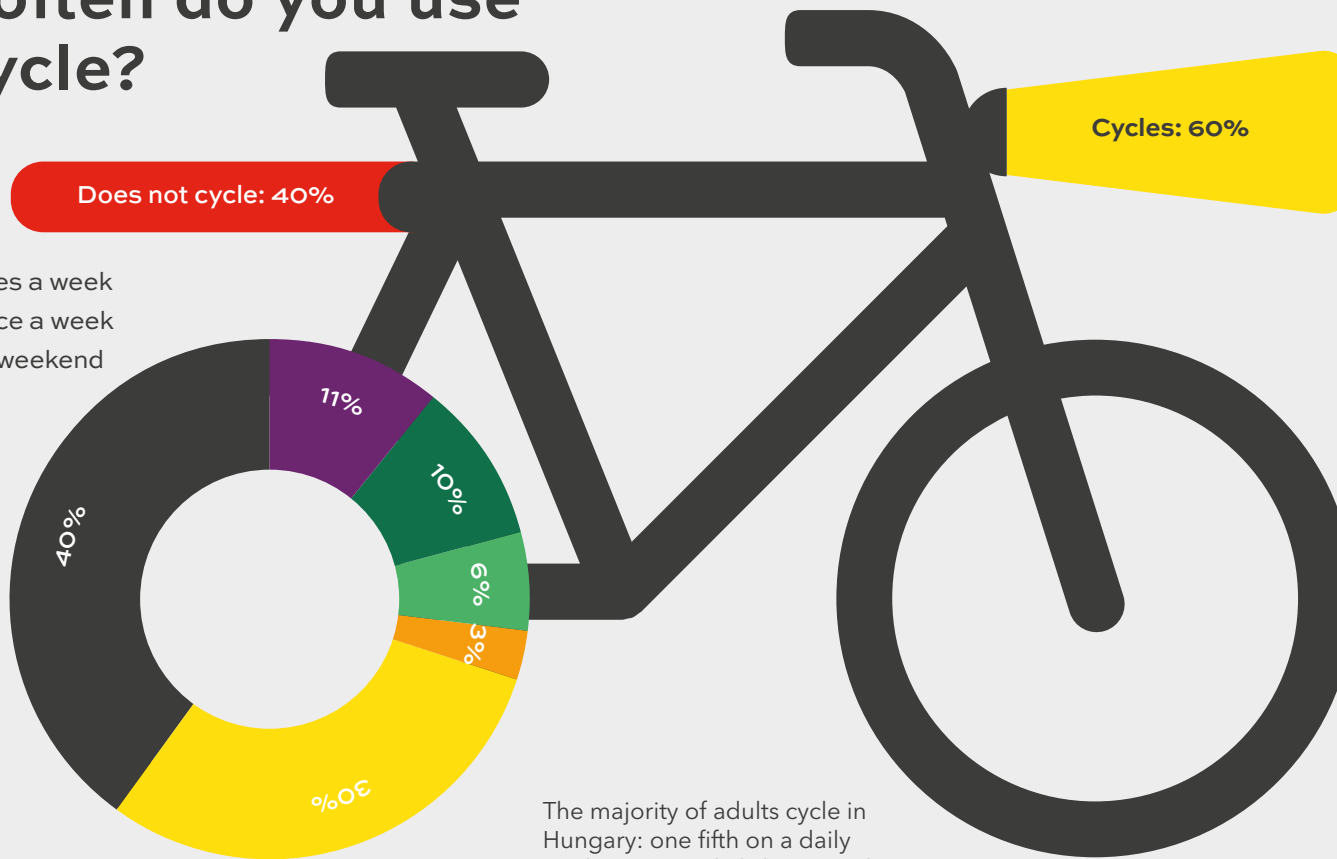
**Gábor Kürti**

*chair*

*Magyar Kerékpárosklub*

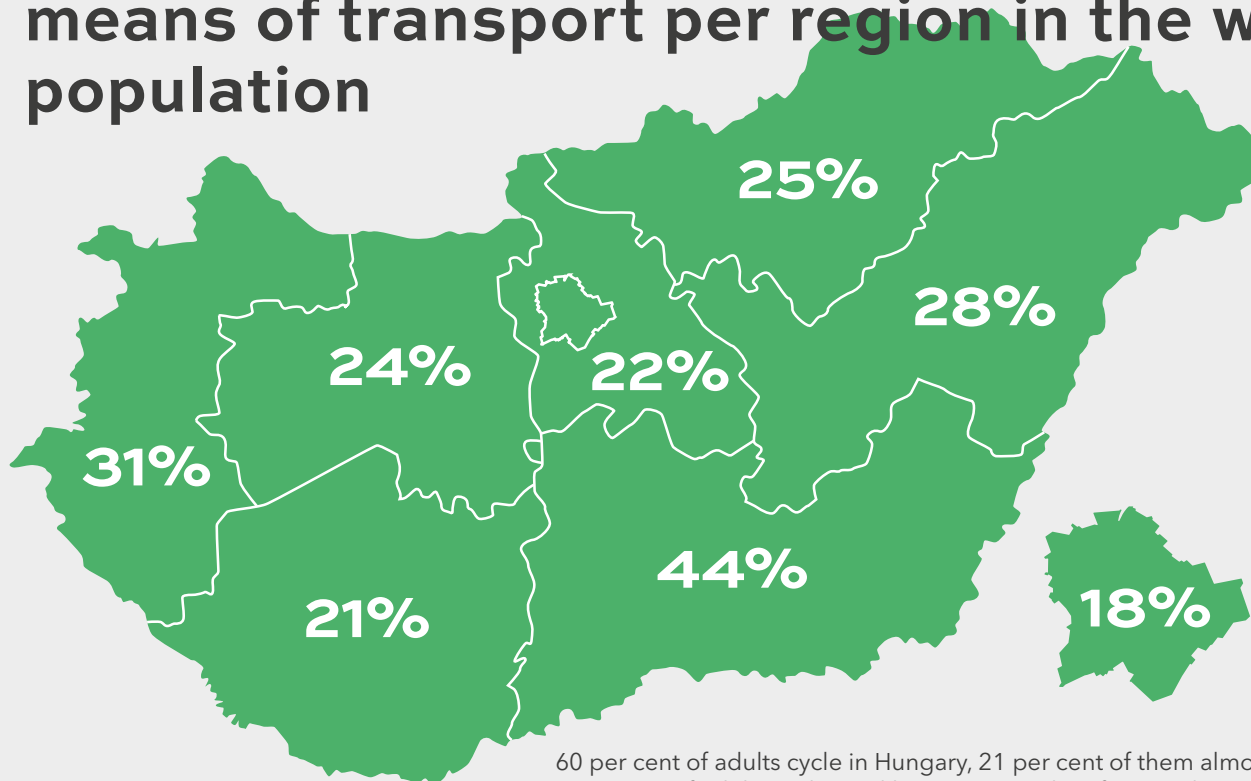
# How often do you use a bicycle?

- Daily
- Several times a week
- Once or twice a week
- Only at the weekend
- More rarely
- Never



The majority of adults cycle in Hungary: one fifth on a daily or almost on a daily basis, and slightly less than one third at least once a week.

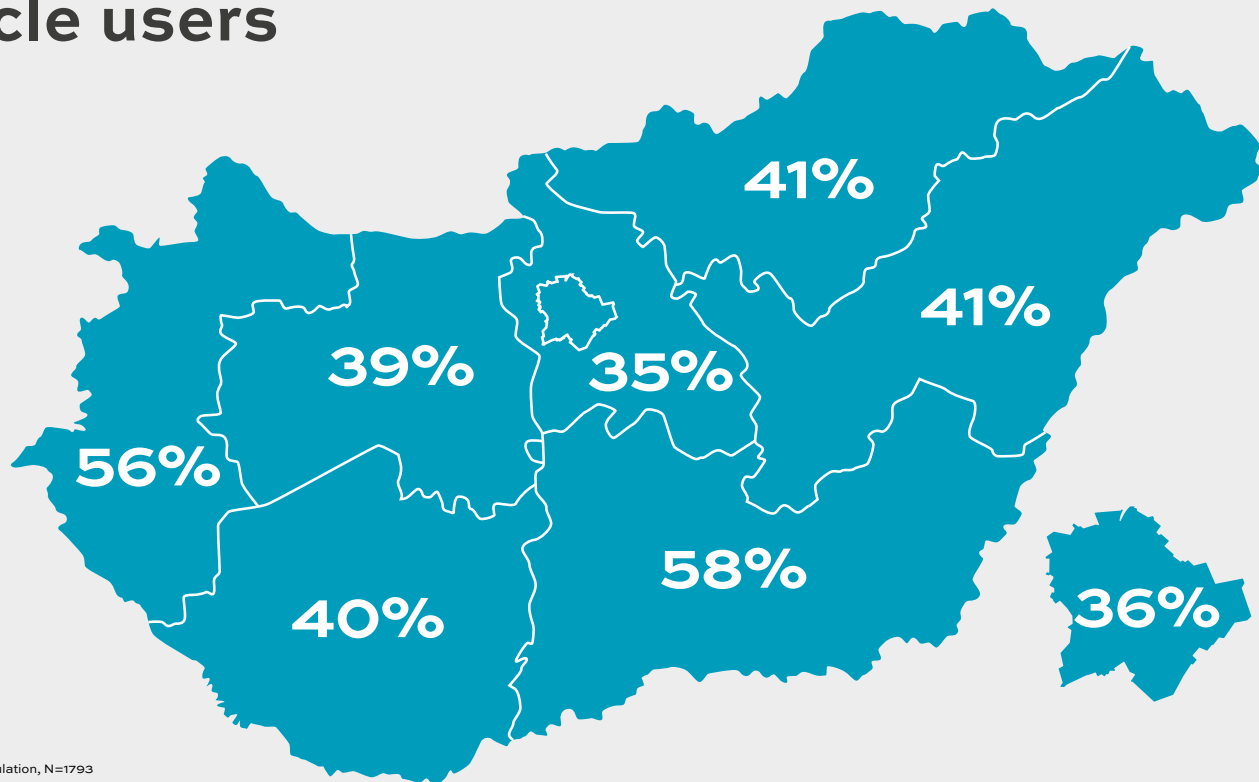
# Proportion of those using the bicycle as a means of transport per region in the whole population



BASE:  
Entire population, N=3000

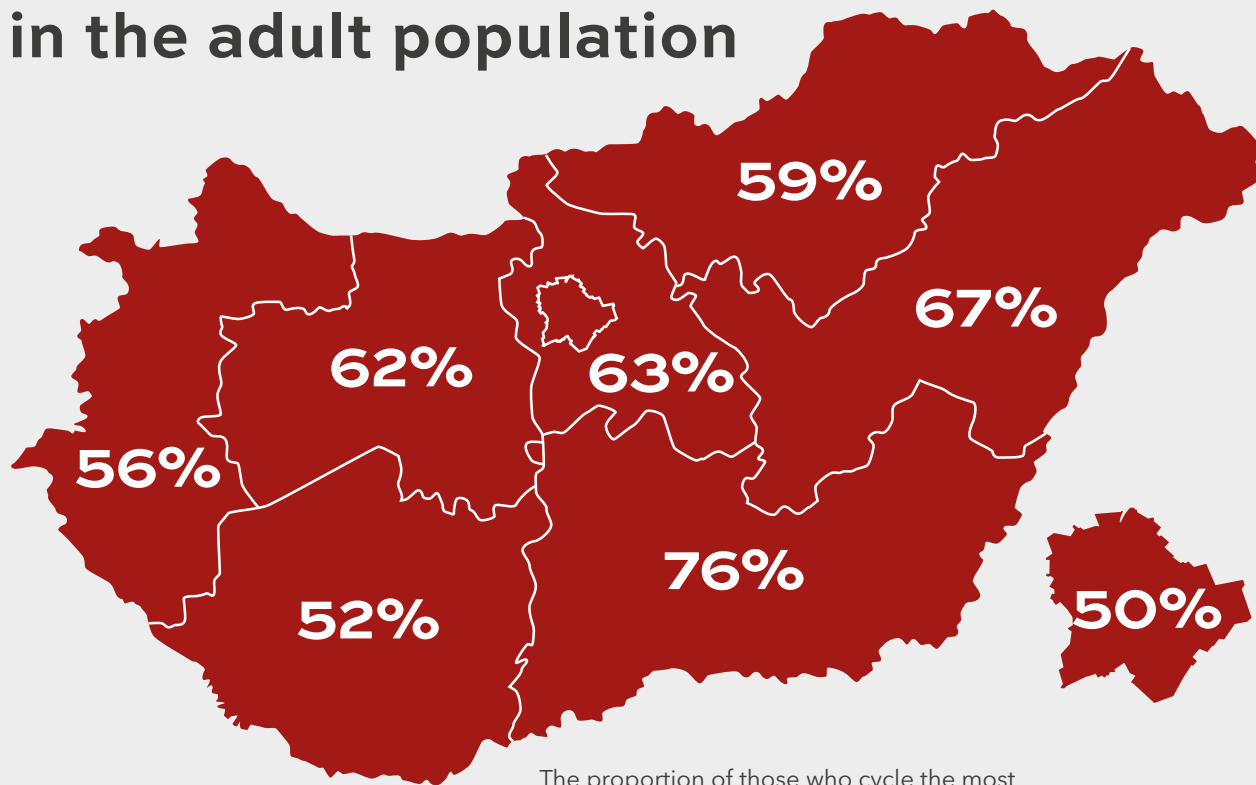
60 per cent of adults cycle in Hungary, 21 per cent of them almost every day. 9 per cent of adults cycle weekly, 30 per cent less frequently. More than a quarter of adults use the bicycle as a means of transport, for 10 per cent of Hungarians the bicycle is their primary means of transport.

# Proportion of those using the bicycle as a means of transport per region among bicycle users



BASE:  
Among the cycling population, N=1793

# Those who cycle at any frequency in the adult population

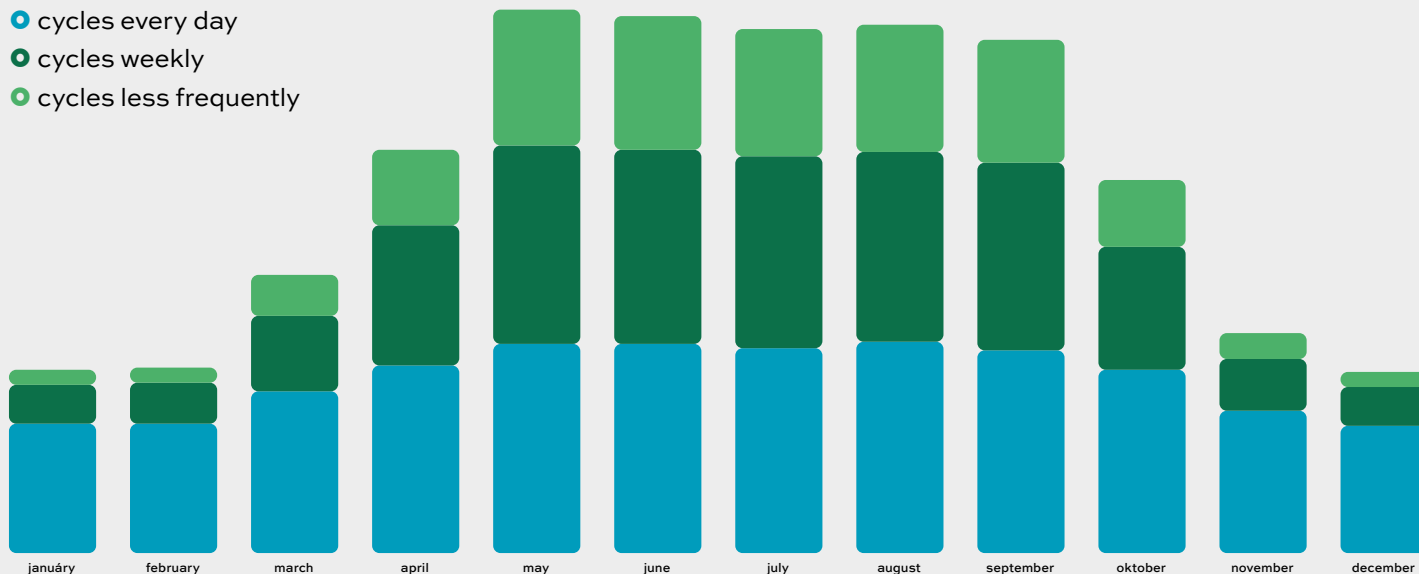


BASE:  
Entire population, N=3000

The proportion of those who cycle the most frequently is the highest in the North and South Great Plain (Észak-Alföld and Dél-Alföld) and the Western Transdanubian (Nyugat-Dunántúl) regions.

# Frequency of cycling as a means of transport in each month

- cycles every day
- cycles weekly
- cycles less frequently

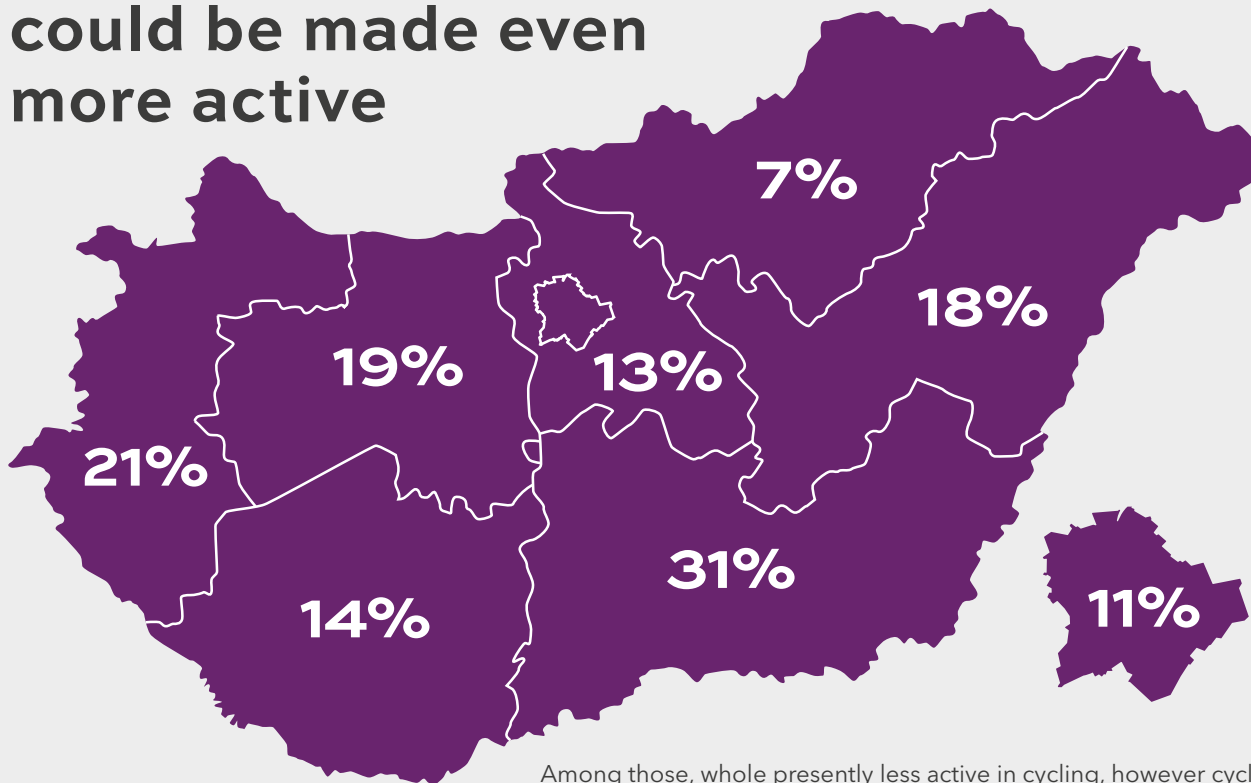


BASE:  
Among bicycle users, N=1166

Bad weather conditions deter those from cycling the most, who cycle less frequently.

Among those, who use the bicycle as a means of transport, one third does not put down the bicycle even in the coldest months, almost two thirds of those who cycle every day or almost every day cycle in the winter months.

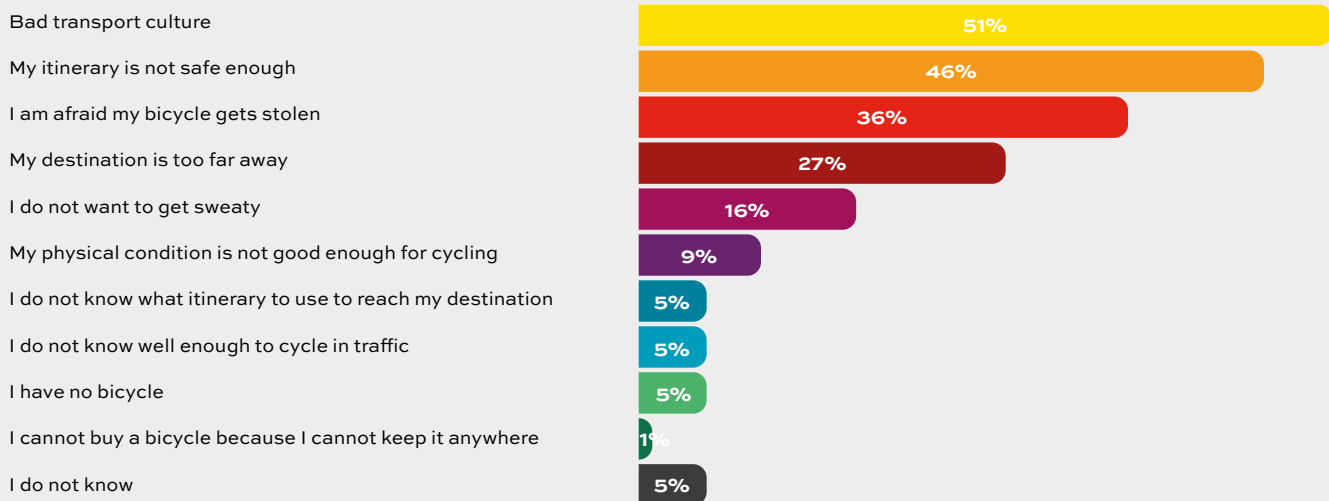
# Already active cyclists who could be made even more active



BASE:  
Among the cycling population, N=1793

Among those, whole presently less active in cycling, however cycle at least once a week 16 per cent would cycle more, if conditions of cycling were more favorable. Of women who cycle less frequently, 69 per cent said they would cycle more if conditions were better.

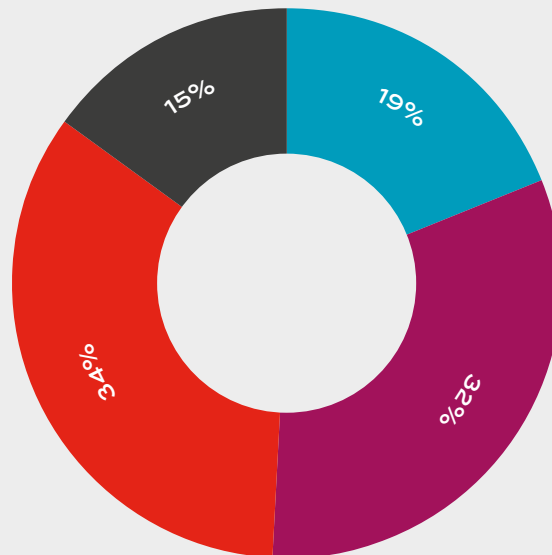
# Cyclists who can potentially be made more active: present obstacles of cycling



Among those, who would choose cycling as a means of transport if conditions were better, most respondents selected bad relationship among road users and fear from accidents and theft as being the biggest obstacles. They believe a better cycling infrastructure, the improvement of the cooperation between motorists and cyclists, safer bicycle storage and parking facilities would help them to cycle more frequently.

# There is a chance to increase the frequency of cycling if conditions were more favorable

- Very likely
- Conceivable, but not likely
- Unlikely
- I do not know



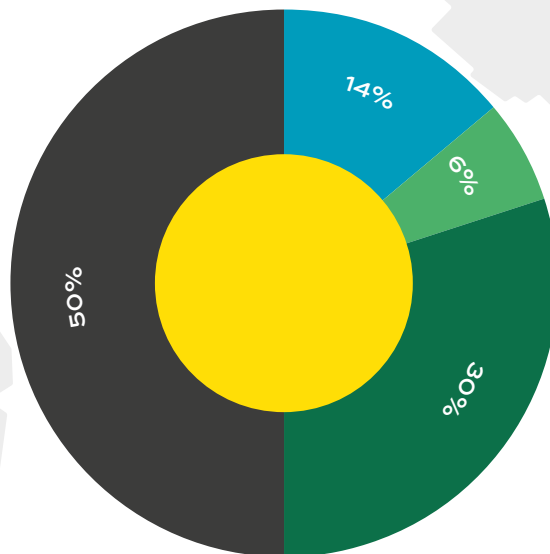
# Frequency of cycling in Budapest

The proportion of cyclists decreased nationally.

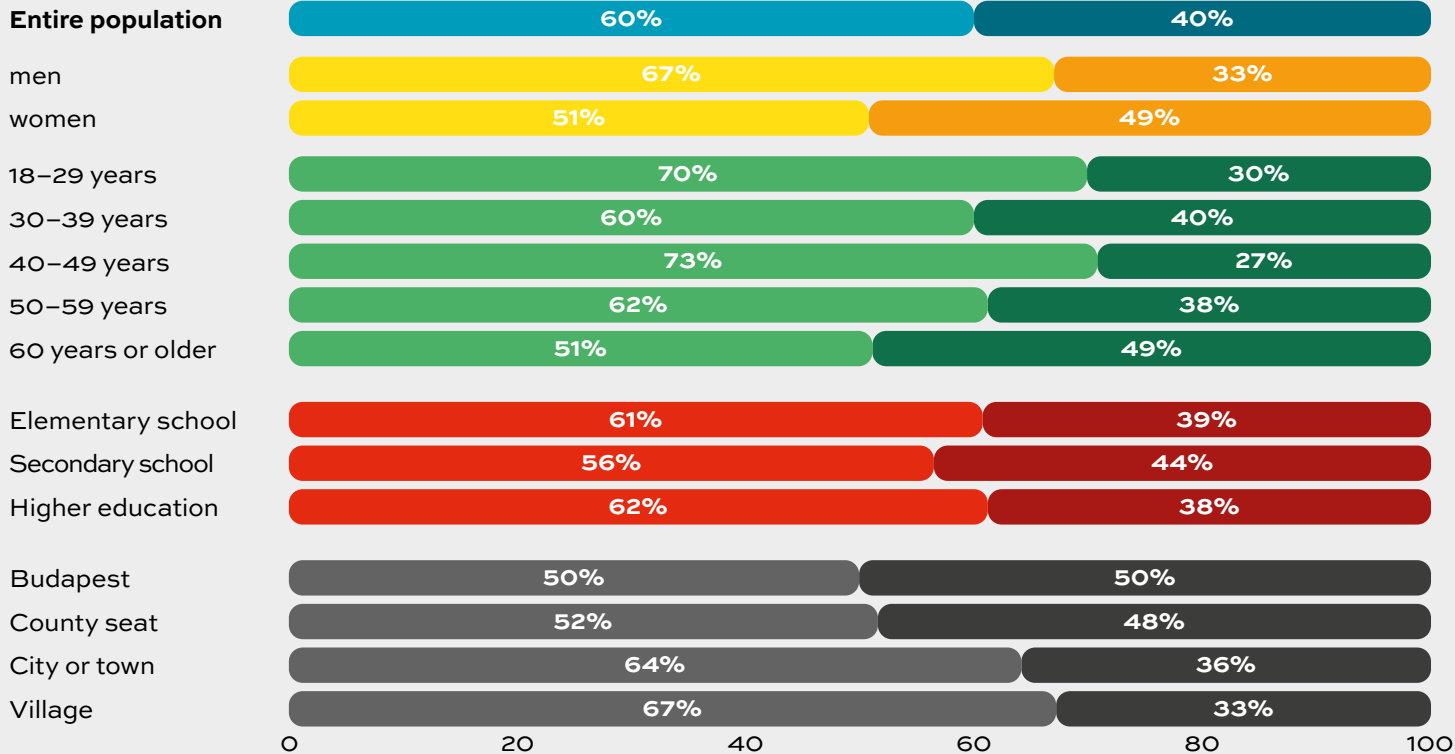
In Budapest, the proportion has not decreased, what is more, the proportion of those cycling daily even increased slightly.

- Daily, or almost daily
- Weekly
- More rarely
- Never

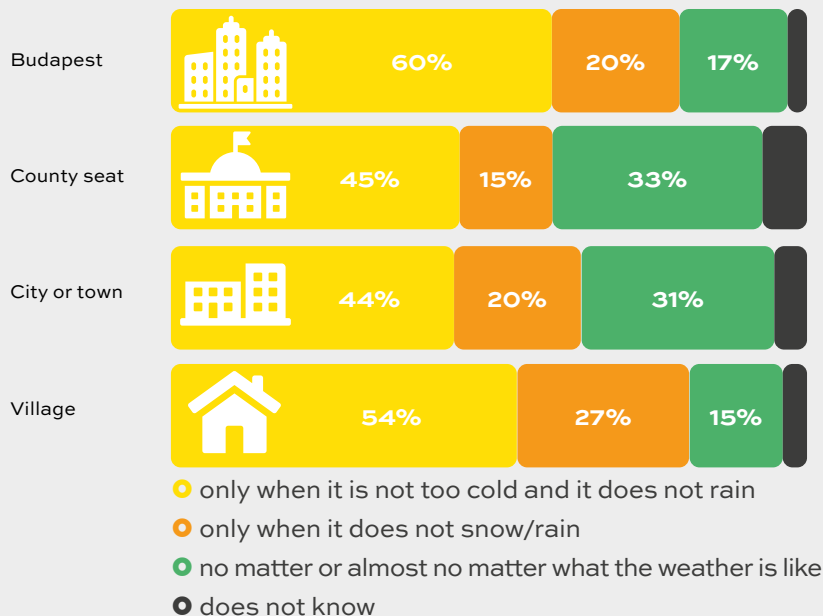
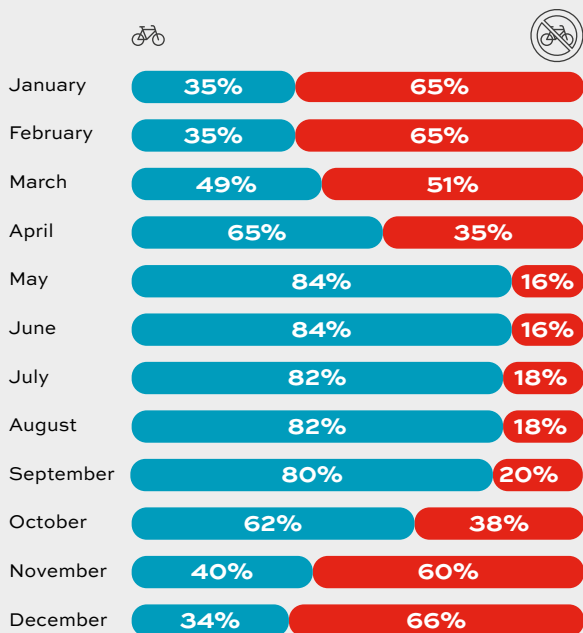
In Budapest, 14 per cent of the adult population cycles daily or almost daily, more than two thirds use the bicycle weekly or less frequently, however, half of the adults in Budapest, every second person, cycles.



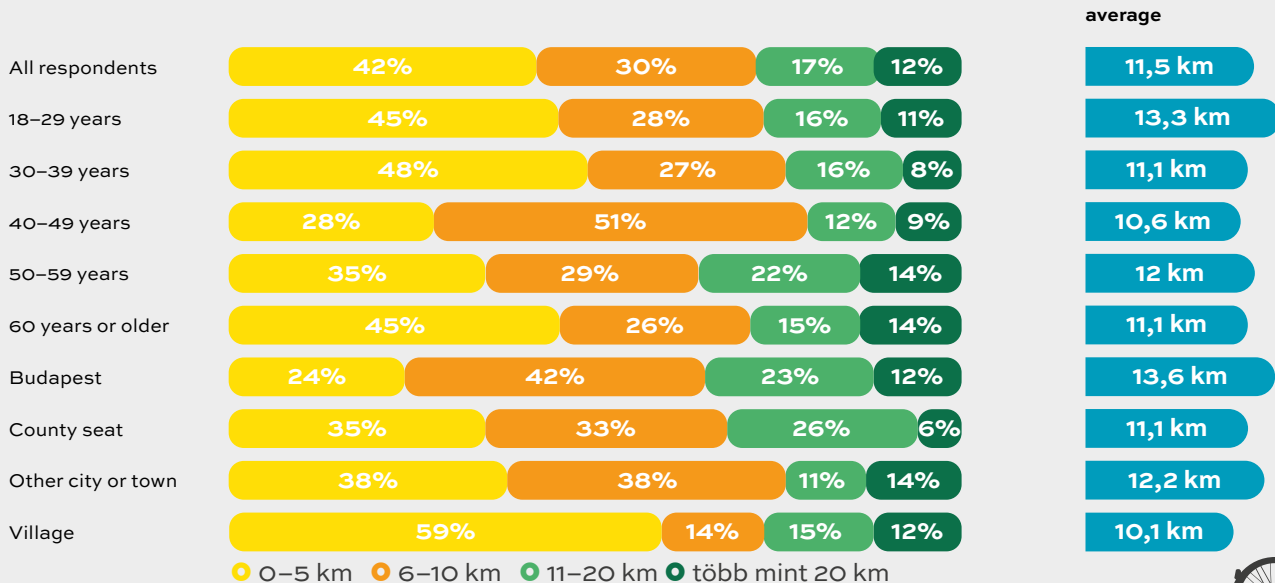
# Do you use the bicycle?



# Those who cycle as a means of transport: In which months do you use a bicycle at least once a week?

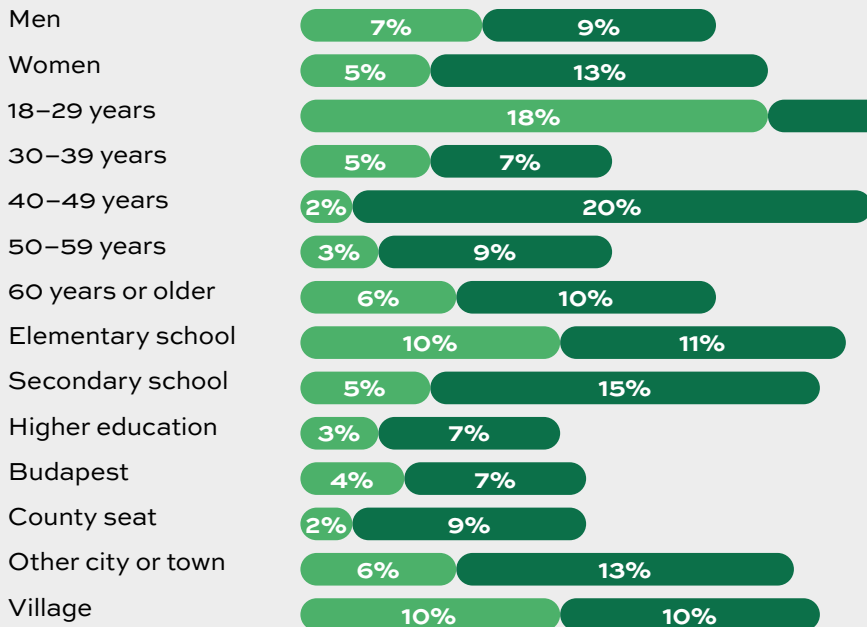


# What distance do you usually take on an average day when you cycle?



Among those, who use the bicycle for transportation purposes it can be observed that they primarily choose the bicycle at least once a week from spring to autumn. 35 per cent of bicycle users for transportation use the bicycle throughout the year, almost no matter what the weather is like. Those who cycle for transportation purposes cycle 11.5 kilometers a day in average, Budapest cyclists a little more, 13.6 kilometers a day in average. Those who live in Budapest and in villages are less prone to cycle among unfavorable weather conditions than the inhabitants in county seats and towns.

# Do you combine cycling with other means of transport?



Over two thirds of bicycle users in Hungary never combine cycling with using public transport. Overall less than one fifth does so with some frequency, however, even the majority of this group does it only sometimes.

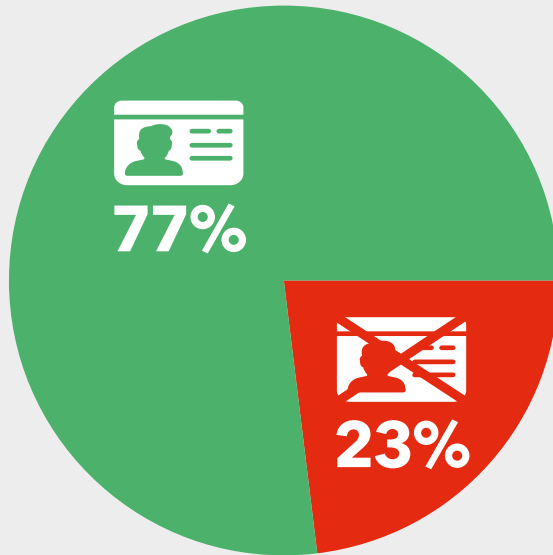
Only 6 per cent of those who cycle ride to a means of public transport and continue their journey by using it.

The combination of public transport and cycling characterizes more than the average the age group under 30, and those who live in towns and villages.

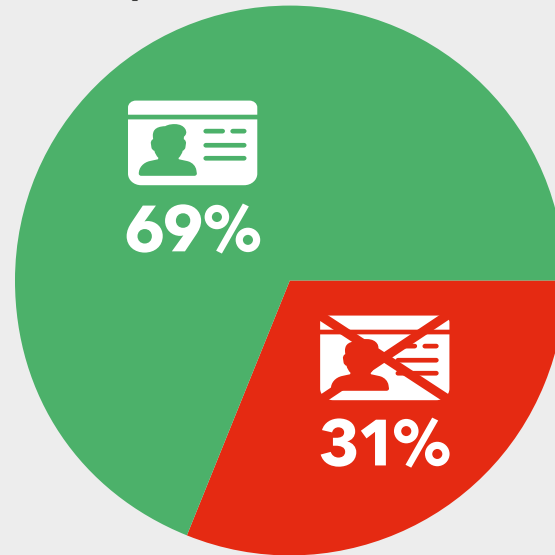
- I typically ride the bicycle to a means of public transport
- it sometimes occurs that I ride the bicycle to a means of public transport

# Driving license and bicycle use

all respondents



those who use the bicycle at least weekly



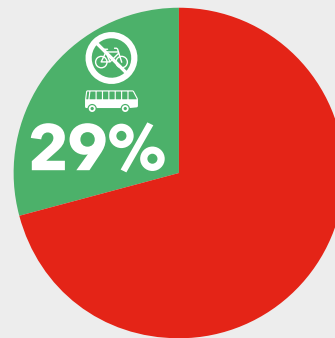
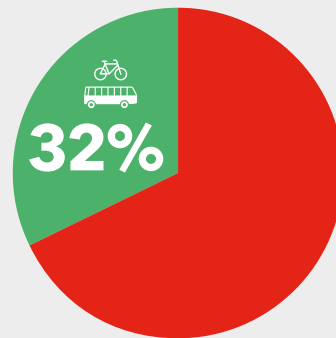
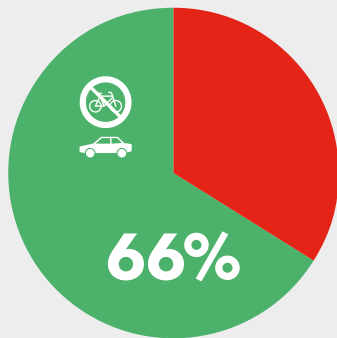
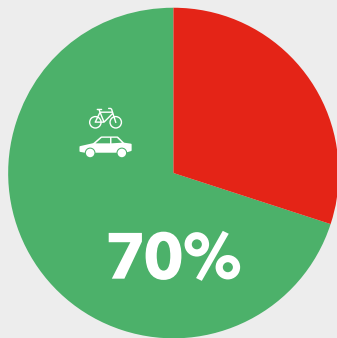
Many people say that cyclists do not know the highway code, however, based on our survey this is a misconception: 77 per cent of bicycle users have a driving license.

Among those who never cycle less people have a driving license than among those, who cycle.

## Own a car



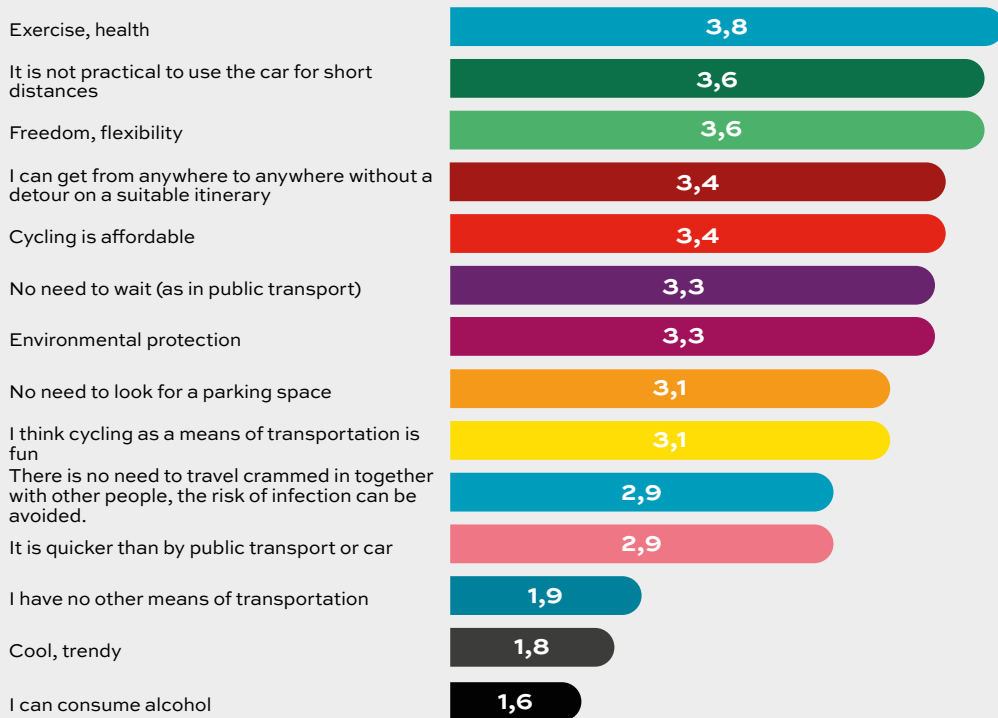
## Own a public transportation pass



Compared to the whole adult population, cyclists are slightly overrepresented among car owners, it can be said that about two thirds of each group of those who cycle with any frequency have a car.

About a third of cyclists have a public transportation pass.

# Why do you use the bicycle as a means of transportation? (1–5-ig)



# Cycling motifs of certain demographic groups different from average

**Women:** exercise, health, I can get from anywhere to anywhere without a detour on a suitable itinerary, environmental protection, there is no need to travel crammed in together with other people, cool, trendy



**Men:** I can consume alcohol



**18-29 years:** I have no other means of transportation

**30-39 years:** It is quicker than by public transport or car

**60 years and older:** faster than by public transportation or car, freedom, flexibility, I can get from anywhere to anywhere without a detour on a suitable itinerary, it is not practical to use the car for short distances, no need to wait (as in public transport), cool, trendy, environmental protection

**Those with an elementary school education:** I can get from anywhere to anywhere without a detour on a suitable itinerary, cycling is affordable, it is quicker than by public transport or car, no other means of transport available, cool, trendy

**Those with higher education:** exercise, health, I think cycling as a means of transportation is fun



**Budapest:** exercise, health, there is no need to travel crammed in together with other people

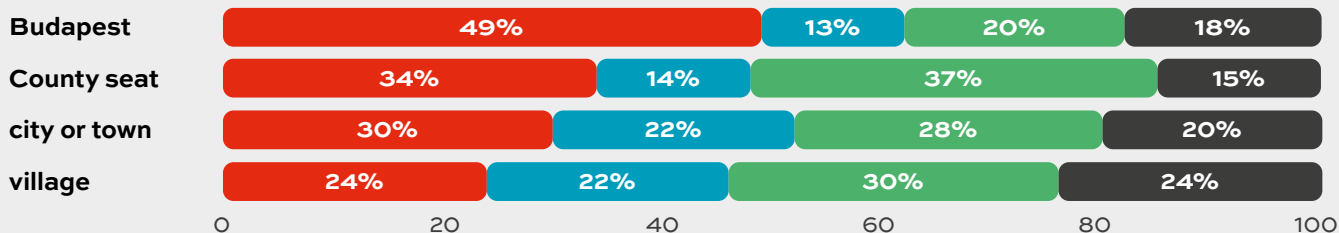


**County seat town inhabitants:** freedom, flexibility, no need to wait (as in public transport), quicker than by public transport or car



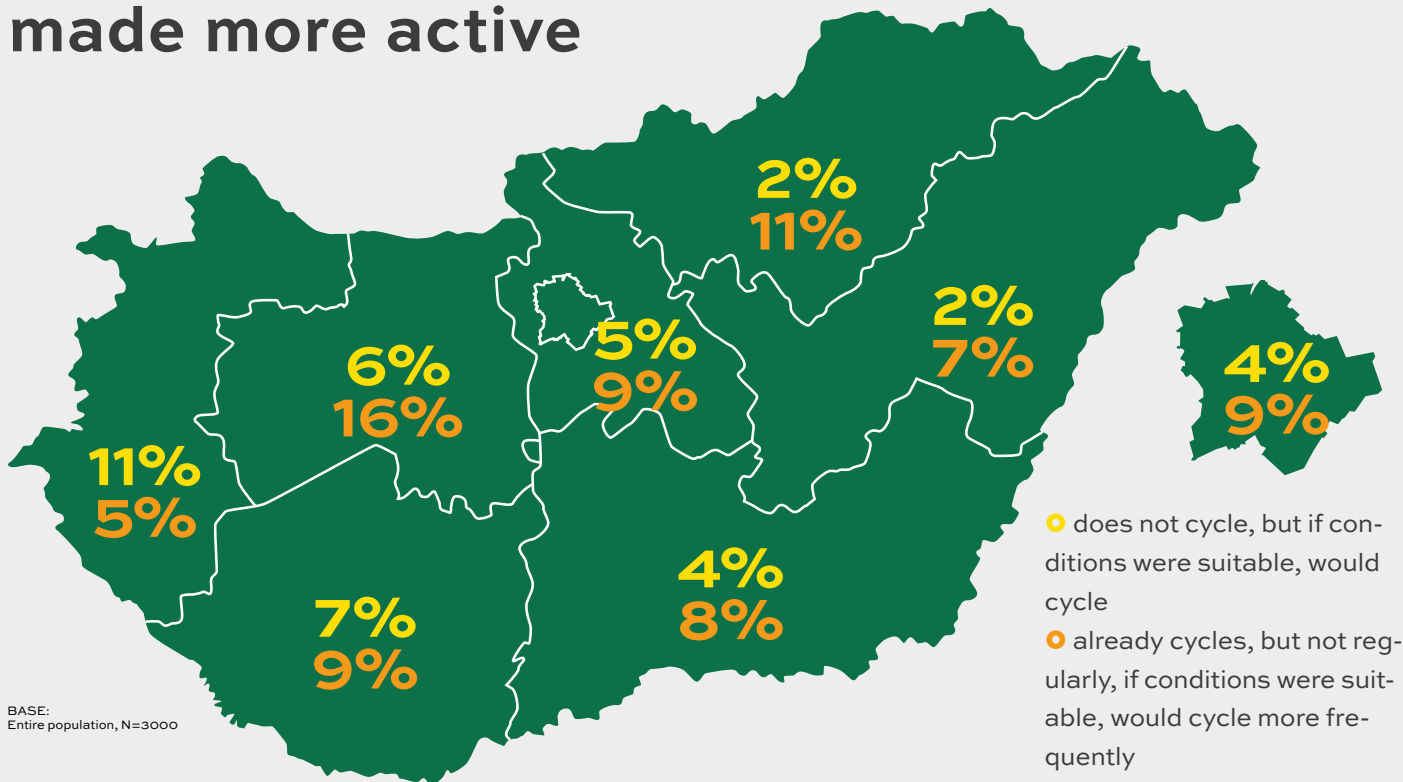
**Inhabitants of smaller towns:** I can get from anywhere to anywhere without a detour on a suitable itinerary, it is not practical to use the car for short distances, environmental protection, no need to look for a parking space, there is no need to travel crammed in together with other people, cool, trendy

# Which statement characterizes you the most when you cycle?



- When choosing my route, it is important to me to be able to travel on a designated bike path or bike lane
- I choose the shortest route, but sometimes I go on the pavement to avoid car traffic
- I choose the shortest route, even if I share a lane with cars, on larger roads
- I do not know, it varies

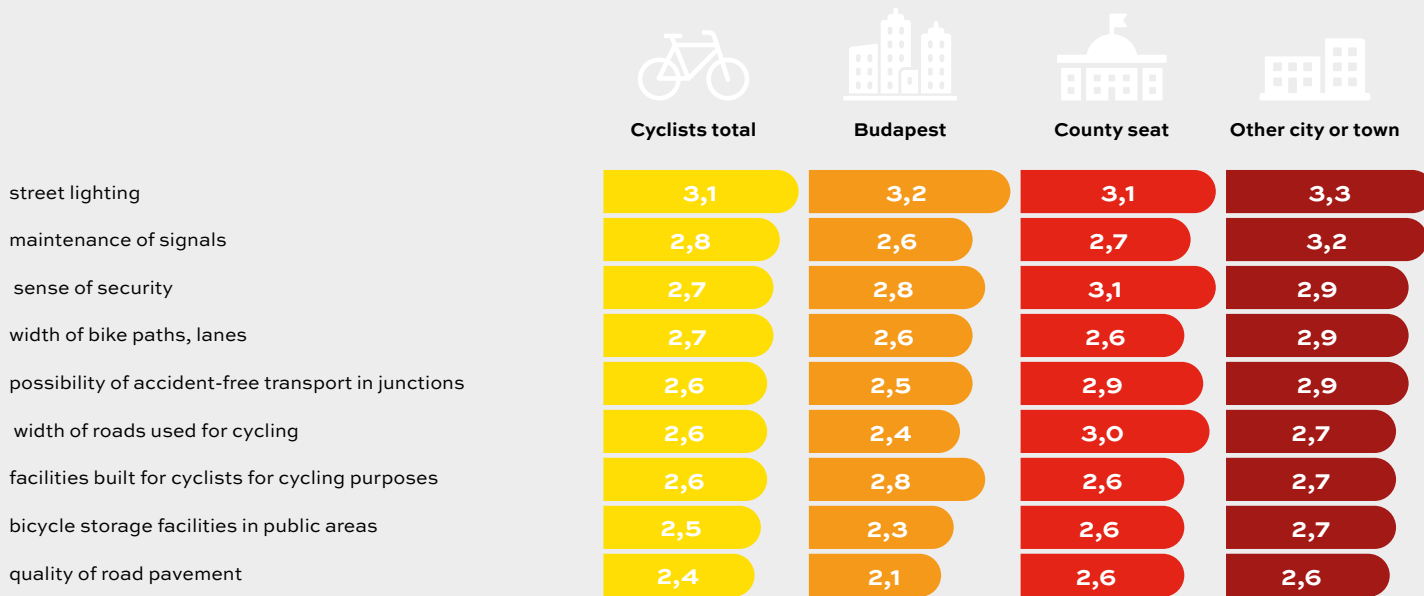
# Cyclists who can potentially be made more active



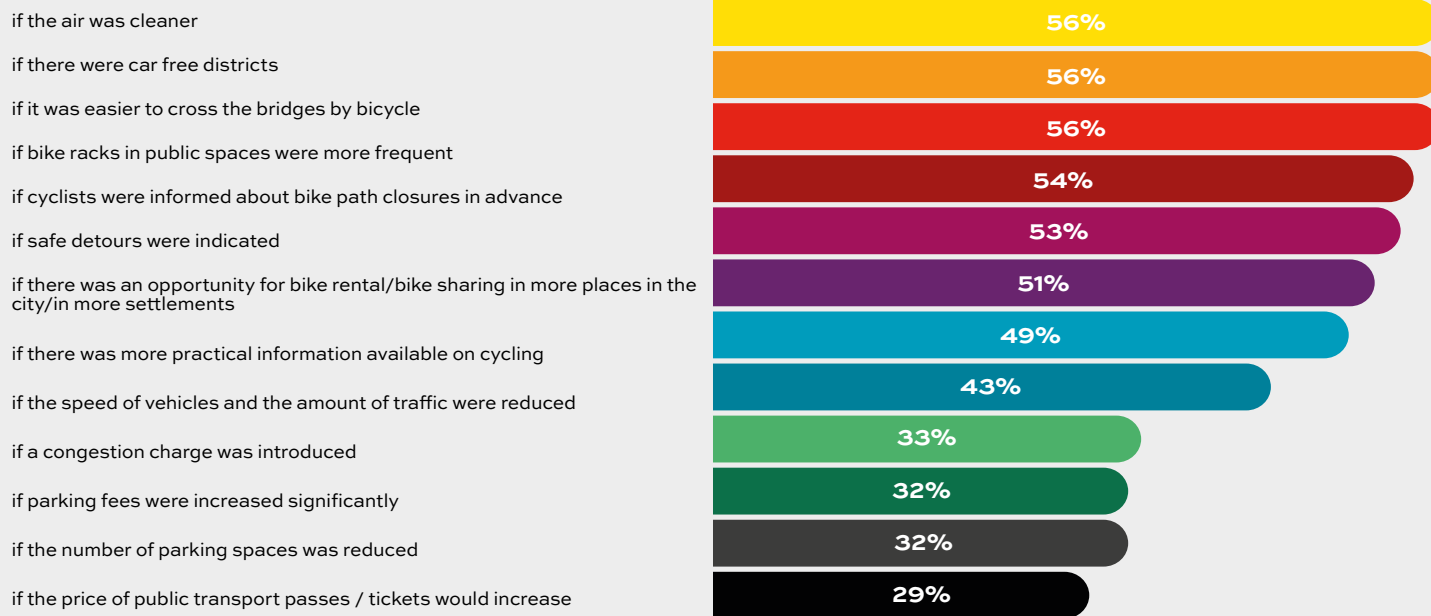
BASE:  
Entire population, N=3000

Overall 30 per cent of adults cycle regularly, cycles at least once a week. The difficulties of cycling and problems relevant to cycling conditions are highlighted indirectly by the fact that half of those who cycle regularly think if conditions of cycling were better, they would cycle more.

# How satisfied are you with the following on the route you usually use when cycling?

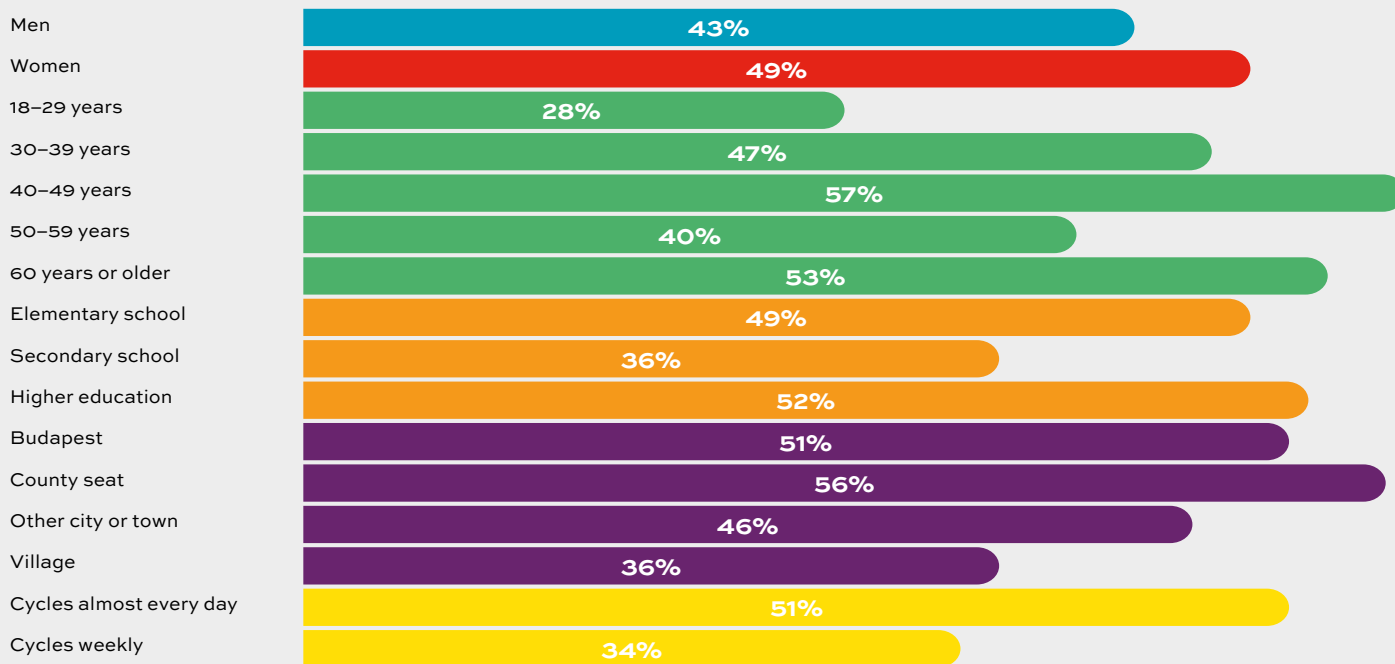


# How much do you think the following would increase the popularity of cycling?



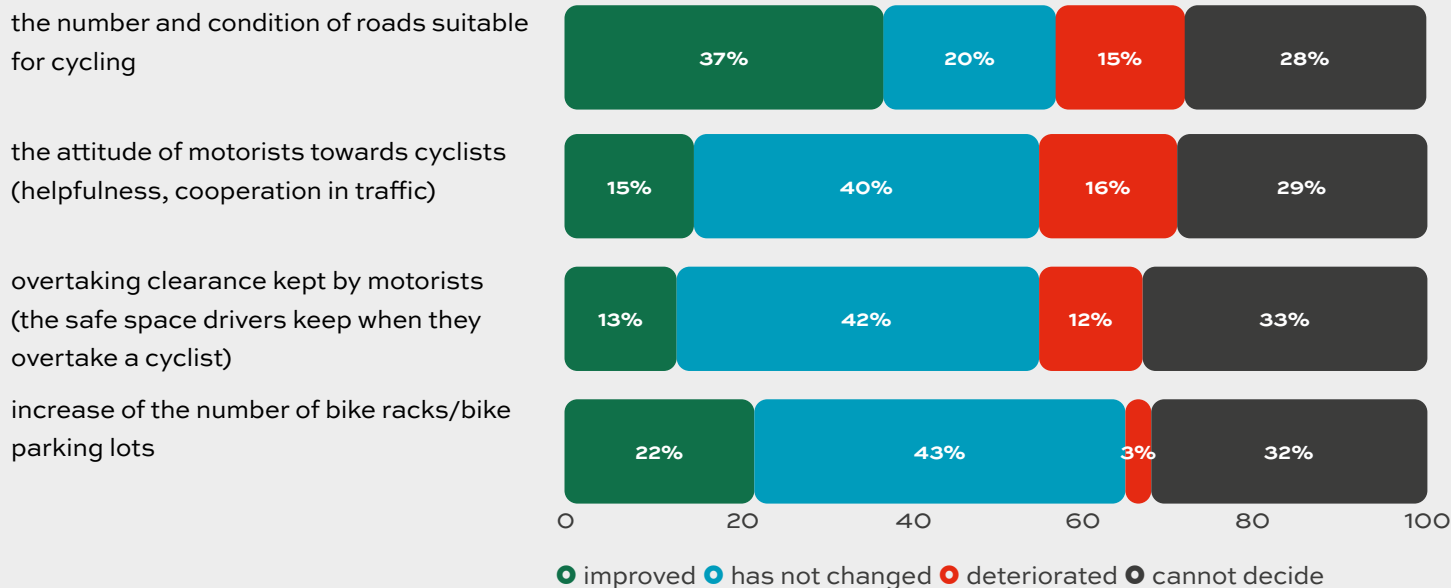
Among those, who would choose cycling as a means of transport if conditions were better, most respondents selected bad relationship among road users and fear from accidents and theft as being the biggest obstacles. They believe a better cycling infrastructure, the improvement of the cooperation between motorists and cyclists, safer bicycle storage and parking facilities would help them to cycle more frequently.

# The increase of funds spent on the development of cycling: support

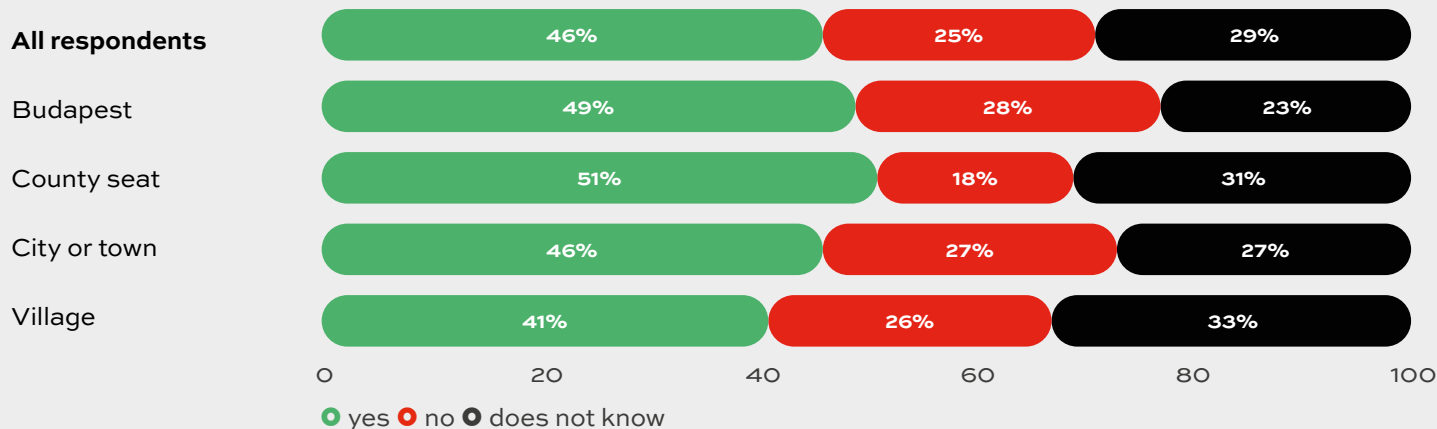


About half of the cycling population thinks more financing should be provided for cycling, even on the expense of other areas. There is a significant difference between those whose cycle more and less frequently, and more women think the government and municipalities should spend more on cycling.

# Have you experienced positive or negative changes in the following areas in the past 10 years?

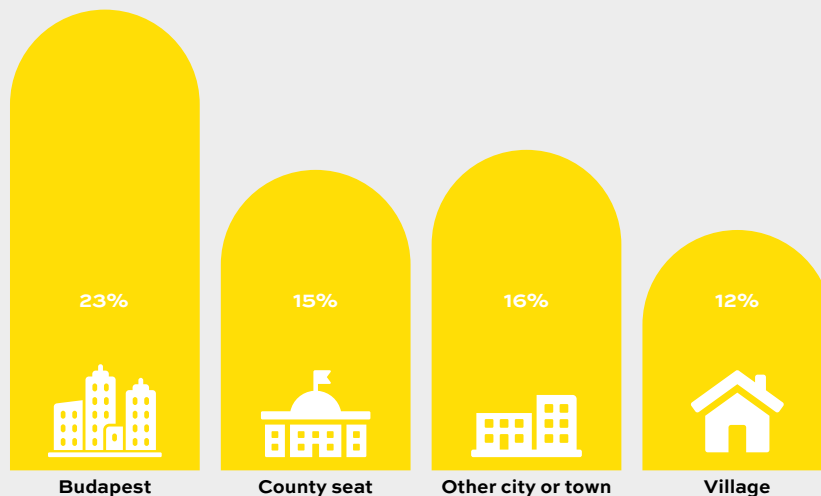


# Do you believe traffic calming measures are necessary to decrease the number of accidents involving pedestrians or cyclists?



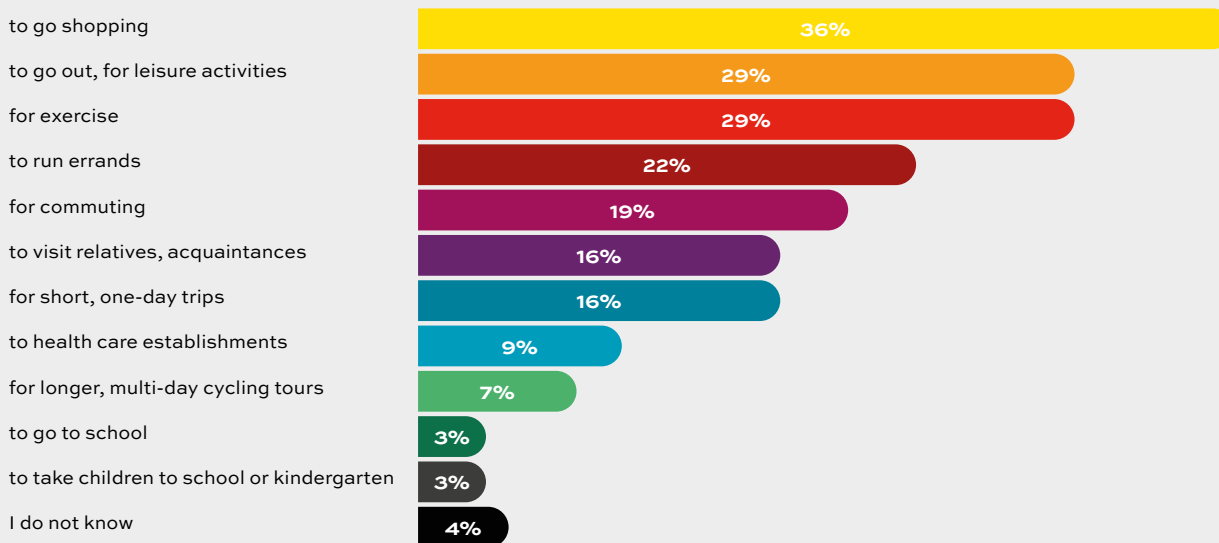
Almost half of the respondents, mostly from bigger towns and the capital think it is necessary to introduce traffic calming measures to protect pedestrians and cyclists.

# Does your workplace support in any manner that employees cycle to work?



About one fifth of those cycling at least once a week, and half of those who cycle every day go to work by bike. For this, 16 per cent of the active population receives some kind of support at the workplace, in Budapest this is more frequent than in the countryside. Almost half of those who cycle at least once a week think the government and municipalities should support cycling to work, and would require these at the workplace.

# Do you use the bicycle for the following activities?



Two thirds of people mostly use the bicycle to run errands and get to places, one third of cyclists also use the bicycle for sport or exercise.





Hungarian Cyclists' Club  
1133 Budapest, Kárpát utca 48.  
+36 1 315 0590  
info@kereparosklub.hu  
fb.com/MagyarKereparosklub



Idea Intézet (Idea Institute)  
1083 Budapest, Baross u. 19/A.  
+36 70 605 0347  
info@ideaintezet.hu



Government agency responsible  
for Active Hungary  
fb.com/aktiv.magyarország  
www.aktivmagyarország.hu

Detailed research results (downloadable pdf files):  
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