



Uses of Ecovies de Girona 2025



ecovies
DE GIRONA



**CONSORCI DE
LES VIES VERDES**
DE GIRONA



**Diputació
de Girona**

THE CONSORCI DE LES VIES VERDES DE GIRONA

The Consorci de les Vies Verdes de Girona ('Girona Greenway Consortium') is the local entity that manages all the greenway routes in Girona. It was established in April 2003, the month when it was approved by the Plenary of the Diputació de Girona and its Statutes were publicly published in the Official Bulletin of the Province. It is made up of the Diputació de Girona and the municipalities and regional councils indicated in the current Statutes.

The main task of the Consorci is to carry out the maintenance of the infrastructure and improve it, promote its use and expand the network. Since 2013, it has also managed the Pirinexus Network, 353 kilometres of routes suitable for cycling that connect the Girona region with French Catalonia. In addition to the tasks of managing and promoting the routes, which focus especially on promoting tourist use with the aim of contributing to the economic development of the municipalities through which they pass – just as the Carrilets did – among their objectives is also to promote the use of bicycles in general and sustainable mobility, and to encourage public health and respect for the environment.

Index

Introduction.....	4
Methodology.....	5
Use of the greenways.....	6
On foot	6
By bike	8
Use of other routes	10
New meters installed in 2025.....	10
EuroVelo 8	12
User behaviour	13
Number of users by day of the week	13
Most popular hours.....	15
Comparative analysis 2024–2025.....	19
Summary of main data	21

Introduction

The Consorci de les Vies Verdes de Girona uses meters along the routes it manages. The number of cyclists and pedestrians who use the greenways and other routes managed by the Consorci can be quantified from these meters.

This report presents the analysis of the data on the use of routes managed by the Consorci de les Vies Verdes.

The objective of this report is to provide all the data collected through the meters. This data should allow for improved territorial planning based on the knowledge extracted from it, making decisions in accordance with the uses of the different greenway routes and promoting sustainable growth of the destination.

The report is structured so that, first, all the data collected by the meters is presented by month of the year and route, cyclist data and pedestrian data. Next, some data on user behaviour is given which can be extracted from meter data classified according to day of the week and time of day. Finally, a comparison is made with the data from the previous year and conclusions are drawn.

The year 2025 was a year of stability in terms of uses, with data and behaviour patterns very similar to those of the previous year, which consolidates, once again, the eco-routes of Girona as a sustainable mobility infrastructure in the Girona regions.

Methodology

The Consorci de les Vies Verdes has a set of meters to quantify the number of users on the routes. There are currently a total of **12 meters**: There are ten fixed ones, installed on the different greenway routes, and two mobile ones, which are placed on the Pirinexus Coastal Route, the Muga natural path and the EuroVelo 8.

The analysis of the data from the meters for the year 2025 was carried out taking into account the expansion of this annual measurement system with the incorporation of new meters on various routes. To guarantee inter-annual comparability, the comparison with the previous year was carried out exclusively on those routes that have complete data for all months of the year in both 2024 and 2025. This analysis allows us to identify the actual evolution of walking and cycling use under conditions of constant coverage.

In parallel, the results of routes with meters installed in mid-2025 have been analysed independently, limiting the analysis to the period with available data and without establishing inter-annual comparisons. This data provides relevant information about new areas of the network that were not previously monitored, but is not interpreted as growth compared to previous years.

Finally, the global vision of uses for 2025 integrates all available routes with the aim of describing the structure, territorial distribution and seasonality of journeys, and clearly differentiates the increase attributable to real changes in demand from that derived from the expansion of the metering system.

With this expansion of meters, the number has gone from eight to twelve, located along the eco-routes of Girona. All meters differentiate the data according to whether users walk or cycle along the greenway. The data they provide, therefore, is the use of the greenways, so that they record each time a user passes along the route and differentiate whether they are on foot or on bicycle. As such, if a user makes a round trip on the same route, the meter counts it twice.



It should be noted that on some occasions the data contains errors, which are usually due to variations in the data caused by the existence of insect nests inside the meters. In cases where an error of this type is detected, the data has been corrected considering the number of uses registered in the same period the previous year.



The figures presented in this report show trends in terms of frequency of use of the routes. In no case are they effective or accurate frequencies of use, nor can they provide qualitative data, such as the profile of users of the route. To obtain qualitative data on user profiles and user behaviour, specific studies would need to be carried out through surveys.

The latest study on the economic impact of Girona's greenways and the demand profile was carried out in 2024 and can be found at www.viesverdes.cat/estudis-i-treballs.

Use of the greenways

In 2025, a total of 1,218,637 uses were registered, 60% of which were on foot and the remaining 40% on bicycle.

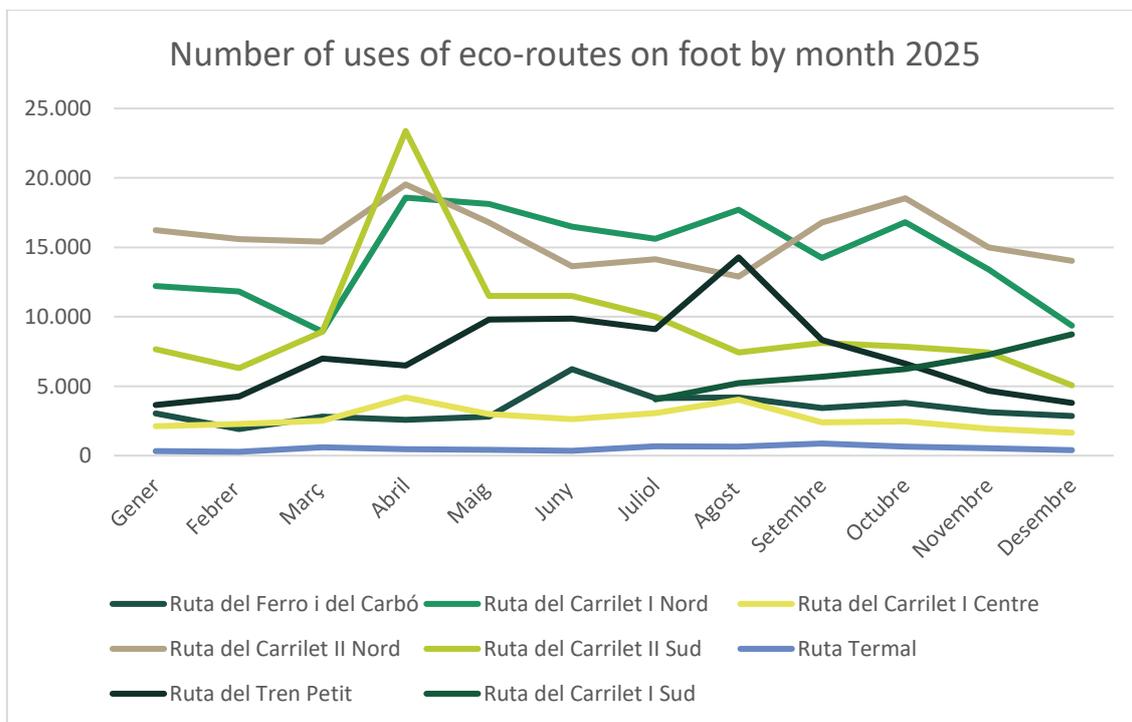
There was an increase in the use of greenways in 2025. Of the total registered uses (1,218,637), it must be taken into account that part of this increase is due to the installation of new meters: specifically 175,635 uses correspond to the sections with new meters.

Overall, **727,640 uses on foot** were registered compared to **490,997 uses on bicycle**, which indicates a greater number of trips on foot, especially linked to everyday, local uses, and routes with strong urban integration. However, bicycle use shows a **more pronounced seasonality**, with a very high concentration during the summer months, while walking use remains more stable throughout the year, with less pronounced declines in the winter months.

On foot

During the year 2025, a total of **727,640 uses on foot** were registered on the Girona eco-route network. This figure reflects both the usual seasonal evolution of recreational and everyday use of the routes and the impact that the progressive expansion of the metering system has had, with the incorporation of new meters throughout the year on various routes.

The monthly analysis shows a **fairly stable distribution throughout the year with some seasonal peaks in influx**, with lower values during the winter months and a progressive increase from spring onwards. The months with the highest number of visitors were **April (78,750 uses), August (75,531) and September (68,498)**, coinciding with periods of more favourable weather, more availability of free time and a concentration of holidays and tourist activity. On the other hand, the months with the lowest volume of uses were **January (45,219) and February (42,423)**, due to lower temperatures, shorter days and less outdoor recreational activity.



Number of uses of eco-routes on foot by month 2025

January
 February
 March
 April
 May
 June
 July
 August
 September
 October
 November
 December
 Iron and Coal Route
 Carrilet II North Route
 Tren Petit Route
 Carrilet I North Route
 Carrilet II South Route
 Carrilet I South Route
 Carrilet I Centre Route
 Thermal Route

Regarding the distribution by routes, there is a **strong concentration of uses on the Carrilet routes**, which bring together a very significant part of the annual total. Of particular note are the **Carrilet II North Route**, with **188,550 uses**, and the **Carrilet I North Route**, with **173,268 uses**, which are again the main pedestrian mobility axes of the network. These routes show high and relatively stable numbers throughout the year, with notable peaks during spring and autumn, indicating both recreational and mobility use.

Other routes with a significant volume of uses are the **Carrilet II South Route (107,626 uses)** and the **Tren Petit Route (87,850 uses)**, which show a more seasonal behaviour, linked to their location near the coast, with notable increases during the summer months.

The routes with meters incorporated in the middle of the year, such as the **Llanars - Vilallonga de Ter** route, the **Camí Ral de Campdevàdol - Ripoll** route and the **Tren Pinxo** route, also show a remarkable amount of use, and despite only having data for a few months of the year, the average monthly use is between 2,000 and 4,000 trips.

ROUTE	NUMBER OF USES BY FOOT 2025
Carrilet II North Route	188,550
Carrilet I North Route	173,268
Carrilet II South Route	107,626
Tren Petit Route	87,850
Iron and Coal Route	40,905
Carrilet I Centre Route	32,195
Thermal Route	6,200
Pirinexus Coastal*	1,904
Carrilet I South Route*	37,197

Llanars - Vilallonga de Ter*	25,573
Camí Ral de Campdevàrol - Ripoll*	16,812
Tren Pinxo*	9,560
TOTAL	727,640

* New meters have been installed on these routes.

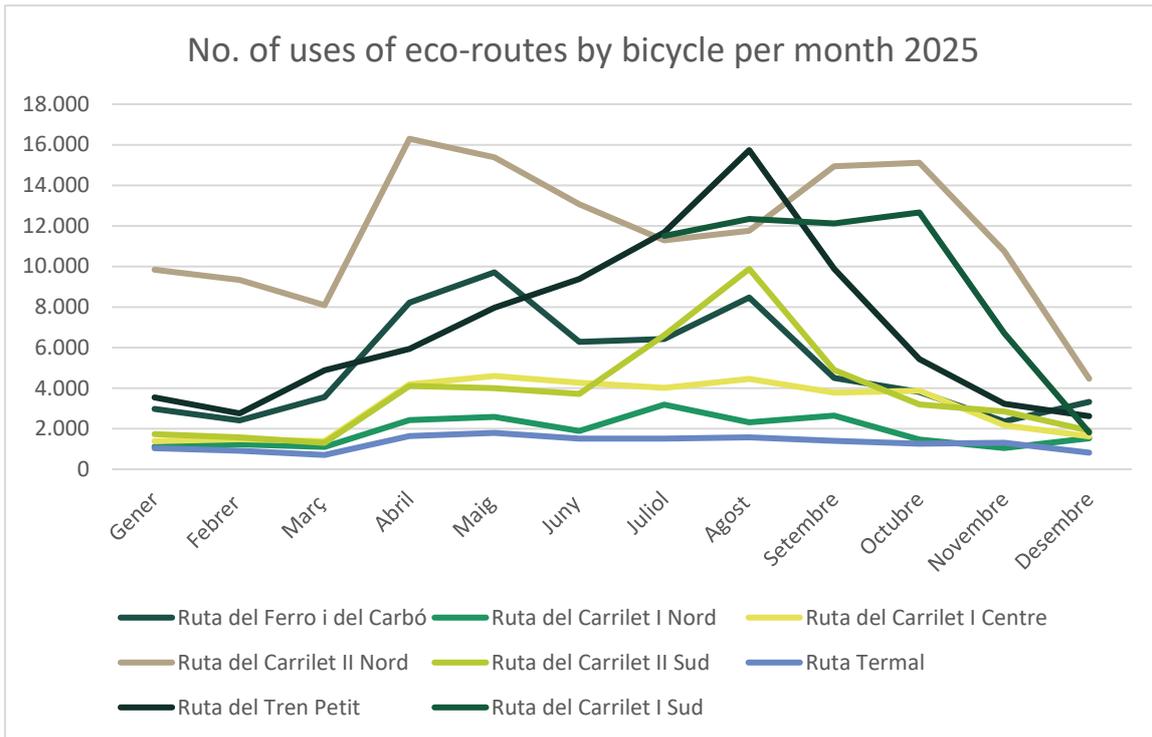
Finally, the analysis of the monthly total of **meters with complete data** shows that a significant part of the overall increase in use compared to previous years is associated with the expansion of the metering system. However, even considering only these routes, a consistent annual dynamic is observed, with peaks in spring and late summer, and a progressive decline from the month of October onwards.

Overall, the 2025 data confirms the **central role of eco-routes as key infrastructure for active mobility and recreational use** in the Girona region, with demand strongly conditioned by seasonal, climatic and territorial factors, and with a network that continues to expand its scope and capacity to attract.

By bike

During the year 2025, a total of **490,997 bicycle uses** were registered on the Girona eco-route network. This volume of use highlights the consolidation of eco-routes as key infrastructure for cycling mobility, both recreational and functional, throughout the region. As in the case of usage on foot, the data reflects marked **seasonality** and the effect that the progressive incorporation of new meters has had throughout the year.

The monthly evolution shows a **clear increase in cycling activity from spring onwards**, with sustained growth between the months of March and June, and with **maximum numbers concentrated in summer**. The months with the most bicycle use were **August (72,684 uses), July (58,739) and September (58,295)**, coinciding with the holiday period, with a greater presence of tourism and with generally favourable weather conditions for recreational bicycle use. In contrast, the winter months show the lowest numbers, especially **January (21,642 uses) and February (19,709)**, conditioned by lower temperatures, fewer hours of daylight and a reduction in non-utilitarian cycling activity.



Number of uses of eco-routes by bicycle per month 2025

- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November
- December
- Iron and Coal Route
- Carrilet II North Route
- Tren Petit Route
- Carrilet I North Route
- Carrilet II South Route
- Carrilet I South Route
- Carrilet I Centre Route
- Thermal Route

Regarding the distribution by routes, the **Carrilet II North Route** stands out very significantly, which with **140,308 bicycle uses** is again the main cycling axis of the network. This route shows high constant numbers throughout the year, with very marked peaks during the summer months and a strong recovery in autumn, which shows intensive use by both the local population and visitors. In second place is the **Tren Petit Route**, with **83,038 uses**, which shows a clearly seasonal profile, with very notable increases between June and September.

Other routes with a significant volume of cyclists are the **Iron and Coal Route (62,029 uses)**, the **Carrilet I South Route (57,171)** and the **Carrilet II South Route (45,781)**. These routes show a similar dynamic, with a progressive increase in spring, peaks in summer and a gradual decline from October onwards. The **Carrilet I Centre Route (37,231)** and the **Carrilet I North Route (22,525)** show more moderate numbers, but with a monthly distribution consistent with the climatic calendar and with a constant presence of users throughout the year.

ROUTE	NUMBER OF USES BY BICYCLE 2025
Carrilet II North Route	140,308
Tren Petit Route	83,038
Iron and Coal Route	62,029
Carrilet II South Route	45,781
Carrilet I Centre Route	37,231
Carrilet I North Route	22,525
Thermal Route	15,496
Carrilet I South Route*	57,171
Llanars - Vilallonga de Ter*	14,881
Tren Pinxo*	6,062
Camí Ral de Campdevàdol - Ripoll*	5,618
Pirinexus Coastal*	857
TOTAL	490,997

* New meters have been installed on these routes.

Use of other routes

New meters installed in 2025

The new meters installed correspond to the following routes:

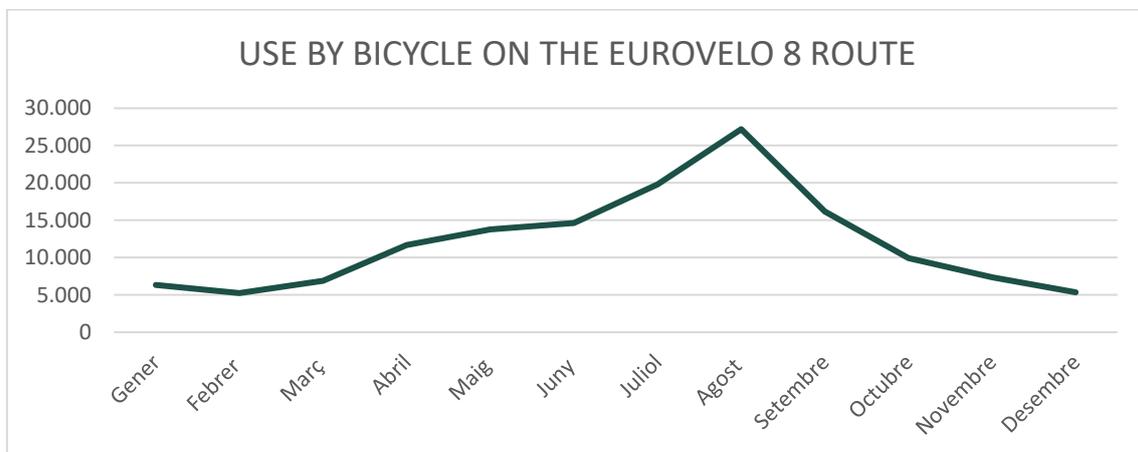
ROUTE	MONTH OF INSTALLATION	USES ON FOOT	USES BY BICYCLE	TOTAL USES
Carrilet I South Greenway	July	37,197	57,171	94,368
Alt Ter themed route (Llanars - Vilallonga de Ter section)	April	25,573	14,881	40,454
Tren Pinxo themed route	August	9,560	6,062	15,622

Camí Ral themed route (Campdevàrol - Ripoll section)	August	16,812	5,618	22,430
Pirinexus Coastal themed route	November	9,560	857	2,761

EuroVelo 8

EuroVelo 8, known as the Mediterranean Route, is part of the European network of long-distance cycling routes and connects several countries along the Mediterranean coast, promoting sustainable mobility and cycle tourism. As it passes through the Girona regions, this route shares its path with different eco-routes.

According to the data collected by the meters located in sections coinciding with the EuroVelo 8 Route, the total frequency of use recorded is 144,315 uses. The temporal analysis shows a clearly marked seasonality, with a notable increase in uses during the summer months, although significant levels of use are also observed during the spring. The use of bicycles on this section is mainly linked to recreational and tourist activities, with significant increases during holiday periods, weekends and the summer season.



USE BY BICYCLE ON THE EUROVELO 8 ROUTE

January

February

March

April

May

June

July

August

September

October

November

December

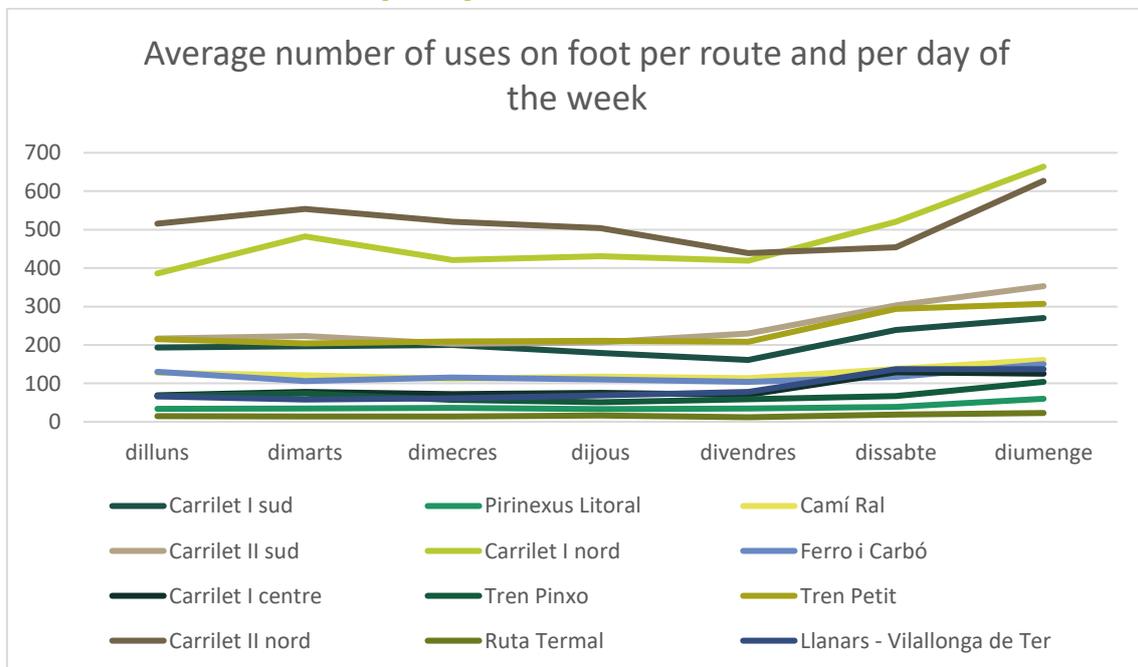
User behaviour

Cyclists on Girona’s eco-routes show frequent use on the main axes of the network, with patterns that relate this practice to leisure and tourism. The Carrilet II North Route stands out as the route with the highest amount of traffic, with more than 140,000 annual uses and a high daily average, especially during weekends, which demonstrates its central role in both recreational use and cycle tourism. Other routes with notable use are the Tren Petit route, the Carrilet I South Route and the Iron and Coal Route, all of which have significant increases on Saturdays and with the maximum metered numbers concentrated mostly in the spring and summer months. In general, the difference between weekdays and weekends is marked on almost all itineraries, which reinforces the idea that the use of bicycles on eco-routes has a strong recreational and tourist component, especially in the most consolidated and accessible sections.

The data showing on foot use of Girona’s eco-routes show high frequency of use in the main corridors of the network, with a clear predominance of the most continuous itineraries and those closest to urban centres, such as the northern sections of the Carrilet I and II greenways.

In terms of temporal behaviour, both cyclists and pedestrians show marked seasonality and a notable increase in use during weekends, although this pattern is especially accentuated in the case of bicycles, which show a more recreational and touristic character. Use on foot, although also increasing on Saturdays and Sundays, is more regular throughout the week, which suggests a use more linked to daily activity and local leisure. Overall, the data shows the complementarity of the two types of uses, with eco-routes again showing themselves as multipurpose spaces that respond to both daily active mobility and recreational and tourist activities.

Number of users by day of the week



Average number of uses on foot per route and per day of the week

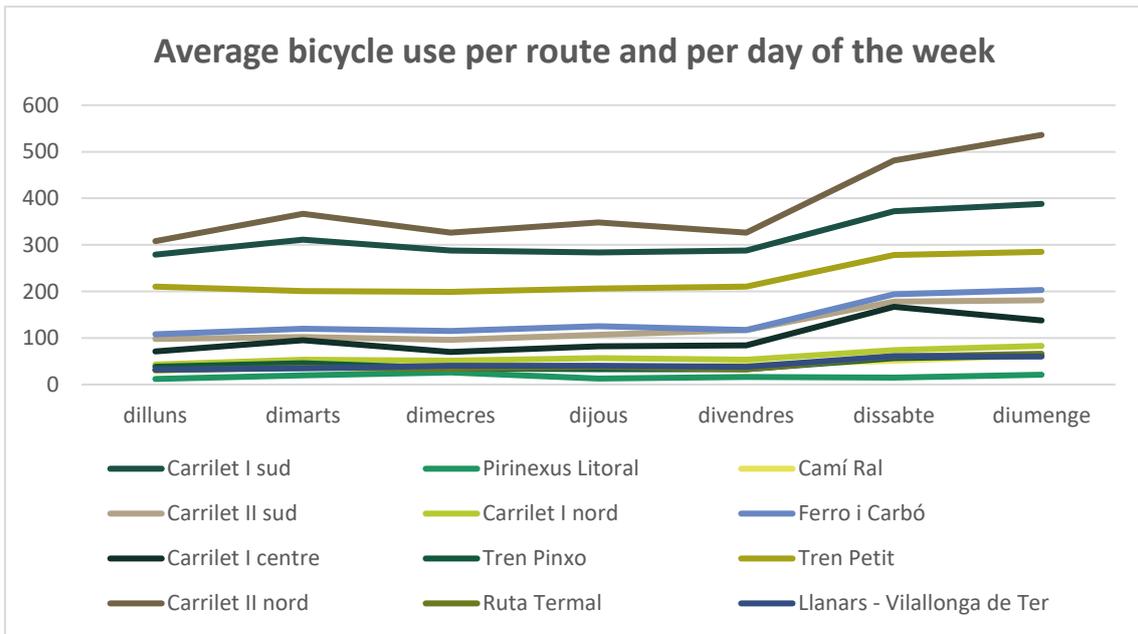
Monday

Tuesday

Wednesday

Thursday
 Friday
 Saturday
 Sunday

Carrilet I South
 Carrilet II South
 Carrilet I Centre
 Carrilet II North
 Pirinexus Coastal
 Carrilet I North
 Tren Pinxo
 Thermal Route
 Camí Ral
 Iron and Coal
 Tren Petit
 Llanars - Vilallonga de Ter



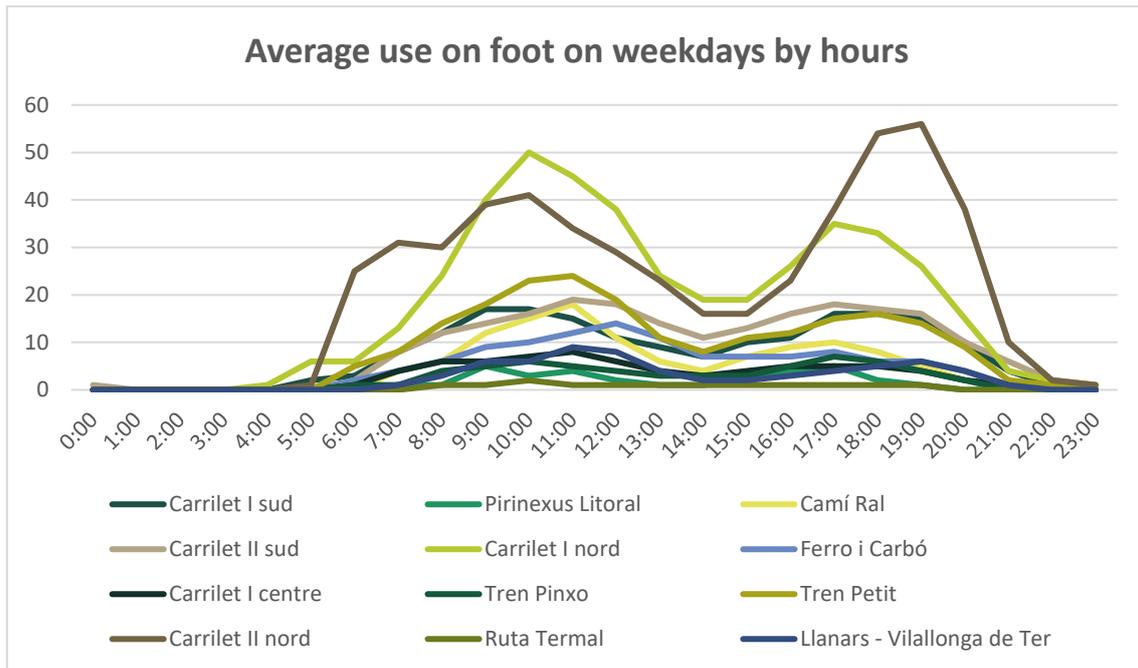
Average bicycle use per route and per day of the week

Monday
 Tuesday
 Wednesday
 Thursday
 Friday
 Saturday
 Sunday

Carrilet I South
 Carrilet II South
 Carrilet I Centre
 Carrilet II North

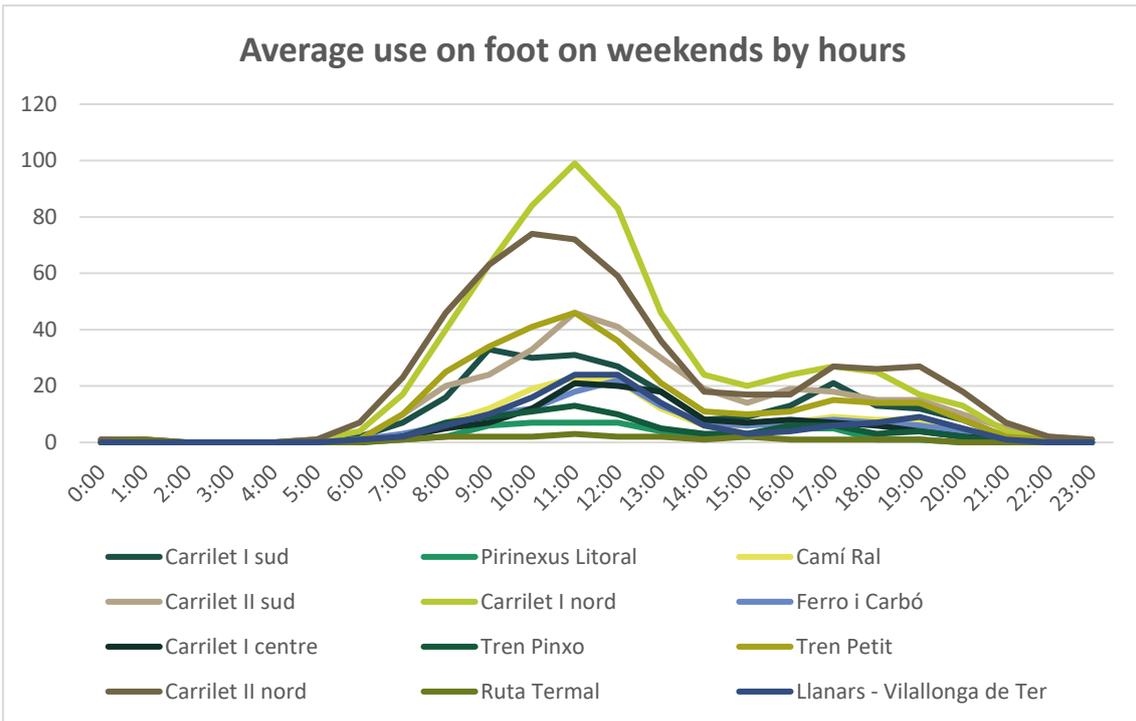
Pirinexus Coastal
 Carrilet I North
 Tren Pinxo
 Thermal Route
 Camí Ral
 Iron and Coal
 Tren Petit
 Llanars - Vilallonga de Ter

Most popular hours



Average use on foot on weekdays by hours

Carrilet I South
 Carrilet II South
 Carrilet I Centre
 Carrilet II North
 Pirinexus Coastal
 Carrilet I North
 Tren Pinxo
 Thermal Route
 Camí Ral
 Iron and Coal
 Tren Petit
 Llanars - Vilallonga de Ter



Average use on foot on weekends by hour

Carrilet I South

Carrilet II South

Carrilet I Centre

Carrilet II North

Pirinexus Coastal

Carrilet I North

Tren Pinxo

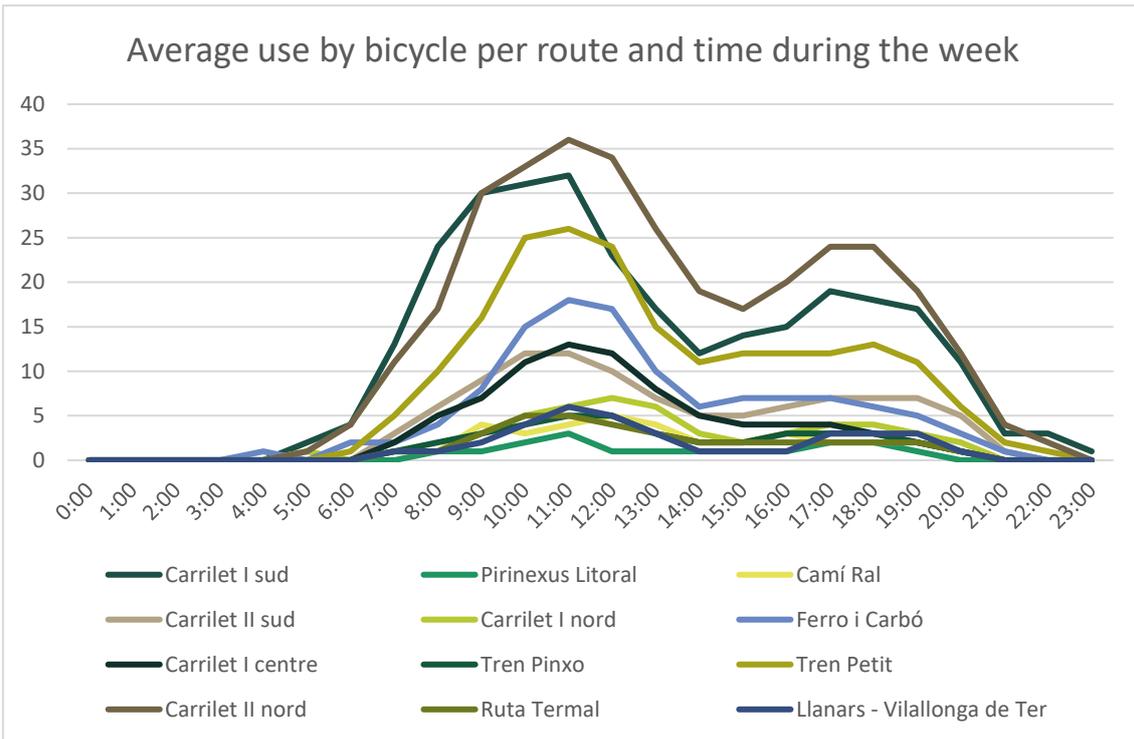
Thermal Route

Camí Ral

Iron and Coal

Tren Petit

Llanars - Vilallonga de Ter



Average use by bicycle per route and time during the week

Carrilet I South

Carrilet II South

Carrilet I Centre

Carrilet II North

Pirinexus Coastal

Carrilet I North

Tren Pinxo

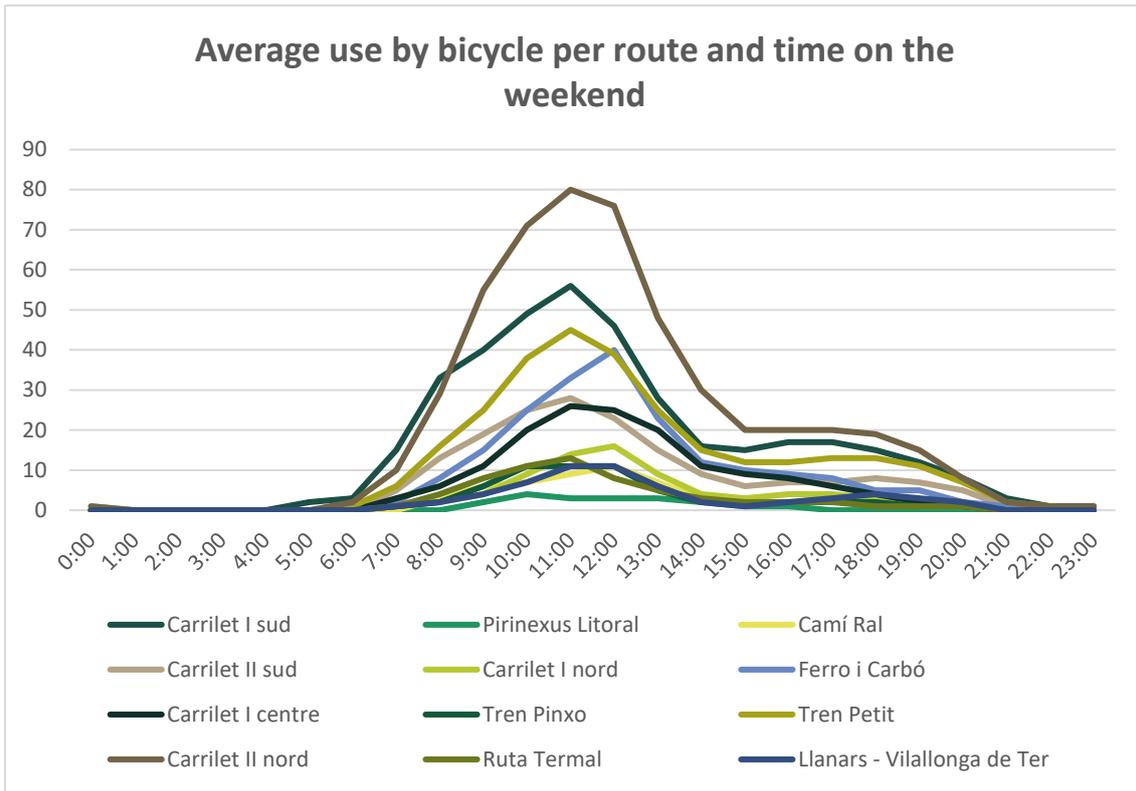
Thermal Route

Camí Ral

Iron and Coal

Tren Petit

Llanars - Vilallonga de Ter



Average use by bicycle per route and time on the weekend

Carrilet I South

Carrilet II South

Carrilet I Centre

Carrilet II North

Pirinexus Coastal

Carrilet I North

Tren Pinxo

Thermal Route

Camí Ral

Iron and Coal

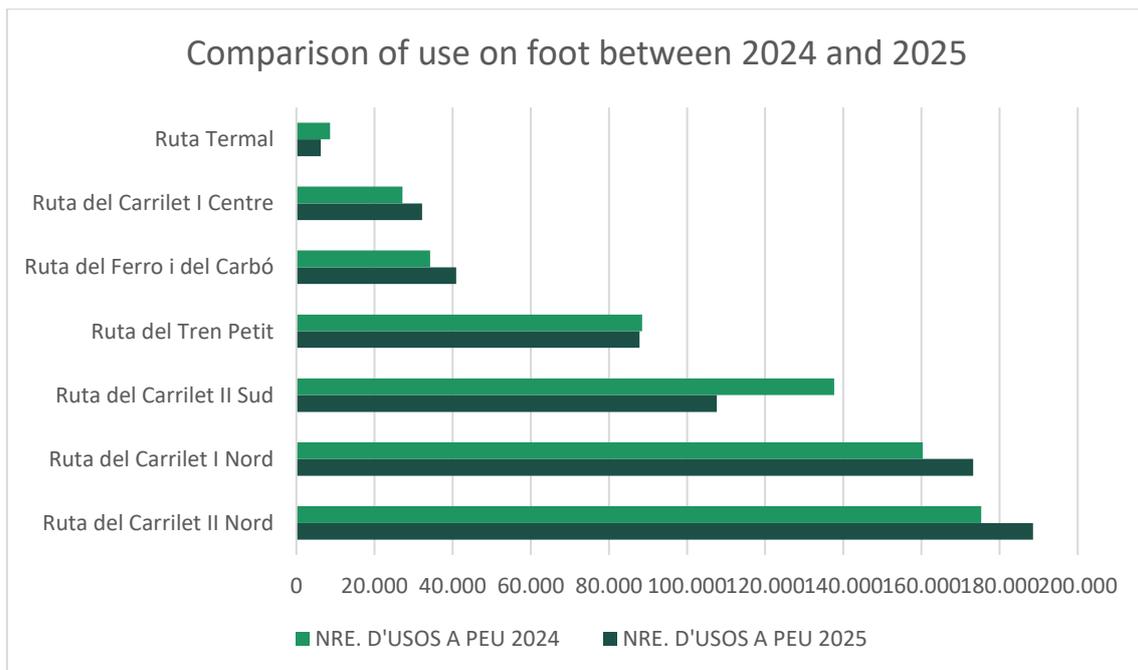
Tren Petit

Llanars - Vilallonga de Ter

Comparative analysis 2024–2025

The year 2025 shows a generally stable evolution in the total number of uses compared to the year 2024. The variations observed between the two years are moderate and do not show significant changes in the network as a whole. It should be noted that the year-on-year comparison has been made without considering the new meters recently installed, with the aim of guaranteeing the consistency of the data. In this context, a slight decrease in bicycle use is observed, while walking trips see a slight increase.

The comparison of use of Girona’s eco-routes between 2024 and 2025 shows an overall trend of continuity, with only slight differences between both periods. In the case of bicycle use, most routes register numbers similar to or just slightly lower than those of the previous year, with moderate declines on some specific itineraries and a certain stability in the most frequently used corridors. Conversely, use on foot shows a slightly positive evolution, with increases on several main routes, especially those with greater consolidation as walking and leisure spaces. This behaviour suggests a consolidation of eco-routes as infrastructure for everyday and recreational use, with demand remaining stable and with a slight upward trend in walking trips.



Comparison of use on foot between 2024 and 2025

Thermal Route

Carrilet I Centre Route

Iron and Coal Route

Tren Petit Route

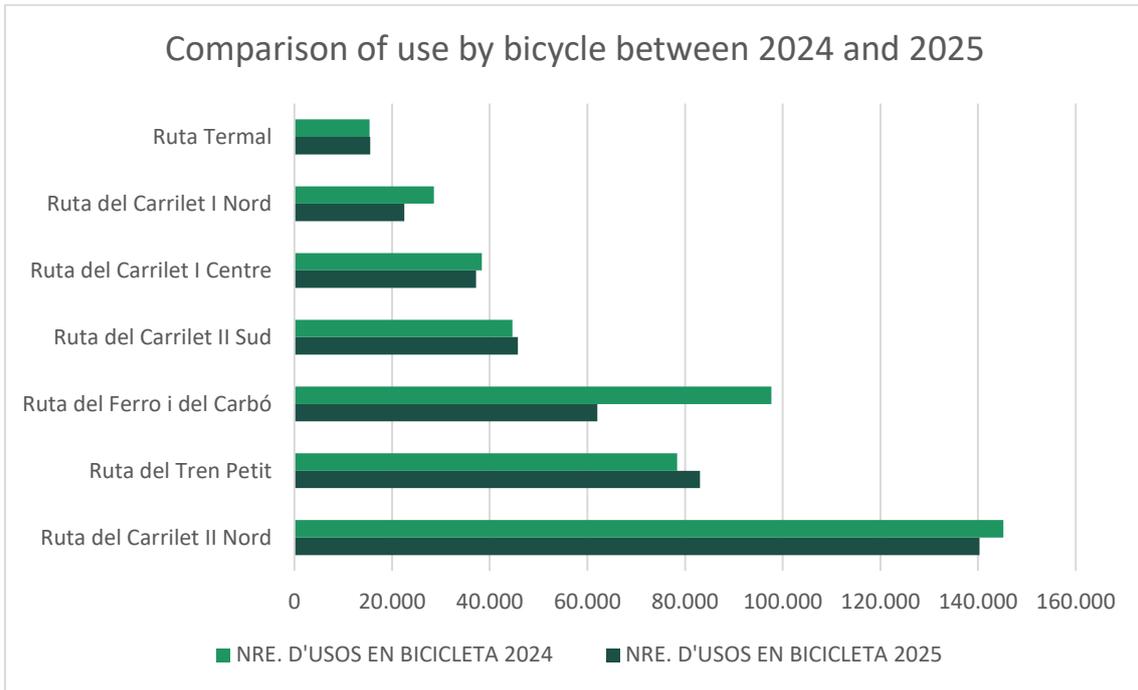
Carrilet II South Route

Carrilet I North Route

Carrilet II North Route

NUMBER OF USES ON FOOT 2024

NUMBER OF USES ON FOOT 2025



Comparison of use by bicycle between 2024 and 2025

Thermal Route

Carrilet I North Route

Carrilet I Centre Route

Carrilet II South Route

Iron and Coal Route

Tren Petit Route

Carrilet II North Route

NUMBER OF USES BY BICYCLE 2024

NUMBER OF USES BY BICYCLE 2025

Summary of main data

- In 2025, a total of 1,218,637 uses were registered, corresponding to approximately 641,369 users.
- Some 60% of registered use was on foot, while the remaining 40% was by bicycle.
- This year, four new meters were installed and the location of one already installed on the Pirinexus Coastal Route was modified.
- The use and behavioural patterns of users remain stable, without significant variations.
- Bicycle use increased slightly during the spring months, especially in April. Summer remains the busiest season. Cyclists increase during weekends, festive days and holiday periods.
- Use on foot is more regular throughout the week and shows less seasonality than in the case of cyclists, although an increase in use is also observed on weekends and festive days. Pedestrians are largely concentrated in sections close to urban centres such as Olot or Girona.
- In 2025, the Consorci de les Vies Verdes de Girona published a study of demand and economic, social and environmental impact of the greenways that complements this data and provides qualitative data on Girona's eco-routes and their impact on the territory. The study can be found at <https://www.viesverdes.cat/estudis-i-treballs/>.