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Connetable M K Jackson  
Chairman, Environment, Housing and Infrastructure Scrutiny Panel  
*By Email*

23 August 2019

Dear Chairman

Electric Bike Grant Scheme 2019

In response to your request of 16 August, please find below and attached the answers to your questions regarding the Electric Bike (eBike) Grant Scheme 2019.

I. A follow-up questionnaire was undertaken by the Department for Infrastructure to individuals who received a grant subsidy as part of the original eBike scheme in 2016. This questionnaire asked individuals questions relating to how ownership of their eBike contributed towards a potential reduction in traffic or increase in cycling as a result of their participation in the scheme.

When interviewees were asked "What form of travel has your eBike replaced?" 58% of respondents stated "Car/Van/Scooter/Motorbike". This is broadly consistent with other eBike subsidy schemes around Europe, which have seen typically, around half (40-60%) of e-bike trips replaced car trips, although the proportion can be as low as 16% or as high as 70% depending on local conditions and previous travel patterns.

The full results of the original follow up survey are attached.

Although the new eBike grant scheme has seen the maximum subsidy reduce by 50%, the new scheme allows for the subsidy to be redeemed against second hand bikes. The decision for this change is three-fold.

- The first reason is that by halving the maximum subsidy, it will enable more people to benefit from the scheme.
- Secondly, the cost of eBikes has generally fallen since the original eBike scheme was launched.

- Thirdly, by allowing a fixed discount on eBikes (i.e. £150), the scheme is easier to understand and people can realise a proportionately bigger discount on a cheaper eBike if they are minded to get a second hand or lower spec model.

II. The follow up questionnaire on the previous scheme did not feature a question to identify the recipient's income background, therefore this information is not held. It should be noted that the previous scheme did not allow for the purchase of second hand eBikes, therefore it is likely that the new scheme has the potential to reach islanders from a broader cross-section of income backgrounds. Providing subsidies for eBikes addresses income inequality better than equivalent subsidies for electric cars.

III. Beyond the initial follow-up questionnaire to original scheme recipients, we have not followed up with owners to ascertain how many are still in use. It is likely that the bikes are still in use as one would expect a modern bicycle to last at least 3-4 years if it is well looked after.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'K. Lewis'.

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