Swiss study [www.news.admin.ch/NSBSubscriber/message/attachments/36765.pdf](http://www.news.admin.ch/NSBSubscriber/message/attachments/36765.pdf) showed that after given access to a the use of a pedelec 60% of the people within the study who owned a car indicated they use the car "much rarer" or "less frequently.

Norway eBikes increased numbers and amount of cycling [https://www.sciencedirect.com/science/article/pii/S1361920915000140](https://www.sciencedirect.com/science/article/pii/S1361920915000140)

In the Austria-wide study [http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0135](http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0135), 37% of respondents reported that, since buying the e-bike, they had reduced car use for work trips; 40% reported reductions for shopping trips; and 40% reported reductions for leisure trips. There were also small net reductions in household car/motorbike ownership - 4% reported that they had reduced household car ownership, and 3% had reduced household motorbike ownership, whilst 1% had increased car ownership, and 2% had increased motorbike ownership.

[http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0080](http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0080) survey of e-bikes purchasers in Sweden asked participants about particular journey purposes that they used their e-bikes for, and how they were travelling previously (including whether the journey was a ‘new trip’). Results varied with journey purpose – 3–12% of the e-bike journeys replaced walking; 4–16% replaced public transport; 15–26% replaced a conventional bike; and 47–67% replaced a car trip.

[http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0085](http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0085) Landrad project [http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0085](http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0085) for the individual participants, 52% of the trips done by pedelec were previously done by conventional bike whilst 35% were done as a car driver. It was estimated that approximately 230,000 car kilometres per year were substituted for pedelec use. 21% of purchasers were reported to have made substantial and long term changes to their travel behaviour.

[http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0035](http://www.sciencedirect.com/science/article/pii/S0965856415301865#b0035) Active Access project, about half of the pedelec trips made substituted for car trips, equivalent to an average of 6 trips – 44 km – per participant per week.
As a result of the e-bike programme in Chambery, 1.2 million km were reported to have transferred from car to e bike p.a.

In Flanders, 46% reported that they previously drove to work, and 58% reported that they used the car on days when they did not use the pedelec.

Norwegian project, the proportion of all kilometres travelled per day that were made by bike rose from 28% to 48% in the target group, whilst remaining constant at 20% in the control group

Eddeger et al. (2012) In Pescara, 80% of employees buying a subsidised e-bike said that since having the pedelec, they used their car less.

Wright, 2013 In the Totnes community e-bike hire scheme, 40–70% of e-bike journeys were reported to be replacing car use.

Kidd and Williams (2009) In the Talybont-on-Usk Energy trial, 67% of the mileage travelled (1818 miles) was reported to be replacing car miles.

VCD (2013) For the 506 e-bike users, 74% mentioned that the e-bike had replaced at least some car trips, with 21% reporting that it had exclusively replaced car use.

Helms et al. (2015) For trips made by e-bike, 41% were previously made by car; 38% by conventional bike; 7% by public transport; 4% by foot; 6% were not made and 5% were made by other modes. In terms of distance, 45% of distance travelled was previously done by car. For commuting, 62% of trips were previously made by car.

SVI (2017), Vélos électriques – effets sur le système de transports, Projet de recherche SVI 2014/003 sur demande de l’Association suisse des ingénieurs et experts en transports


In Switzerland, more than half of the distances travelled by fast e-bike would otherwise be travelled by car


In the Netherlands, two thirds of speed-pedelec users would otherwise use a car

http://trec.pdx.edu/research/project/1041/National_Electric_Bike_Owner_Survey

John MacArthur, Portland State University

US on how eBikes substitute car use