E-scooters in Salford

Interim Report and Next Steps

27th May 2021

Healthy Active Cities

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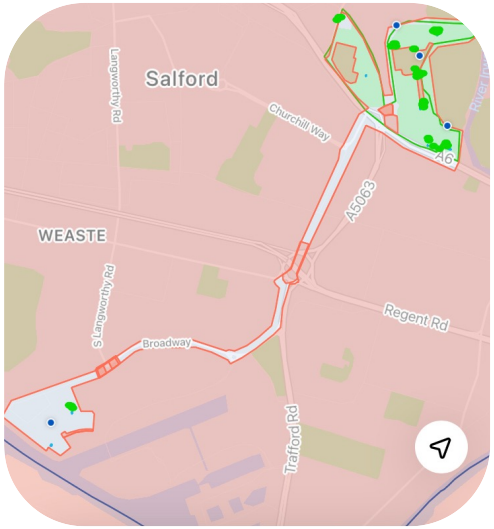

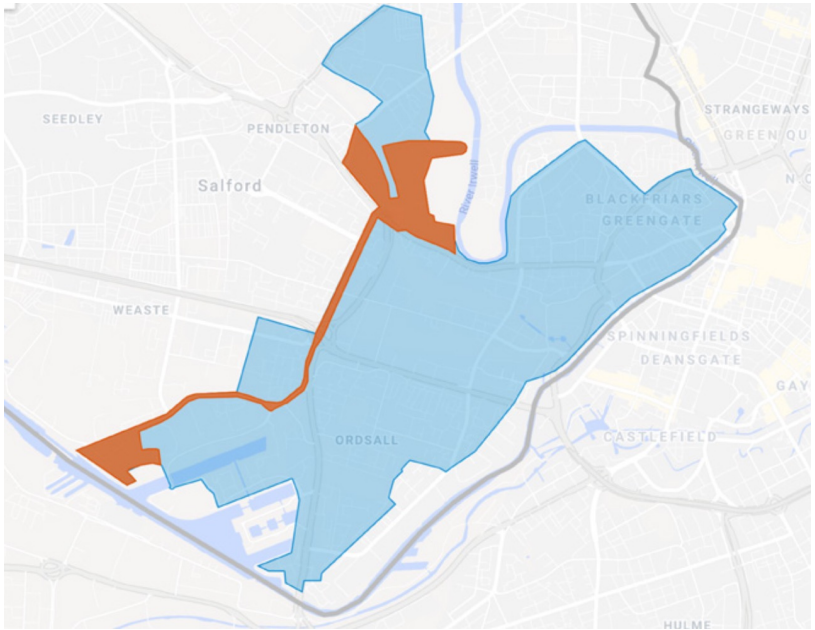

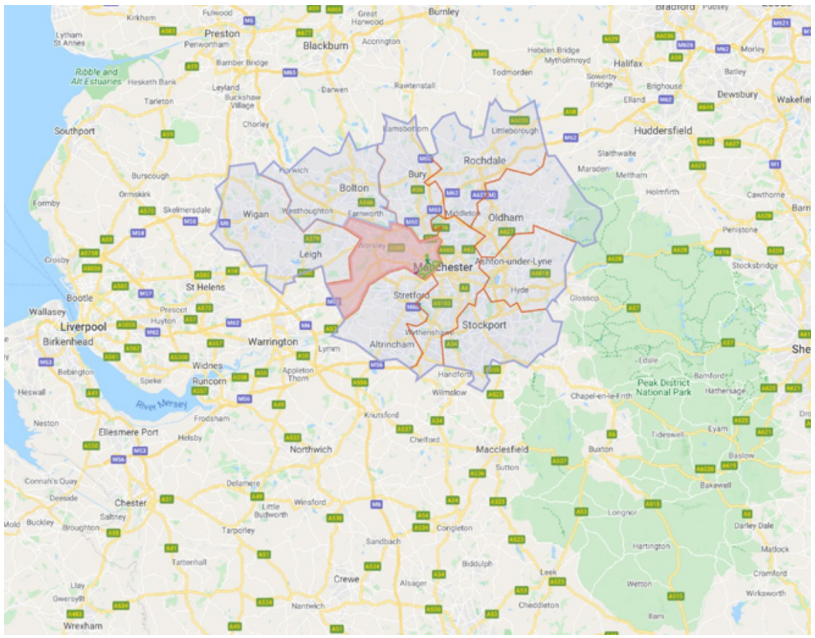

Google maps

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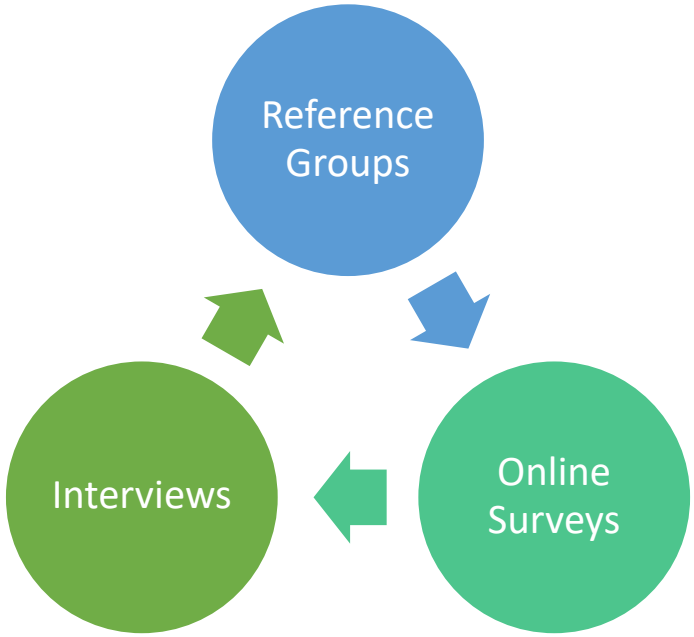
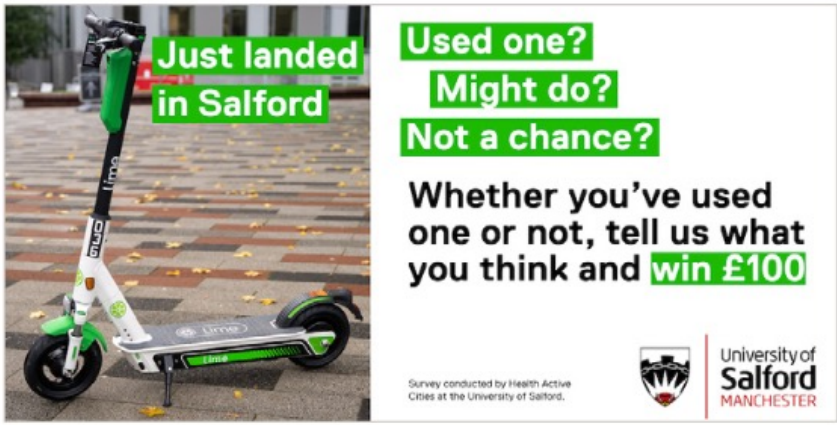
Our Research



- 6 Reference Groups
    1. Mobility Researchers
    2. Transport Planners
    3. Community Organisations
    4. Road Users
    5. Women
    6. Disabled People & Vulnerable Users
- 11 Interviewees
- Online Survey, 741 responses
- Interim Analysis



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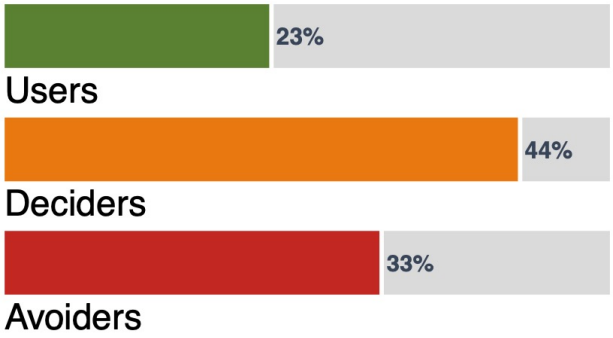
Who has been using e-scooters?



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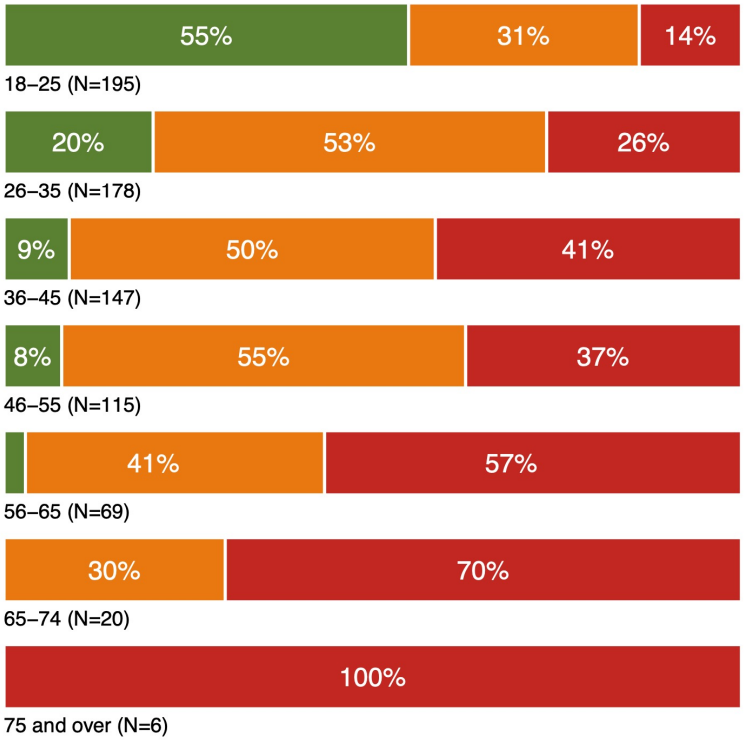
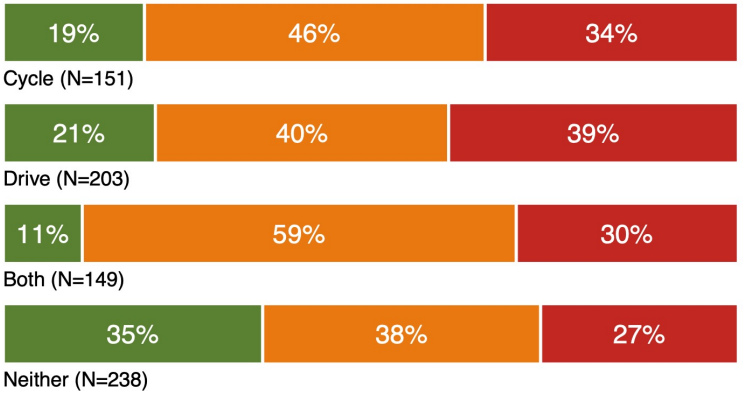
Who has been using e-scooters?





Users Deciders Avoiders

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… and for what purposes?

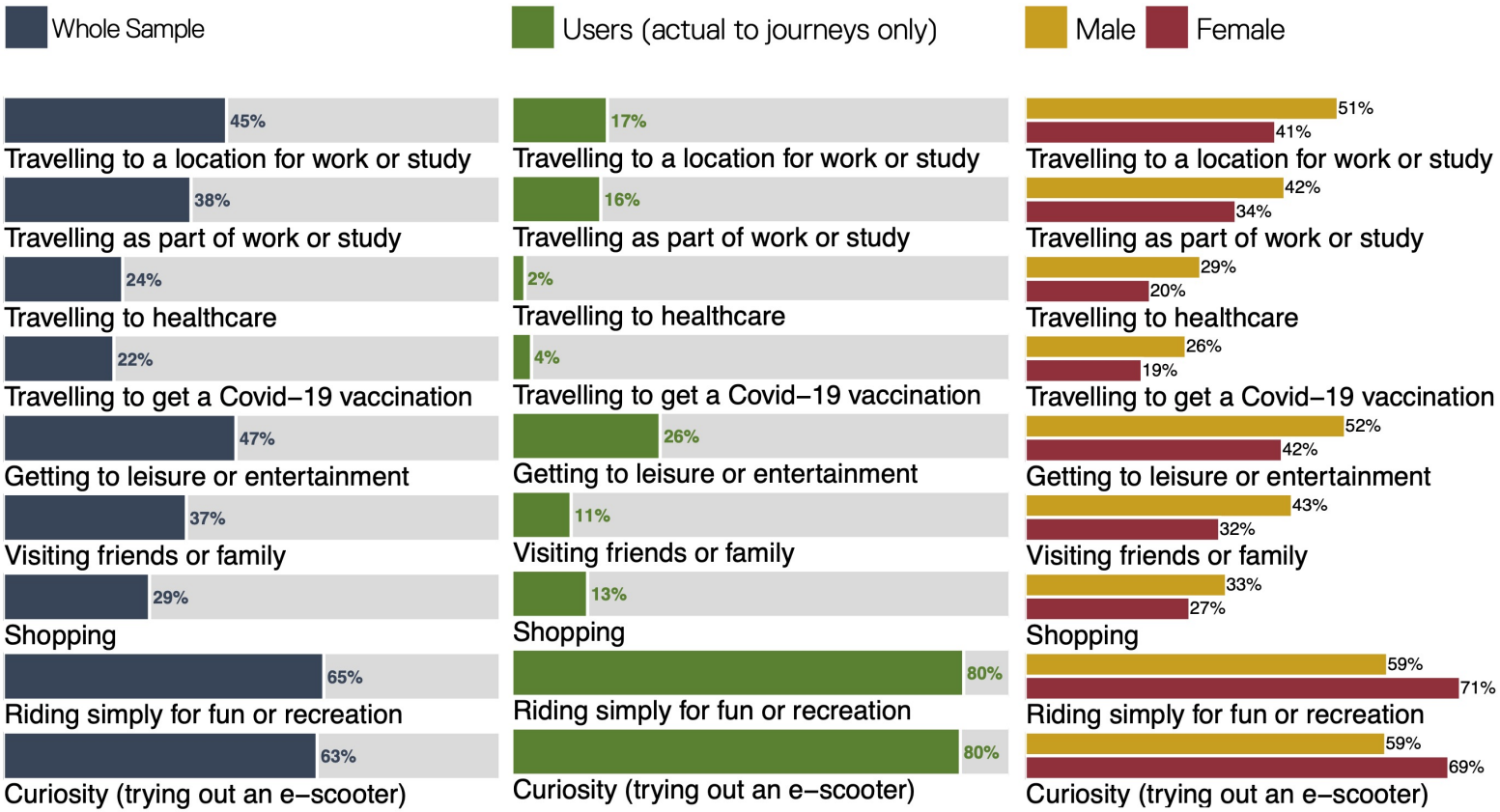

Figure 8 **Stated purpose for e-scooter journeys. (a) envisaged journeys for whole sample, (b) actual journeys taken, (c) envisaged journeys by gender. (Q8, Q19, Q31, whole sample)**

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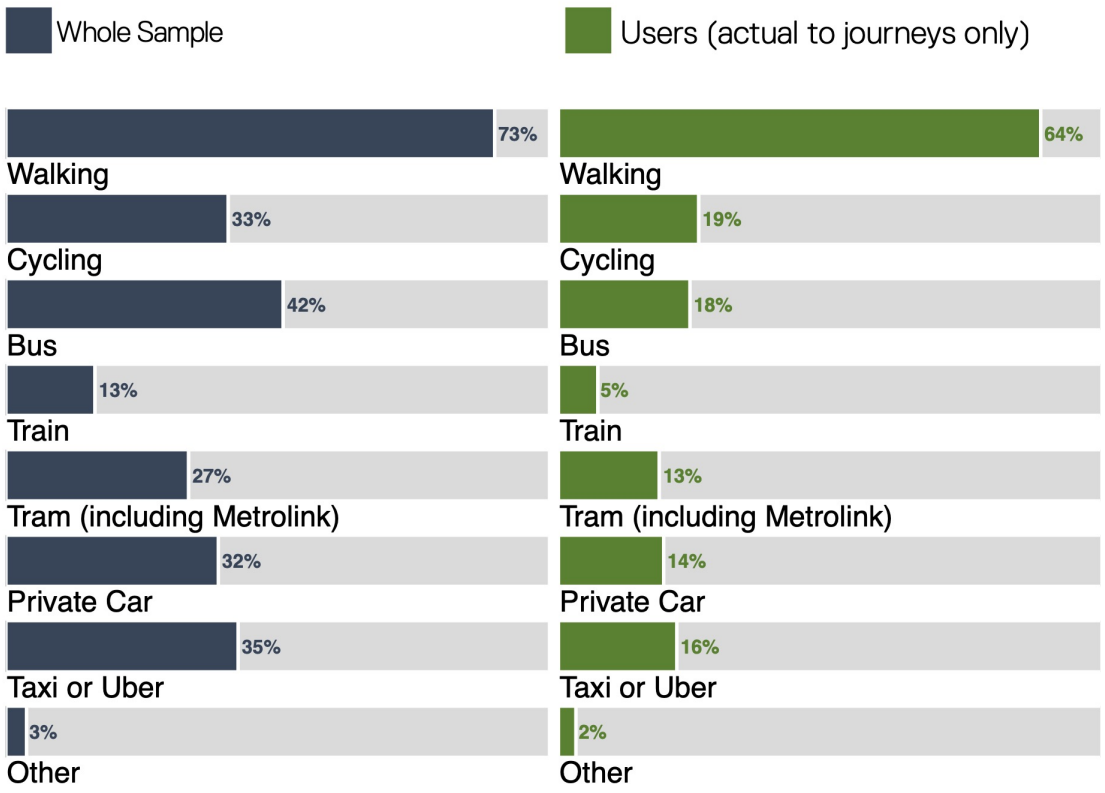
… and in place of what?



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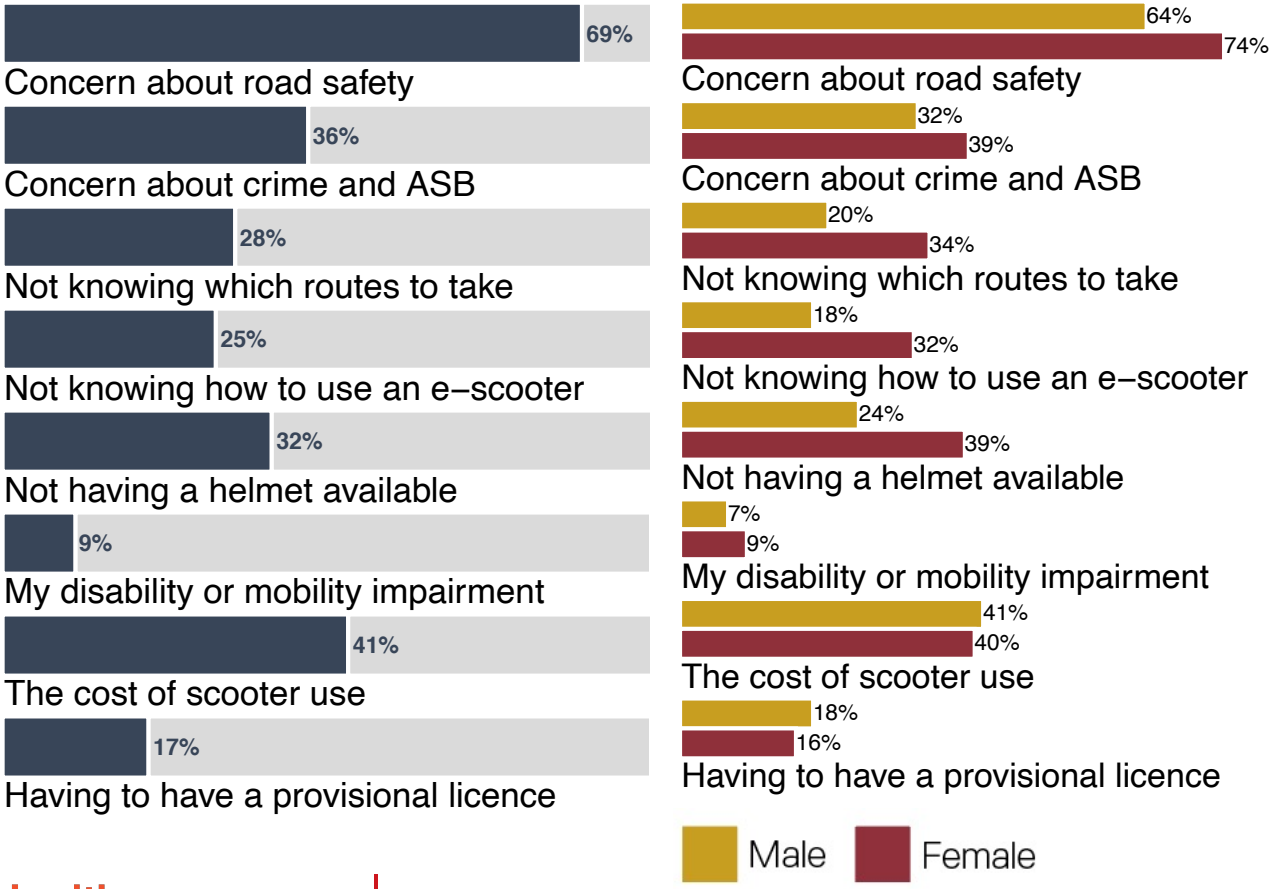
Relationship with other modes of transport

- Participants drew comparisons between e-scooting and cycling in terms of utility, recreation, journey type and infrastructure.
- E-scooters can fulfill a similar role, but have potentially **lower health** benefits?
- For some, the **standing position** on an e-scooter led to feelings of safety - more comfortable than seated position while cycling.
  - *'I think I'll find it more comfortable than a bike, looking forward to trying one!'* (SC).
  - *'there is a lot less that could go wrong than if you were on a road bike'*. I10

Relationship with other modes of transport

- This perception of comparative safety was not universally shared by all, however*:*
  - *'I wouldn't use e-scooters because - compared with a bike which I use a lot - they seem much less safe'* (SC).
- That being said, people who cycle may have experience of the roads that gives them greater confidence when using e-scooters.
- One participant mentioned his experience of cycling aided his ability to keep balance, read the road, anticipate potholes, speed bumps, etc.

Factors limiting use (Barriers)



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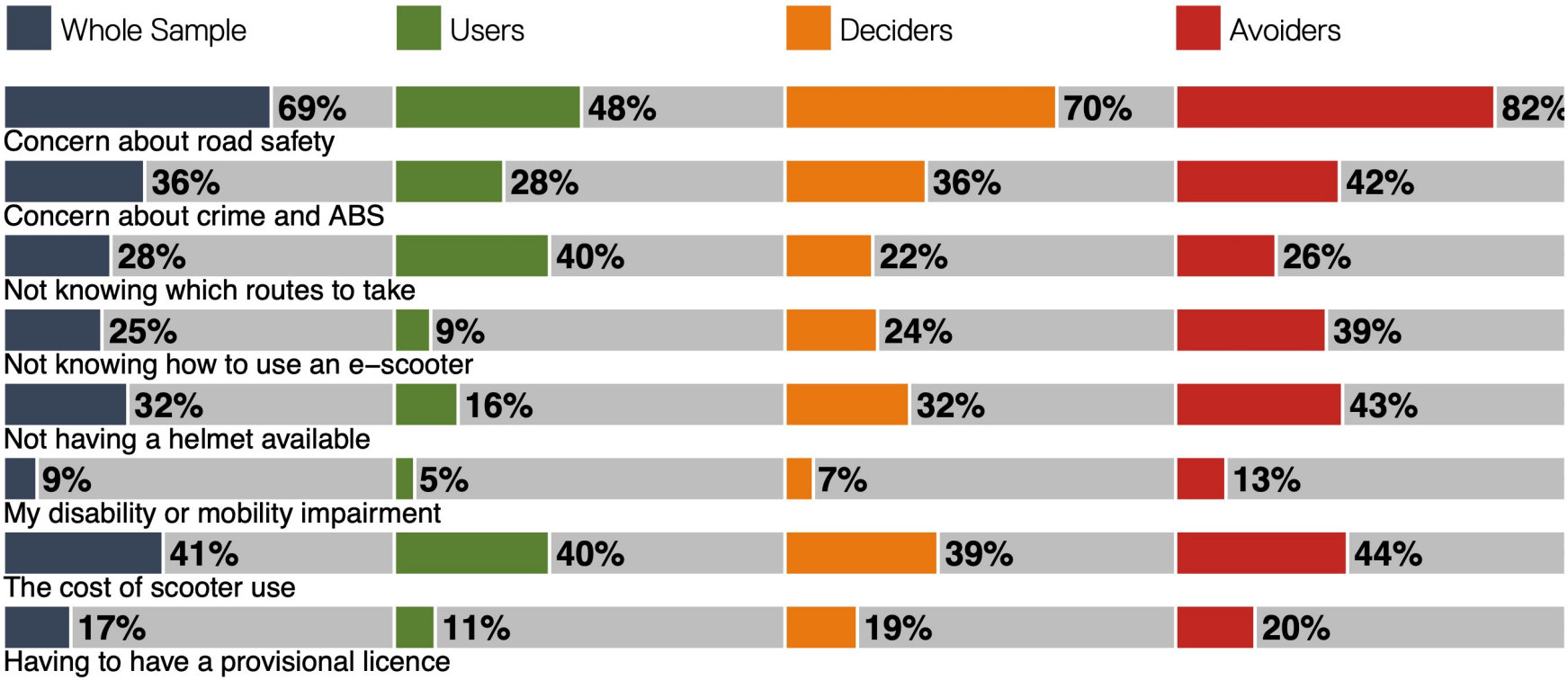

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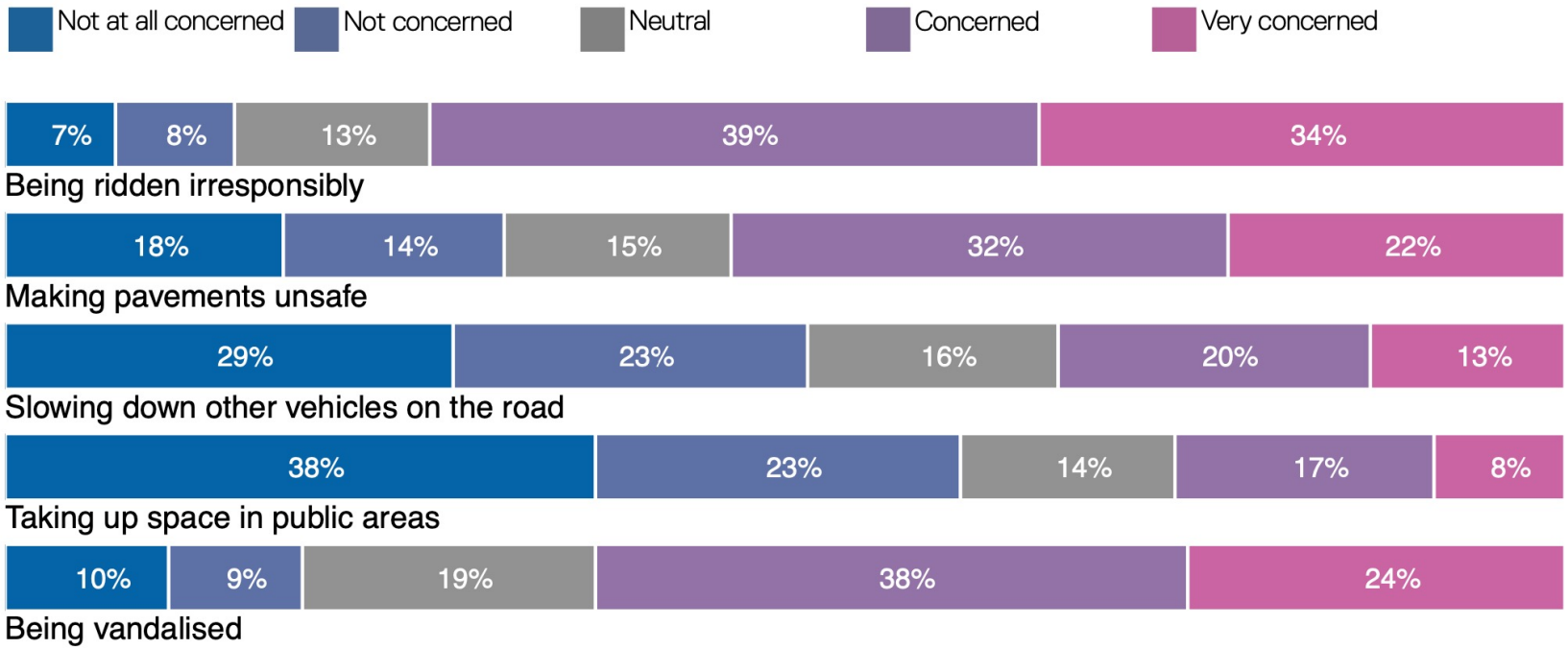

Figure 15 **'For each of the following, how concerned are you about the potential impact of e-scooters in your area?' (Q27, whole sample)**

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The Geofence

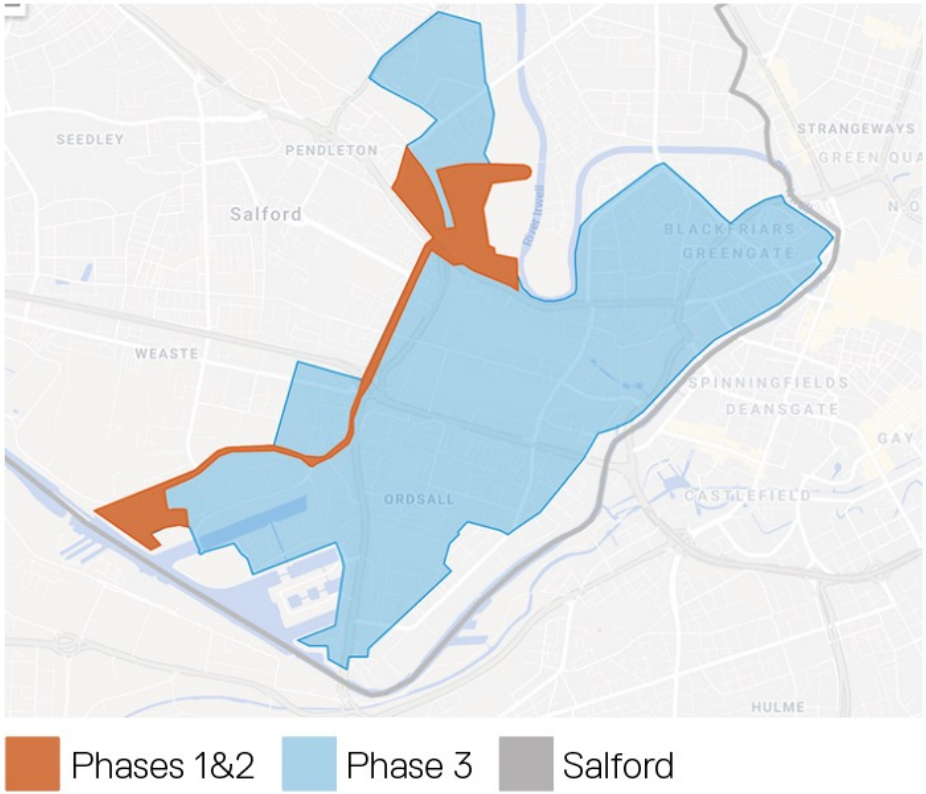

Figure 1 **Phases 1, 2 and 3 of the trial, seen against the administrative boundary between Manchester and Salford.**

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The Geofence

- *'… the very limited geographical areas the scooters can be currently used in has limited when I use them. I would use them more if you could use them in a bigger area of Salford/ Manchester. I think it would be great if you could use the scooters in Manchester as well as Salford eventually as most of the time I am travelling between the two for work and so if you can't take the scooter into Manchester then [it] that is not an option'. (SC)*

Road & Personal safety

- Perceptions of safety **vary**
  - Participants expressed concerns about safety when using the e-scooters in **traffic**.
  - Some participants also expressed concerns about their safety as **pedestrians** while using shared spaces with the e-scooters, such as some pavements.
- E-scooters are **quiet** and people are wary of not being able to hear them coming.
  - *'They are a nuisance on the public footpaths, perfect for robberies as you cannot hear them coming'.* (SC)

Road & Personal safety

- Some saw e-scooters as a **mobility option** that could provide a safe alternative to walking home at night or waiting at public transport interchanges, reducing the risk of harassment or attack.
- However, some participants also expressed their concern that e-scooters could be a factor in drawing **unwanted attention** to themselves.
    - *'I would use e-scooters at night in unsafe areas, as walking in such areas is more risky. Slower speed of walking make[s] people more vulnerable and available to attacks'* (SC).

Helmets

- Helmet use is **not mandatory** for cycling or e-scooting in the UK, and is a divided subject…

  - *.. don't agree with having to wear a helmet when riding an e-scooter, given the relatively low speeds - this is a barrier to use and sends out the wrong message about safety, when the focus should be on dangerous motor vehicles (same argument why I don't wear a helmet when I ride a bike). (SC)*

  - *Helmets must be made mandatory for both cyclists and e-scooter users, the number of cyclists who simply do not wear a helmet or [don't] use cycle lanes when they are available is crazy - I know this is about e-scooters but the same issues will arise. (SC)*

Social inclusion

- Younger people are **more likely** to have used e-scooters in the trial so far.
- Trends in data indicate that women are **less likely** to use the scooters for journeys from A to B, as opposed to using them for their own sake.
- Need to be **18**+ and have at least a provisional driving licence to access the scheme.

Social Inclusion

- You need a **smartphone**, and ability to download and use the Lime app to access it.
  - Lime has developed **app-less** technology in the US, but this is not available in the UK yet.
- **Cost** was seen to be relative across participants. People who cycled regularly were more likely to find the price of e-scooters expensive, compared to others who pay for public transport services.

Reference groups

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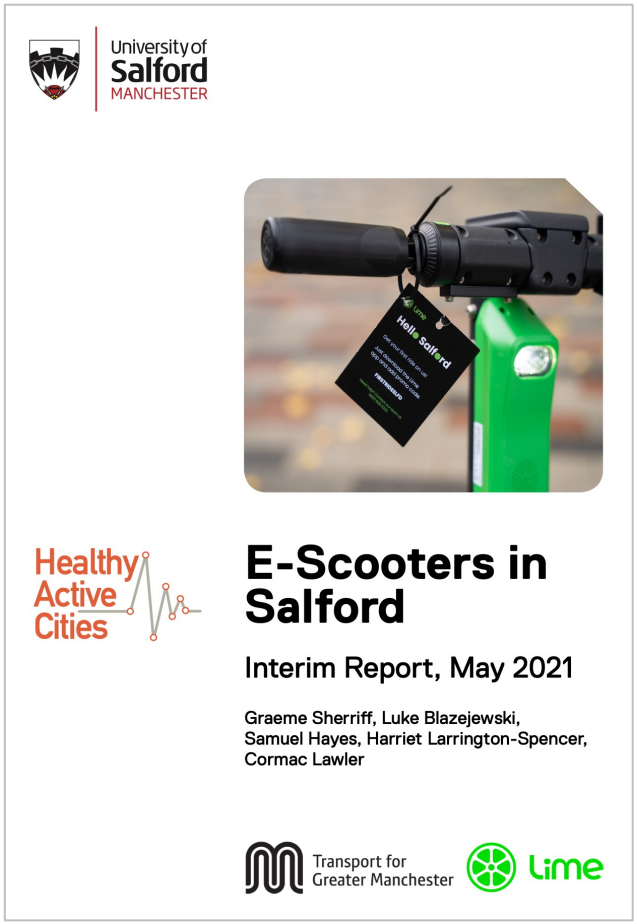
Next steps

- Impact of development of the scheme and relaxation of Covid-19 restrictions
- Who, how, why, what for?
- Social gradient across age and gender in particular
- Relationship with other forms of transport
- Sharing the roads with vulnerable road users
- Impacts on social inclusion and decarbonisation
- Positioning of e-scooters

http://usir.salford.ac.uk/id/eprint/60393/



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