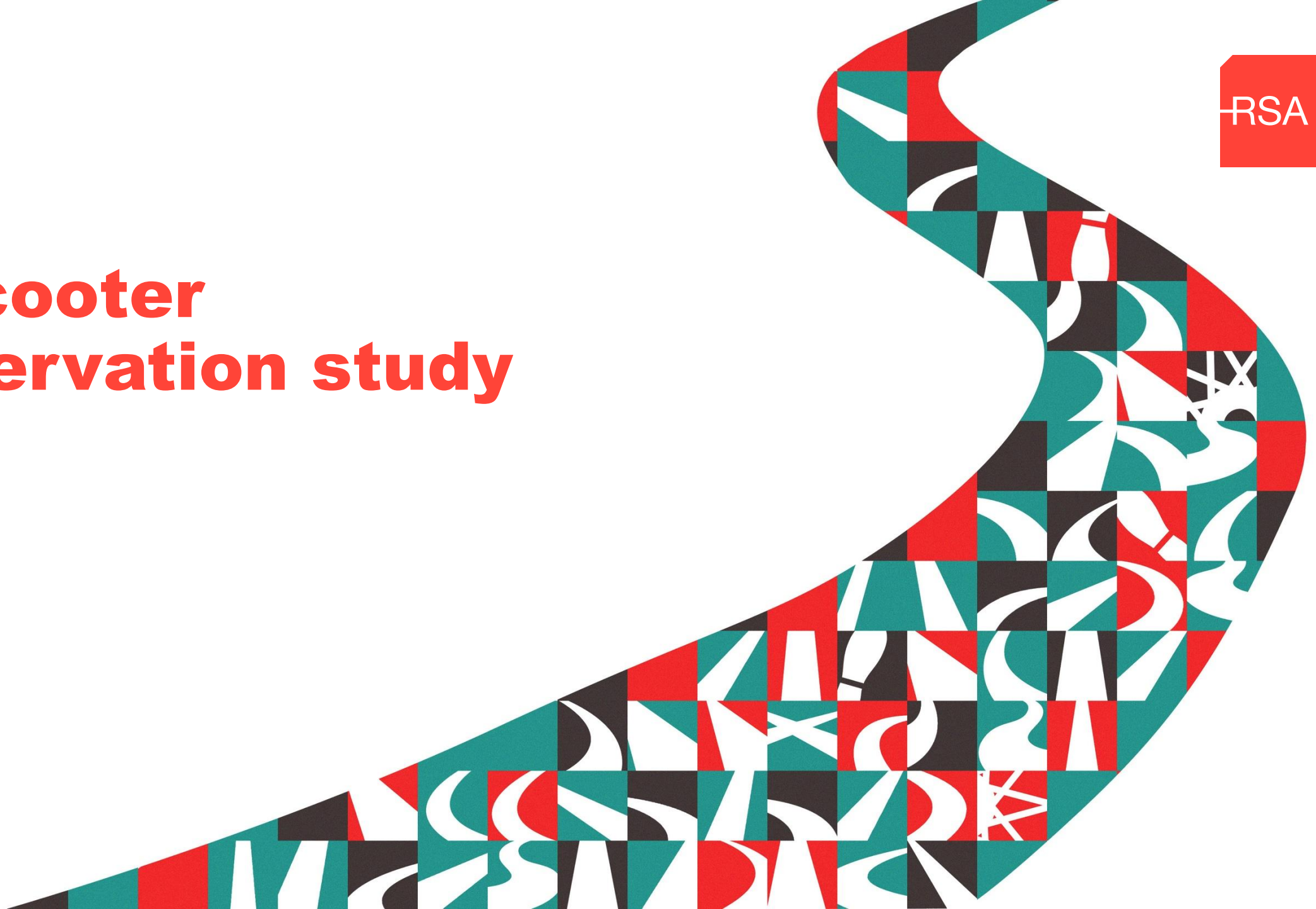


# E-scooter observation study



# E-scooter observation study

## Background

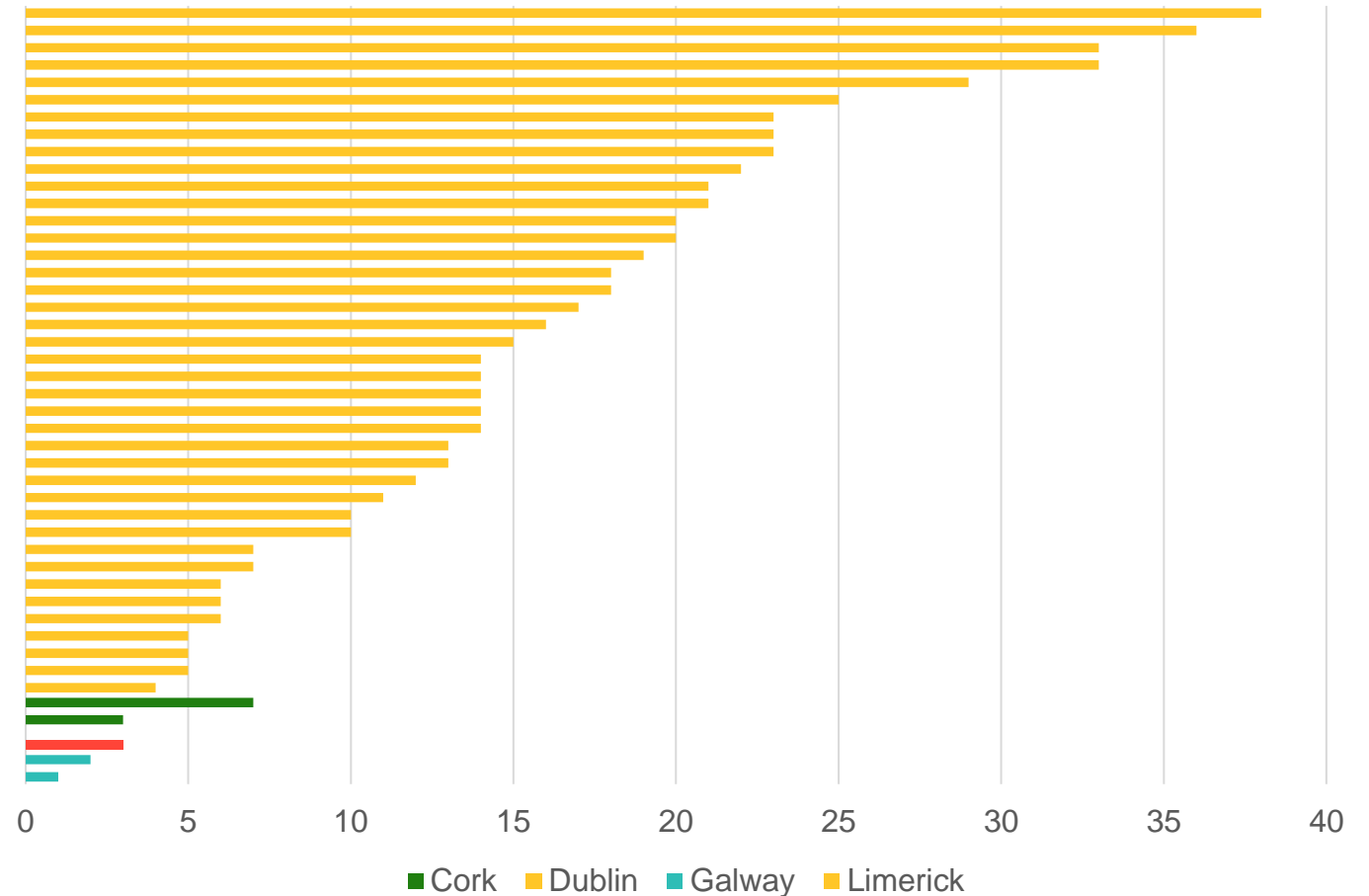
- Data collected by video capture between 1 December 2021 and 20 December 2021
- Observation study originally designed to capture data using video on helmet wearing of cyclists and motorcyclists at 150 sites nationwide
- In May, the video was re-analysed to identify e-scooter users on roads at 46 urban sites across Dublin, Cork, Galway and Limerick Cities; 40 of these sites were in Dublin
- Video was chosen at sites in the city centres of Cork, Galway, Limerick and Dublin City Centre and some suburban sites (e.g. Rathmines)
- 37 of the sites were recorded as having a cycle lane in place
- Video was chosen for sites and times where the weather conditions were good (such as bright or clear and dry).
- Analysis captured the number of e-scooter users and road user behaviours such as helmet wearing, high visibility wearing, carrying goods or passengers.
- In total, 676 e-scooter users were identified in the sample, nearly all in Dublin.



# Breakdown by site

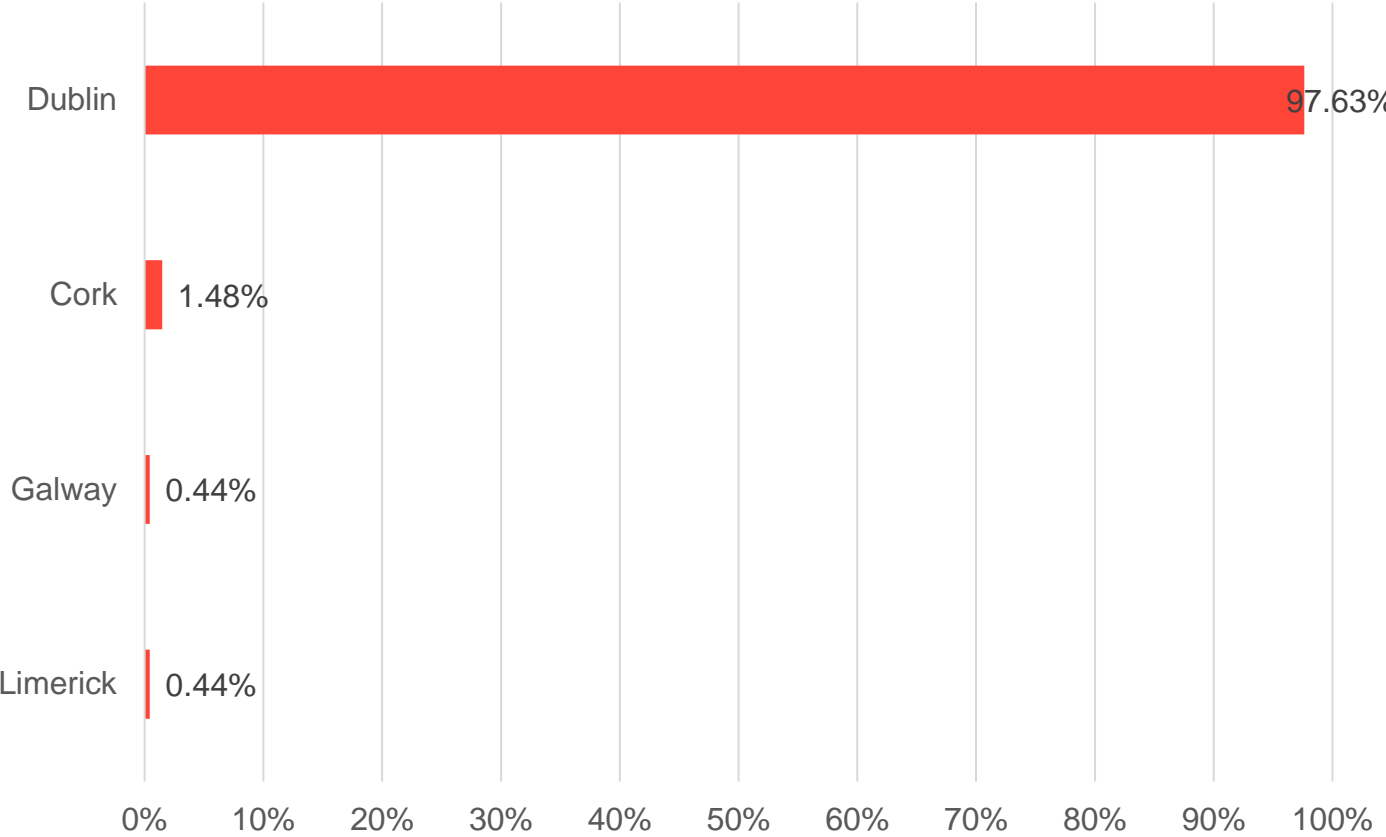
N=676

- Two sites were analysed in Cork, Galway and Limerick
- One Limerick site had no e-scooter users
- Forty sites were analysed across Dublin
- Outside Dublin there were less than 10 e-scooter users identified at each site
- Two sites in Dublin had between 35 and 40 e-scooter users



# Site breakdown by city

## Percentage breakdown of e-scooter use at sites in four cities



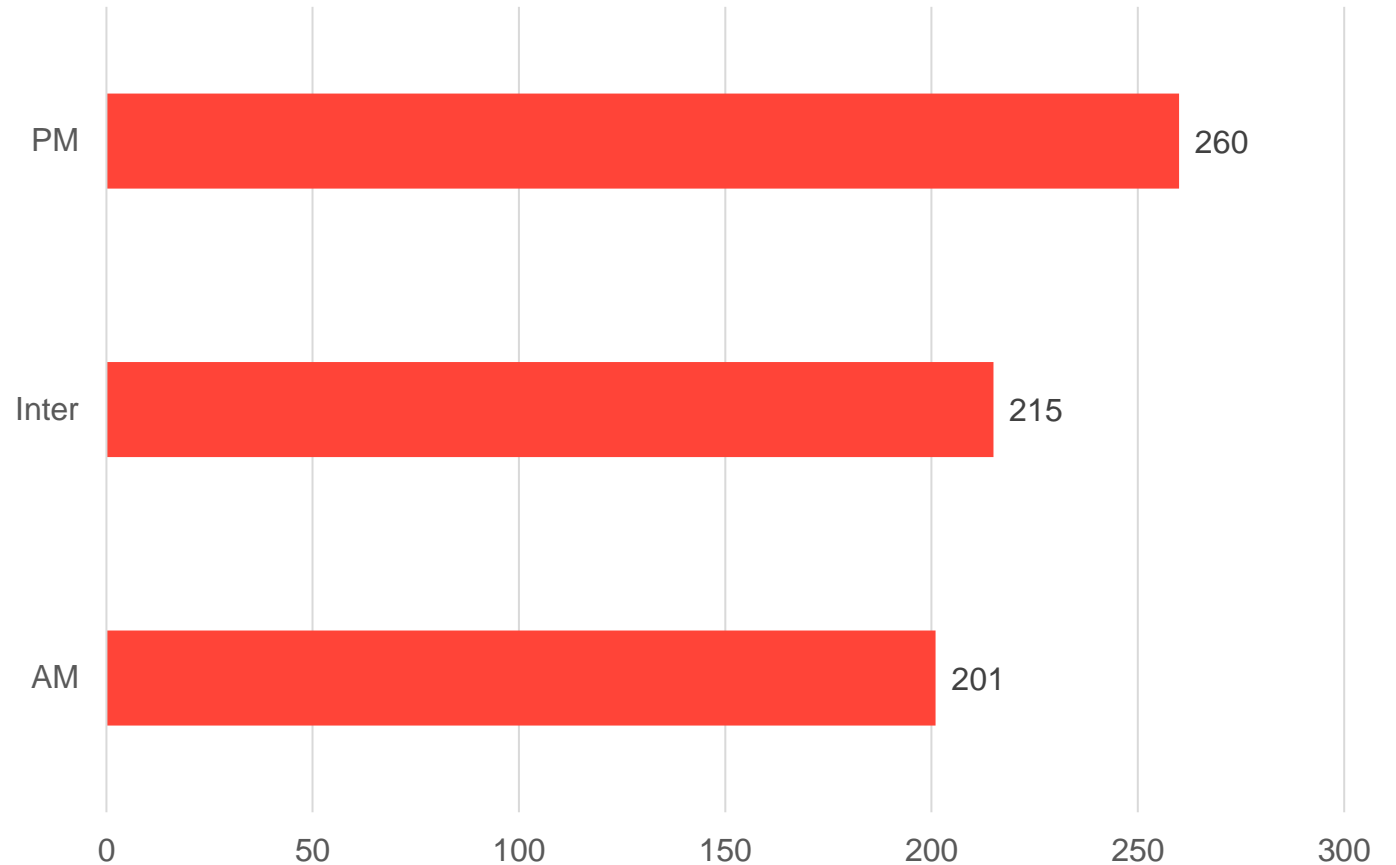
- The majority of e-scooter users were identified in Dublin with less than 3% of the 676 e-scooter users identified in the other three cities.
- There were no e-scooter users identified at one site in Limerick
- 45 of the 46 sites were at junctions



# Time breakdown

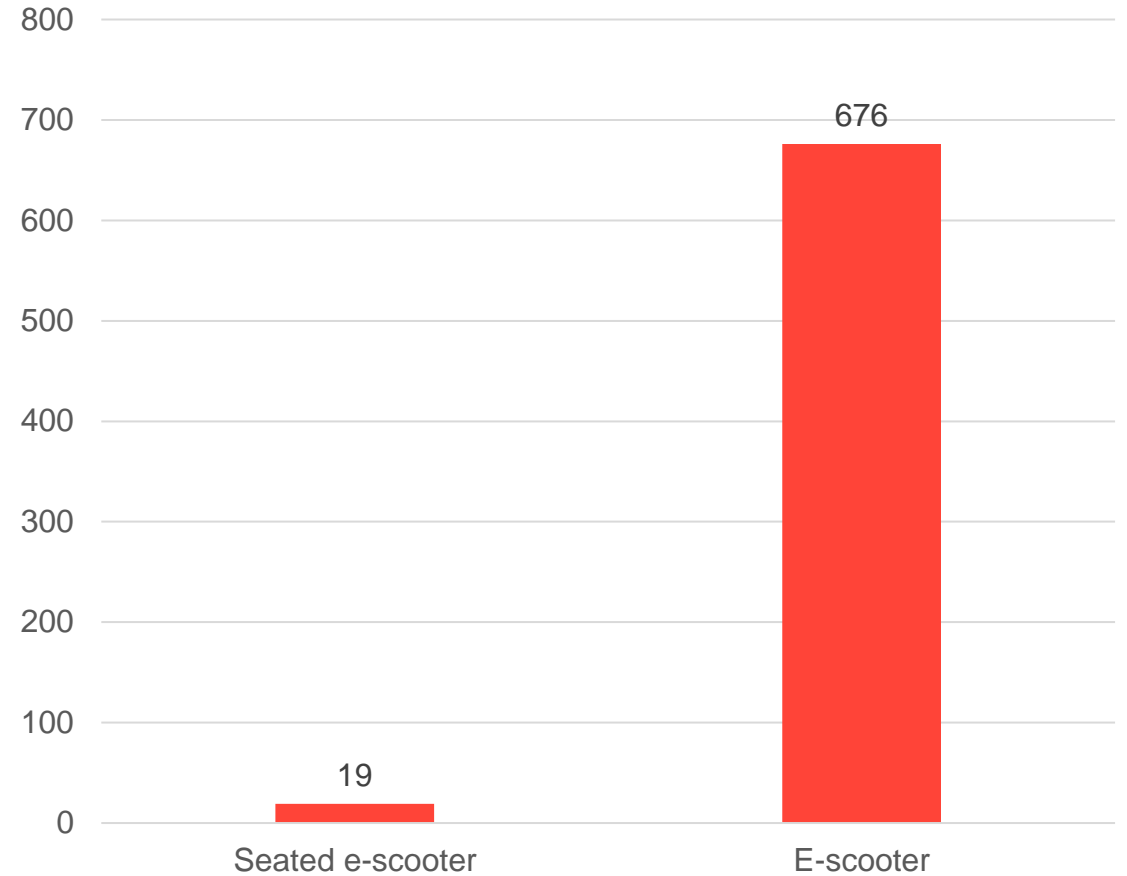
N=676

- Site analysis was conducted across a mix of times during the day
- More e-scooter users identified in the PM (260, 38%).
- **AM** period of data collection between 07:30 to 10:30
- **Inter** period between 12:00 to 15:00
- **PM** period between 16:00 to 19:00



# Type of e-scooter

- A small number of e-scooter users were using e-scooters with a seat (19)
- The majority of e-scooters did not have a seat (676)
- The rest of this analysis is based on users on standing e-scooters (n=676)

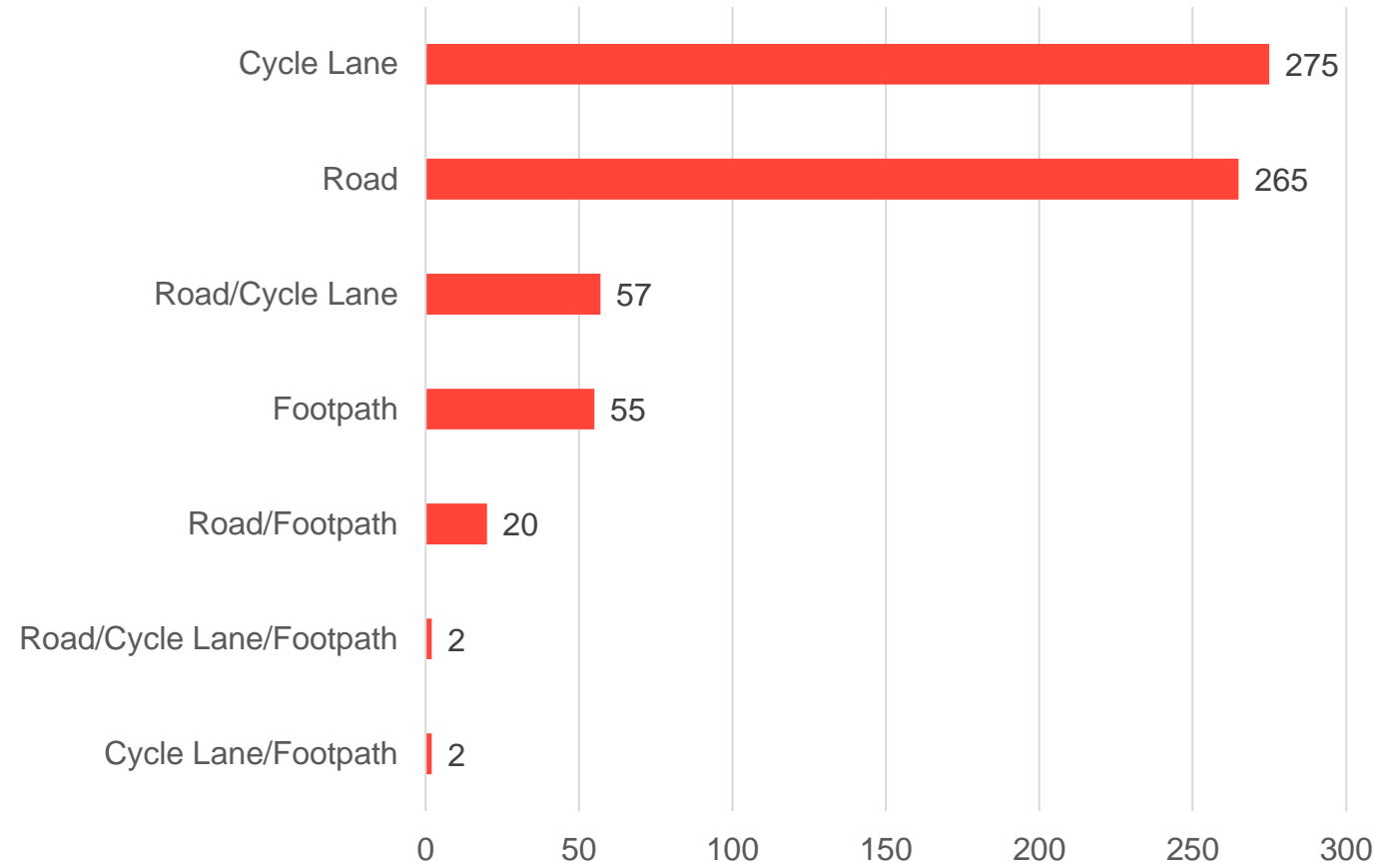




# Road use

N=676

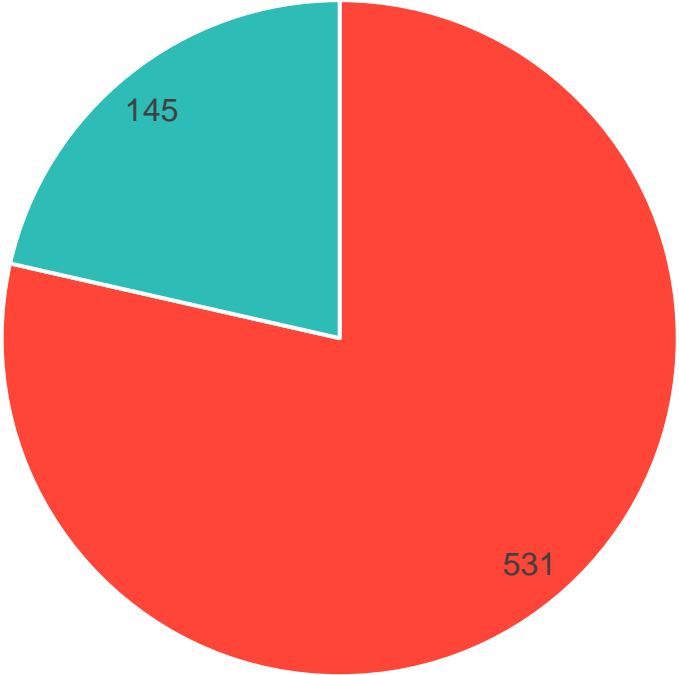
- E-scooter users location of use was identified with the majority using a cycle lane or the road (88% in total)
- A small number were using the footpath or a mix of footpath and road or cycle lane (79, 12%)



# Gender

N=676

The majority of e-scooter users were male (531, 79%)



■ Male ■ Female



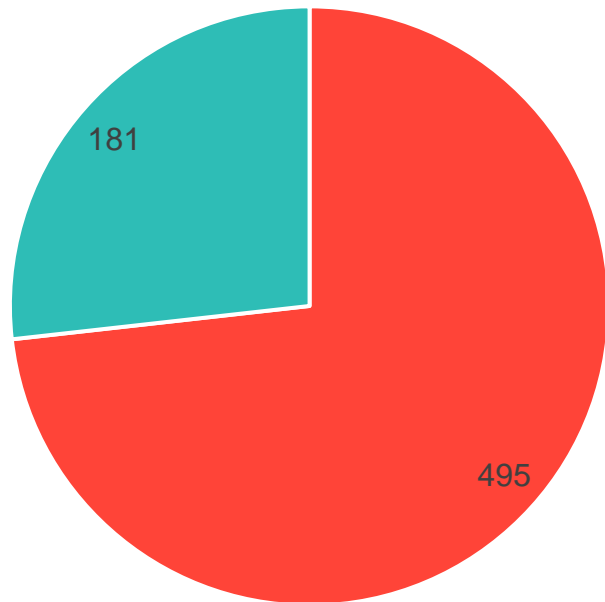


# Helmet and high visibility wearing



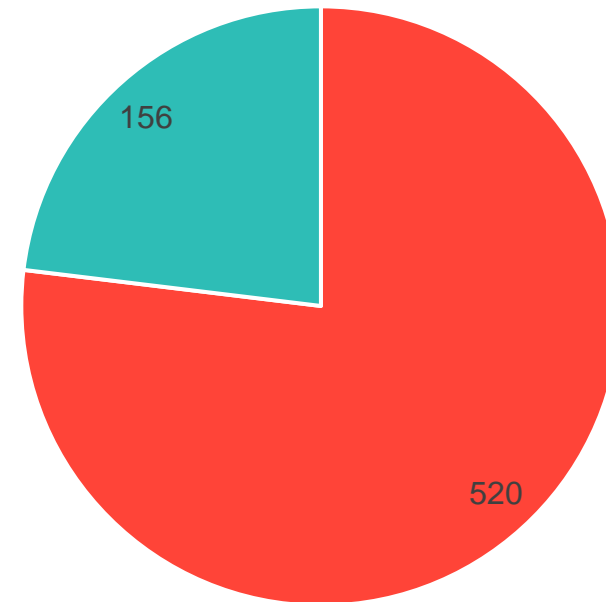
N=676

The majority of e-scooter users were not wearing a helmet (495, 73%)



■ No ■ Yes

The majority of e-scooter users were not wearing high visibility gear (520, 77%)



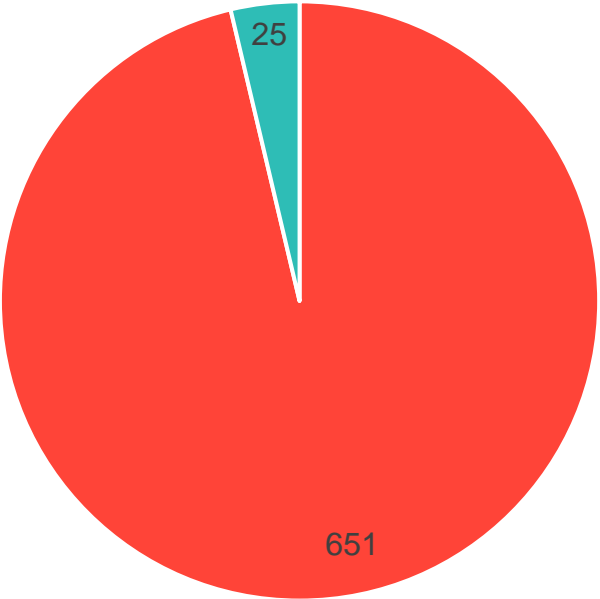
■ No ■ Yes



# Carrying goods or passengers

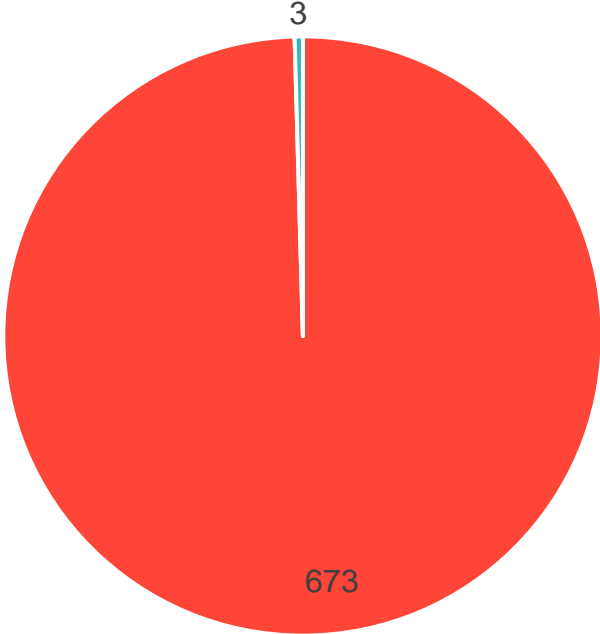
N=676

The majority of e-scooter users were not carrying goods (651, 96%)



■ No ■ Yes

The majority of e-scooter users were not carrying passengers (673, 99.5%)



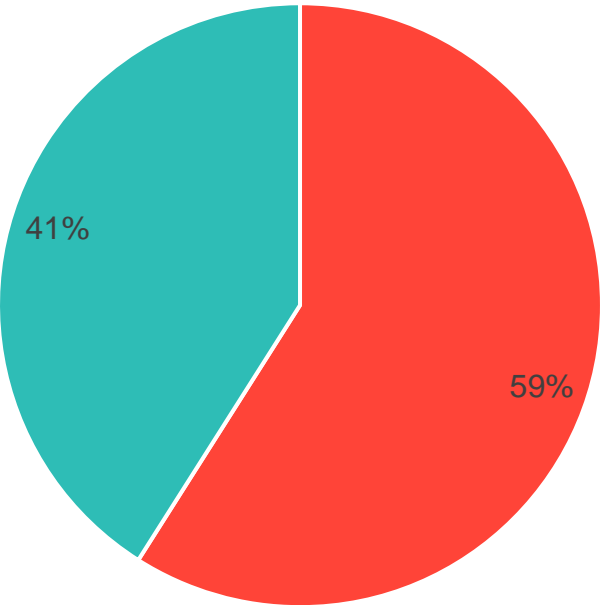
■ No ■ Yes



# Wearing back pack

N=676

The majority of e-scooter users were wearing a back pack (401, 59%)



■ Yes ■ No

The majority of e-scooter users were wearing a back pack and not wearing high visibility gear (310, 46%)



■ Back Pack Yes ■ Back Pack No  
 ■ Back Pack Yes ■ Back Pack No

