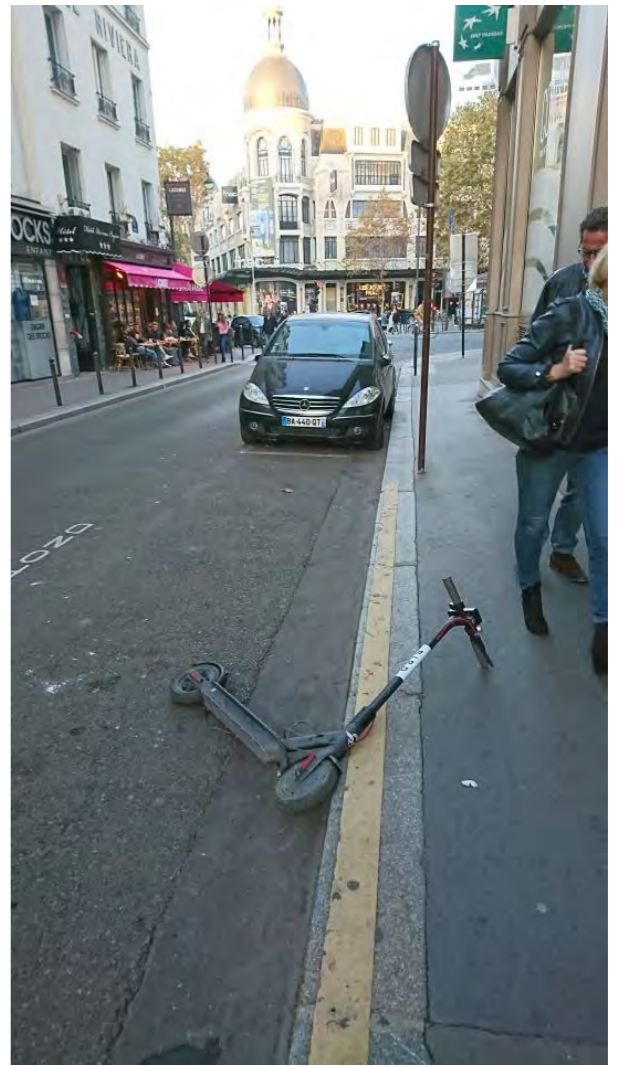# Sharing public space: E-scooters and pedestrians interacting on the move

Sylvaine Tuncer, Barry Brown, Stockholm University
& Christian Licoppe, Télécom ParisTech

Data

- 5 week study in Paris (October 2018)

- Ethnographic observation

- 25 interviews with e-scooter users (rental users, owners) and shop owners

- Newspaper coverage, survey reports, analyst reports

- 3 video-recorded rides (wearable camera + ride-along method)

A categorisation problem

Phenomena - An outline

A. Categorial ambiguity as a resource: Bicycle or pedestrian body gloss - Red traffic lights as a conspicuous setting

B. The use of auditory resources with pedestrians

C. Pedestrian suddenly notices e-scooter and stops: On-the-spot, publicly available assessments of relative rights and obligations

A. Categorial ambiguity as a resource: Bicycle vs. pedestrian body gloss - Red traffic lights as a conspicuous setting

Going through red lights using
the particular affordance of an e-scooter (1/2)

1. Approaches red light overtaking cars on the right

2. Slows down near red light, vehicle from perpendicular road is crossing

3. Sets foot, turns head to perpendicular street

4. Dismounts and starts walking, head turned right

5. Walks through the crossroad

6. And mounts again near end of crossroad

B. The use of auditory resources with pedestrians
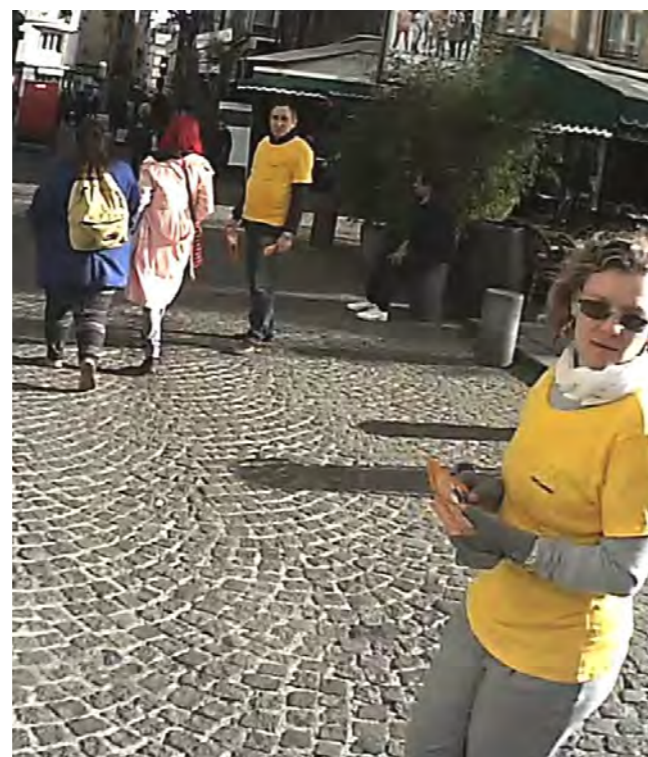
Signalling oneself to a pedestrian coming very close

1. Approaching a 'roaming' pedestrian looking away

2. Pedestrian takes one more step towards e-scooter's path

3.   di[:ng
         [pardon

4. They continue, no major change in either trajectory

C. Pedestrian suddenly notices e-scooter:
On-the-spot, publicly available assessments
of relative rights and obligations

Pedestrian stops and continues

Pedestrian suddenly stops and gives way

Discussion/Conclusion

- E-scooters' affordance: easy to dismount —> enables quick and smooth change of body gloss

- Also easy to mount again, e.g., on pavements, even though they're much faster than (and potentially dangerous to) pedestrians —> conflicts over the use of pavements

- Looking at interactional negotiation of relative rights and obligations: public space users display sensitivity to urban infrastructures:

  - Areas (roads, pavements, cycle.lanes, pedestrian areas)

  - and their boundaries (zebra pedestrian crossings, cycle-lane markings, traffic lights and their marking on the ground)

- But we showed that infrastructures and interactions on the move are mutually constitutive,

- And public space users rely on a variety of interactional resources to negotiate their relative rights and obligations orienting to different features of the local situation.

- E-scooters: often treated as bicycles; on pavements:

Tuncer, S., Laurier, E., Brown, B., & Licoppe, C. (2020). "Notes on the practices and appearances of e-scooter uses in public places". *Journal of Transport Geography*, 85 https://doi.org/10.1016/j.jtrangeo.2020.102702