



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Draft Prior Information Notice (PIN)

With the purpose of inviting Technical Dialogue

Contract Topic:

Proposed Dublin City Council Public E-Scooter Sharing Scheme(s)

Clarification

Please note that this invitation to Technical Dialogue is not a call for expressions of interest, no tender documents are available and we are not seeking tenders at this point. This is solely an information gathering exercise, where we wish to seek the views of interested parties on possible factors that could be used in assessing a Dublin City Council Public E-Scooter Sharing Scheme(s) and the selection criteria and that could be used in assessing the successful operator/operators to be selected.

Any information received as part of this Technical Dialogue may be used by the City Council in developing the above Public E-Scooter Sharing Scheme(s) and similar assessments, and if you choose to respond, you consent to the use of your information. Please be aware that responding to this Technical Dialogue is not essential for those who also wish to partake in the Public E-Scooter Sharing Scheme(s) expressions of interest.

Introduction

Legislation is promised which will remove the legal prohibition on the use of e-scooters on public roads in Ireland. Following the enactment of this legislation and any subsequent regulations (if required), Dublin City Council would propose to invite expressions of interest from suitably qualified operators of public e-scooter sharing schemes, to bid for at least one licence to operate a scheme in the Dublin City Council area.

In order to prepare for such a bid the City Council would welcome the views of interested parties on the following factors:

1. The number of public e-scooter sharing scheme licences that the City Council should issue.
2. The maximum duration (in years) of a licence. Current thinking would be for one year, with a possible extension of an additional year.
3. The maximum number of e-scooters to be permitted per licence.
4. The period over which e-scooters will be rolled out until the permitted maximum number is achieved.

5. The cost per licence/licensed e-scooter. (It is envisaged that a small annual charge, to be determined by the City Council, will be levied on each scooter permitted under the licence.)
6. The proposed operator selection criteria.

Selection Criteria

The successful operator/operators will be selected based on a number of selection criteria as follows:

- 1. E-Scooter safety features**
- 2. Driver safety features**
- 3. Capacity to implement a parking control regime**

The City Council will want to minimise irresponsible parking, which creates a danger for other road/street users and adds to the sense of clutter, especially on streets in the core city centre area. It is likely that on-pavement parking will not be permitted on any public pavements or pedestrianised zones within Dublin City Council's administrative area.. In the core city centre area, e-scooter parking will probably be restricted to defined e-scooter parking bays and potentially defined areas within agreed car parks.. E-scooters will also need to have the ability to be locked to fixed structures.

- 4. Proposed user charging structure**

The City Council wants user charges to be as low as possible. In addition, the focus should be on encouraging short trips and discouraging long trips, but not to negatively impact on active travel users. The user charge structure will be expected to achieve this.

- 5. Proposed operating regime**

The City Council will require a high quality operating regime with a focus on safety and customer service, and one that fully avoids any negative interactions with vulnerable road users

- 6. Target market, expected modal shift and impact of scheme**

The City Council would like to hear from suitably qualified operators interested in participating in any City Council public e-scooter sharing scheme(s) who their intended target market of customers would be? In addition, it is not the City Council's intention to replace active travel or public transport users and so what measures would operators employ to ensure that any modal shift towards public e-scooters would not occur to the detriment of existing or new active travel users (e.g. pedestrians and cyclists) or public transport users?

What would be the expected impacts and benefits of this proposed public e-scooter sharing scheme(s) both generally and specifically in relation to Dublin City?

- 7. Sustainability and Emissions**

In line with Government and Dublin City Council policies that aim to reduce carbon emissions, what measures would you propose that may assist in this area?

8. Data and Smart Cities Policy

Open data is a key objective of Dublin City Council, as is alignment with our Smart City programme. We are also keen to hear views on the inter-operability of different shared e-scooter apps i.e. can customers with one e-scooter scheme membership and app access other scheme e-scooters? A future single app may be developed by the City Council or another organisation that will bring all or many micro-mobility offerings than operate within Dublin City, etc. together and we'd be interested in any view on this possibility. In addition how these schemes can integrate with a MAAS scheme should also be outlined.

9. Inter-operability with other mobility service providers and Mobility Hubs

As a new transport offering, how would you foresee a public e-scooter sharing scheme in Dublin City operating in conjunction with existing public transport, taxi ranks and Mobility Hubs?

10. Operator experience and minimum financial requirements

Selection criteria details

Details of the issues to be covered under each of these criteria are set out below:

1A. E-scooter Safety Features

- Braking system
- E-scooter stability
- Lights and any reflective design
- Proposed livery
- Speed restriction
- Certification
- Width of handlebar
- Width of footboard
- Type and size of wheels
- Motor power
- Capacity to restrict use in designated areas
- Capacity for driver alerts
- Topple detection
- Locking mechanism
- Bell or alternative audio warning mechanism
- E-scooter self-diagnostics
- Acceleration control
- Ability to restrict journeys through pedestrianised zones
- Any other suggested additions?

2A. Driver Safety Features

- Approach to driver education
- Approach to driver recruitment
- Erratic driver detection
- Provision of helmets and hi-viz
- Incentive to wear a helmet and hi-viz
- Rescinding of membership policy
- Good driver awards scheme or driver penalty points, blacklisting, etc.
- Any other suggested additions?

3A. Parking Control Regime

Approach to ensuring scooters are only parked appropriately.

Can e-scooter be locked to fixed structures and provide details e.g. lock type and weight?

Geo-fencing parking capabilities

What action does the operator propose if e-scooter is parking outside approved areas, on private lands (e.g. a college, private home), outside the City Council administrative area?

Suggestions for e-scooter parking in suburban villages and residential areas

Any other suggested additions?

4A. Proposed User Charging Structure

Proposed scheme membership charges and rationale

Proposed fixed charge per trip or any minimum charge per trip

Variable time based charge per trip

Charge for loss of e-scooter

Proposed penalty regime for non-compliance

Any other suggested additions?

5A. Proposed Operating Regime

Avoids any negative interactions with vulnerable road users

Battery recharging/replacement regime

E-scooter safety checks

E-scooter maintenance regime

E-scooter cleanliness regime

Customer contact arrangements and customer service hours

Permanent staff or reliance on gig economy

Proposed scheme operating hours – currently it is suggested that this would operate between 05:00 and 23:00 Monday to Sunday

Balanced geographic e-scooter availability

How shared e-scooter scheme would complement and assist public transport users

Suggestions on how licensing could best operate across the four Dublin Local Authorities, if relevant. Could a shared e-scooter operate in another Dublin Local Authority and what conditions would apply? And how would this work if each Local Authority had a different licensed operator.

Any other suggested additions?

6A. Target market, expected modal shift and impact of scheme

Give breakdown of intended target market of customers e.g. X% private car; Y% bus, Z% bike, etc.

Specific measures to avoid displacement of both existing and new active travel and public transport users

Impacts and benefits of this proposed public e-scooter sharing scheme(s)?

Any other suggested additions?

7A. Sustainability and Emissions

Vehicle size and fuel type planned for recharging/replacement regime

Any measures to reduce requirement for replacement journeys

Any other suggested additions?

8A. Data and Smart Cities Policy

Can suitably qualified operators demonstrate how their services would align with the theme of open data and Smart City opportunities such as business model innovation, data sharing, analytical insights, etc.?

What data does the operator intend to collect, share with the City Council, and also make public (e.g. Origin – Destination data, trip length, trip costs or summary detail, journeys through pedestrianised zones, illegal parking, etc.?) Inter-operability of different shared e-scooter apps

Willingness to show availability of public bike schemes on operator's app

Views on a future single micro-mobility, etc. app

Any other suggested additions?

9A. Inter-operability with other mobility service providers and Mobility Hubs

Operating in conjunction with existing public transport, taxi ranks and Mobility Hubs?

10A. Operator experience and minimum financial requirements

What, if any, operator experience and minimum financial requirements should apply?

Please note that this is not a call for competition and no tender documents are available at this stage. In addition, the process will not be utilised in order to preclude any future competition to be conducted by Dublin City Council.

Without prejudice to competition in the market place, the purpose of this Technical Dialogue will be to examine and consider the various technical and commercial options, which might present themselves through a competitive tender process to be advertised in the near future.

The Technical Dialogue may also assist Dublin City Council in the development of the procurement strategy for any subsequent competition.

RESPONSES BY EMAIL ONLY

Deadline - before 12 noon on DD/MM /2021

Interested parties must respond before 12 noon on DD/MM/2021 to traffic@dublincity.ie by supplying the following information:

- Company name
- Contact name
- Contact details – phone, email
- Website
- Brief background information on company
- Details of solutions/services provided elsewhere, whether in Ireland or internationally
- Responses to the topics outlined above.

It is anticipated that Dublin City Council may enter into Technical Dialogue with a selection of parties and possibly not all parties, at Dublin City Council's sole discretion. This would most likely happen in an online environment. Following Technical Dialogue Dublin City Council may decide to publish a call for competition in due course on www.dublincity.ie. Any other queries should be sent to traffic@dublincity.ie