Proposed Dublin City Council
Public E-Scooter Sharing Scheme(s)
<u>Survey Questionnaire</u>

Prior Information Notice	With the purpose of inviting Technical Dialogue on Proposed Dublin City Council Public E-Scooter Sharing Scheme(s)
PIN eTenders Reference	RFT 192382
Closing date for **queries**	Deadline **before 12 noon on Wednesday, 23 June 2021** via eTenders Messaging Portal only
Closing date for **responses**	Deadline - **before 12 noon on Tuesday, 13 July 2021** via eTenders Messaging Portal only
Method of submission	**Via eTenders only at <u>www.etenders.gov.ie</u>**

This is a survey questionnaire accompanying the related Prior Information Notice (PIN), which sets out much of the same information but in a format more suited for responses to be given. The PIN should be read before completing this survey questionnaire. Should you wish to respond, please download and fill in this survey questionnaire and submit your completed survey questionnaire via eTenders Messaging Portal only before 12 noon on Tuesday, 13 July 2021. <u>Only responses received in the format requested in this survey questionnaire will be considered.</u>

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 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.

Please supply the following information:

• Company name

• Contact name

• Contact details – phone, email

• Company website, if available

• Brief background information on company (Alternatively, you can submit a file if required, using the eTenders Messaging Portal only, but please indicate this in the field below and only use this facility for this question and the next question)

• Brief details of solutions/services provided elsewhere, whether in Ireland or internationally (Alternatively, you can submit a file if required, using the eTenders Messaging Portal only, but please indicate this in the field below and only use this facility for this question and the preceding question)

• Responses to the topics outlined below, in the fields provided.

Questions:

Dublin 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 e-scooter permitted under the licence.)

[ ]

6. The proposed operator selection criteria.

Selection Criteria and Selection Criteria Details
The successful operator/operators will be selected based on a number of selection criteria and selection criteria details. Dublin City Council would welcome the views and responses of interested parties on these, as outlined below.

1. **E-Scooter safety features**

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?

[ ]

2. Driver safety features

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?

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.

3A. Parking Control Regime Approach
     Approach to ensuring e-scooters are only parked appropriately
     Can your e-scooter be locked to fixed structures and provide details e.g. lock type and weight?
     Views on e-scooter only docking stations and views on only allowing e-scooter parking at docking stations?
     Geo-fencing parking capabilities
     What action does the operator propose if e-scooter is parked 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?

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 (e.g. pedestrians and cyclists). The user charge structure will be expected to achieve this.

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?

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.

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?

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 shared public e-scooters would not occur to the detriment of existing or new active travel users 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?

<u>6A. Target market, expected modal shift and impact of scheme</u>
> Give breakdown of intended target market of customers e.g. X% private car; Y% bus, Z% bike, etc.
> If you operate elsewhere already, to date what has your demographic market been?
> 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?

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?

<u>7A. Sustainability and Emissions</u>
> Vehicle size and fuel type planned for recharging/replacement regime
> Any measures to reduce requirement for replacement journeys
> Any other suggested additions?

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's 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 that operate within Dublin City, etc. together and we'd be interested in any view on this possibility. In addition, how public e-scooter sharing scheme(s) can integrate with a Mobility As A Service (MAAS) scheme should also be outlined.
All operators must be compliant with the General Data Protection Regulation (GDPR).

<u>8A. Data and Smart Cities Policy</u>
> 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?

9. Inter-operability with other transport/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, as well as approved City Council public shared bike scheme operators or Car Club operators, etc.?

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

Operating in conjunction with existing public transport, taxi ranks and Mobility Hubs?
Operating in conjunction with approved City Council public shared bike scheme operators or Car Club operators?
Would the e-scooter operator be willing to partner with an approved City Council shared bike scheme operator or Car Club operator?

10. Operator experience and minimum financial requirements

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

10A. Operator experience and minimum financial requirements

What operator experience requirements should apply?
What operator minimum financial requirements should apply?

Please note that responses to this Technical Dialogue will be treated in the strictest confidence by the Council but may be subject to disclosure under the Freedom of Information (FOI) Act 2014. Accordingly, respondents should indicate clearly in their responses any information contained therein that should be considered as commercially sensitive, etc.

Dublin City Council may request meetings with respondents and enter into Technical Dialogue with a selection of parties and possibly not all parties, at the Council's sole

discretion, following respondents' questionnaire submissions. This would most likely happen in an online environment.

Following Technical Dialogue, and the publication of the necessary legislation, Dublin City Council may publish a call for competition in due course on the Council's website: www.dublincity.ie.

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