

E-Scooter proposal for Milton Keynes

Call for Expressions of Interest

Milton Keynes Council wants to support sustainable mobility for its residents and visitor – in line with its objectives outlined within its adopted mobility strategy. To achieve this, MKC believe there is no one mode of transport capable of support the varied needs of citizens. A comprehensive, flexible mix of mobility options are required.

The advent of flexible on demand point to point mobility services delivered by micro mobility solutions, such as E scooters, E bikes and autonomous delivery robots are now increasingly being recognised as part of the mix of mobility options required to deliver sustainable travel requirements.

Milton Keynes Council therefore welcomed the recent Government announcement that trialling of electric scooters would be permitted as soon as practical.

Milton Keynes therefore will want to put itself forward for trials. And, in preparing for this has secured local political support, and through engagement has received positive feedback from relevant stakeholders, residents and business for developing the trials.

MKC therefore invites e-scooter operators to engage with the city and develop appropriate trial proposals to jointly approach DfT for relevant permissions.

The criteria we will place on the trials are:

A permit must be secured from the DfT – MKC will support this process so long as

1. The proposed operation aligns to the guidance set out by DfT. (scoring criteria pass/fail)
 - This covers the attributes of the proposed vehicles.
 - Data capture and free access to this.
 - Operates in lawfully permitted operating areas as defined by forthcoming legislation and MKC
 - Insurance and eligibility of users requirements are met
2. The service supports the wider aims of Milton Keynes council to support mobility for all. Operators will need to demonstrate that. (score 1- 10 – 60% of assessment)
 - There service is viable for the period of the trial (at least 12 month)
 - Has a proven track record which can be demonstrated on where services have or are currently operating?
 - Does not adversely affect other priority modes such as Walking and Cycling
 - Is supported by appropriate infrastructure, provided by the operator, which is required to support defined operating model and complies with all relevant standards (signing/lining etc).
 - Is supported by appropriate technology - in particular user access apps, and geo fencing to manage operating areas or speed restrictions in sensitive areas.
 - They can meet the cost of scheme set up and operation without financial input from MKC.
3. Demonstrates the capability to deliver high number of priority journeys which primarily replace short range car journeys. These include. (score 1-10 – 40% of score)
 - Supporting employees to commute to place of employment.
 - Undertake business related trips

- Give access to key destinations such as rail, bus interchanges, retail and leisure facilities, and
- Support in the early phase of the operation activities in support of the UKs response to Covid – 19

The council expect that there will be a phased development /roll out of the scheme. This should be set out by the operator of how they see the operation developing through the start - up period (2-3 months) to full maturity (no later than month 4).

MKC will want to understand how the fleet will expand over time in both vehicle number and coverage. MKC will support this by making available any supporting data it holds to help develop business models.

Local expectations

1. The city expects it can support up to 3 operators – this is to ensure focus can be given to larger operations which will provide evidence to develop long term deployments beyond the trial.
2. The trial will be used to develop a long-term strategy and delivery model based on the learnings from the trial. It is likely therefore that MKC will seek to procure a number of operators beyond the 12 - month trial (should the trial be successful)
3. That data shared can be supplied to MKC to be included in its new 5G enabled data management facility. Analysis and use of the data will be transparent to the operator and the use will be in line with DfT requirements.
4. Operators will be required to attend bi-monthly review meeting to share lessons learned DfT will be invited to this session.
5. Operator will engage with MKC communications team to deliver key messages to stakeholders and interest group.

Along with permitted operating routes as defined by legislation, Milton Keynes will commit to support operations by giving access to its segregated 'Redway network' (MKC owned segregated pathways - designated to support walking and cycling).

Process/ next steps

1. MKC invite operators to respond to this proposition, with a proposal on how the operator would meet the requirements set out
2. Those who in the view of MKC best meet the requirements set out will jointly approach DfT to seek appropriate permits

This will be assessed based on

1. Meets the legal / operational requirements set out by DfT Guidance
2. Can demonstrate successful deployment (evidenced) elsewhere
3. Demonstrates how the scheme will support MKC local requirements
4. Can mobilise within 2 weeks of permit issued.

Timeline

Responses to this call for EOI should be with MKC by 4pm Friday 26th June 2020

The response should be limited to no more than 6 pages. Use of annexes maybe useful and these will not count in the page count.

MKC will endeavour to respond to the Eols by 30th June. The ones selected to move to submission to DfT will be based on a quality assessment of the criteria set out

Proposals to be submitted to Dft no later than 3rd July