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Planning

MicroMobility Contract Management Platform

Transport for London

F01: Prior information notice

Prior information only

Notice identifier: 2024/S 000-016016

Procurement identifier (OCID): ocids-h6vhtk-046945

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Section I: Contracting authority

I.1) Name and addresses

Transport for London

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LONDON

E201JN

Contact

Andrew Taylor

Email

V_AndrewTaylor@tfl.gov.uk

Telephone

+44 7821812478

Country

United Kingdom

Region code

UK - United Kingdom

Justification for not providing organisation identifier

Not on any register

Internet address(es)

Main address

<http://www.tfl.gov.uk>

I.3) Communication

Additional information can be obtained from the above-mentioned address

I.4) Type of the contracting authority

Regional or local authority

I.5) Main activity

Other activity

Transport

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

MicroMobility Contract Management Platform

II.1.2) Main CPV code

- 72200000 - Software programming and consultancy services

II.1.3) Type of contract

Services

II.1.4) Short description

This Market Sounding Questionnaire (MSQ) is issued by TfL and seeks to explore the current and future availability of technological tools to help Cities manage contracts with third parties for safe and coordinated Micromobility rental services. We want to understand the extent of features available and how customisable they are.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.3) Place of performance

NUTS codes

- UK - United Kingdom

II.2.4) Description of the procurement

This MSQ is issued by TfL and seeks to explore the current and future availability of technological tools to help Cities manage contracts with third parties for safe and coordinated micromobility rental services. We want to understand the extent of features available and how customisable they are.

Micromobility is a term which has come to define lightweight low or zero emission vehicles for personal transport. With such vehicles operating at speeds typically below 25 km/h, the term Micromobility now commonly covers bicycles, electric bikes (e-bikes) and e-scooters. For the purpose of this market sounding questionnaire, we will use the term to

relate to the rental market not privately owned vehicles.

Since 2021, TfL in collaboration with London Councils and the London Boroughs, have been delivering an e-scooter rental trial with three operators selected through a competitive procurement process. The first trial ran June 2021 - September 2023, and the second phase launched end of September 2023 following a second competitive procurement process. UK trials, including London's can run until 31 May 2026. There are currently two operators and ten participating boroughs in the trial.

TfL have a separate contract for a data management tool to manage the safe and coordinated delivery of this trial across stakeholders. Though it is the operators' job to deliver services and manage fleet etc, TfL and the London boroughs use this data management tool to manage the geofence zones for parking and no-go areas across multiple highway authorities, monitor the performance of operators against important contractual requirements, and collect key data for trial wide decisions and stakeholders respective reporting needs.

Since May 2022, Government proposed that they would create a new 'Low Speed Zero Emission' vehicle category, and that subject to consultation, regulations would then be made to legalise e-scooters, set the requirements for construction and use and provide new powers for local transport authorities to shape and manage rental operations for pedal cycles, e-cycles, and e-scooters. This legislation is currently on hold 'until Parliamentary time allows'.

In the absence of regulations for micromobility rental services, TfL in partnership with London Councils, are exploring whether the coordinated approach taken for e-scooters in London could also be used for e-bikes which are currently unregulated in London. As part of this exploration, and to inform TfL's approach to any future contracted or government regulated micromobility services, this MSQ seeks to understand data tools available to cities to optimise and verify compliance of third-party operators to a set of city requirements.

This exercise does not form part of any formal procurement process. All responses will be carefully considered but will not bind TfL to any particular approach to the procurement, nor will responses be treated as conveying any promise or commitment on the part of the respondent.

Feedback received may be taken into account in the development of any future procurement and delivery strategies relating to micromobility in London. However, TfL will not enter a contract based on the responses to the MSQ. Responses will be treated in confidence and shared only within the TfL project team and its advisers (subject to Freedom of Information requests).

Direct or indirect canvassing of the Mayor, any members of the Greater London Authority,

employees, directors, board members, agents and advisers of TfL and any of its subsidiaries by any person concerning the MSQ documents or any related procurement process and any attempt to procure information from any of the foregoing concerning the MSQ documents may result in the disqualification of the person and / or the relevant organisation from consideration during the market engagement or for any associated procurement.

II.2.14) Additional information

If you are interested in contributing to this MSQ please contact the buyer at v_andrewtaylor@tfl.gov.uk. to request a copy of the questionnaire.

II.3) Estimated date of publication of contract notice

1 October 2024

Section IV. Procedure

IV.1) Description

IV.1.8) Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: No