6.2 EOI FOR E-SCOOTER SHARED SCHEME IN THE CITY OF VINCENT

Attachments: **Nil**

RECOMMENDATION:

That Council:

1. **APPROVE the CEO inviting Expressions of Interest (EOI) for an e-scooter share system to operate within the City of Vincent with the criteria outlined in this report.**

2. **NOTE the outcome of the EOI process will be provided in a report to Council to determine whether to proceed with an e-scooter share system including proposed terms and conditions.**

PURPOSE OF REPORT:

Seeking Council endorsement for the City to open an EOI for an e-scooter share system to operate within the City of Vincent.

BACKGROUND:

In December 2021 the WA State Government introduced new laws relating to e-scooters. Once this change was made, e-scooters became legal to ride for anyone over the age of 16.

This has created an opportunity for commercial companies to operate e-scooter share systems in the public realm.

The City of Vincent has been in discussions with the four other local governments in the Inner-City Group, plus Kings Park and the University of Western Australia to develop a competitive tender process for operators in the Central Perth region. This strategy was designed to enable the e-scooters to operate across multiple local government boundaries within the Central Perth region.

City of Perth is now proceeding with a standalone Request for Quotation (RFQ) for the CBD area in the first instance. City of Perth will proceed with a smaller scale trial period as soon as possible with their RFQ released on 22 October 2022.

Currently 67% of City of Vincent residents' journey to work is via car. The City's vision, included in the Accessible City Strategy, is to reduce this to 58% over five years, then down to 48% in ten years.

The reduction in private car and transition to a range of other options has the potential to improve the quality of life for people within the City. There are multiple benefits: these include improved air quality, cost savings and less time spent stuck in traffic.

While Western Australia's transition to electric cars will provide environmental benefits, it will not be a solution to traffic congestion in urban areas. Electric cars take up the same amount of space as cars with internal combustion engines. To avoid worsening congestion as our population increases, we need to have a range of mobility options available that allow people to move efficiently.

E-scooters and other micro-mobility devices are not for everyone, but each time a person makes a trip that way, it frees up space on the streets for people who need to drive.

An e-scooter share system can also provide a transport option to fill gaps currently existing in the public transport network. For example, the lack of east-west connectivity between our town centres.
E-scooter share systems are different from standard rental arrangements. The systems are designed for one-way trips, usually measured in minutes, with the device to be parked at a destination and made available for another person to use.

E-scooter share systems function in a similar way to bike-share systems. Bike-share can be found in more than 2000 cities around the world.

There are two types of systems: 'docked' and 'dock-less'. The docked type have multiple bikes loaded into stations at fixed points around the city. The dock-less systems use a free-floating model where individual bikes can be parked almost anywhere, then unlocked for riding by using a smart phone.

About five years ago, some dock-less bike share operators launched systems with thousands of bikes into some Australia's capital cities without permission. The bikes were dropped onto streets almost overnight and there was very little daily management by the operators. These bikes offered an additional transport option for the public but most were eventually removed due to the reduction in public amenity caused by poor parking management.

The e-scooters operators interested in entering the Perth market utilise a similar dock-less system but the e-scooters are more sophisticated than the bikes of a few years ago. The e-scooters have GPS technology which allow the operators to control the speed of the device remotely and ensure parking compliance. It will also be essential for the companies to establish a contract with any local government which gives them a licence to operate and maintain a good level of service.

The City of Stirling started at 12 month trial with one operator on 16 February 2022. They have 250 e-scooters in an area of 26 square kilometres. This area is servicing the coastal section between Watermans Bay and Scarborough, plus inland to Karrinyup and Innaloo.

The City of Rockingham followed in March and several Western Australia regional centres also currently have e-scooter trails in operation or will start this summer. These include Albany, Esperance, Bunbury and Geraldton.

The cost of riding an e-scooter varies. Most companies provide substantial reductions in fees for frequent riders. For people who purchase a weekly or monthly pass and ride regularly, a typical 10 minute trip costs about 80 cents. The rate is much higher for infrequent users of the system who would be charged $5.50 for the same trip.

DETAILS:

Proposed criteria for assessment of proposals for operators of E-Scooter Share Scheme within the City of Vincent.

Contract terms:	12 months with option to extend for another 12 months
Number of Operators:	One or more companies depending on quality of proposals received.
Service standards:	Operators must provide proposed work plan and methodology during tender process. Performance and service levels must be maintained to retain their licence to operate.
Data and Reporting:	Operators will be required to supply information about system usage.
Hours of operation:	Some Australian cities allow e-scooters schemes to operate 24/7. Others have introduced time restrictions for some parts of their cities. This will be considered in response to the proposals received.
Docking / parking:	We will develop a plan for designated scooter parking zones. This will be an important consideration for town centres and other activities centres.
Pricing/Revenue Model:	Still to be finalised. Possible options include licence fee plus a fee based on usage, either per-kilometre travelled, or time spent in each area. We would assess the proposals received based on the value provided to the City and community.
Geo-fenced zones:	This technology can be used to prevent e-scooters being parked in certain areas. It also enables the e-scooters to be speed restricted when entering a zone. This can be accomplished at certain times of the day as well.
Operational zone:	Compatibility of operators with neighbouring local governments such as City of Perth and City of Stirling will be a consideration.

LEGAL/POLICY:

Aligns with Accessible City Strategy to reduce private car use in the City.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to request submissions from interested companies to operate in the City.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Enhanced Environment

We have minimised our impact on the environment.

Accessible City

We have embraced emerging transport technologies.

Connected Community

We have enhanced opportunities for our community to build relationships and connections with each other and the City.

Thriving Places

We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024.*

Sustainable Transport

FINANCIAL/BUDGET IMPLICATIONS:

Operators will be invited to submit details of their pricing and revenue model. The City would consider which proposal/s offered the greatest value to the City and community.

Approved operators would be required to pay for any infrastructure for parking and signage etc. as part of the EOI.