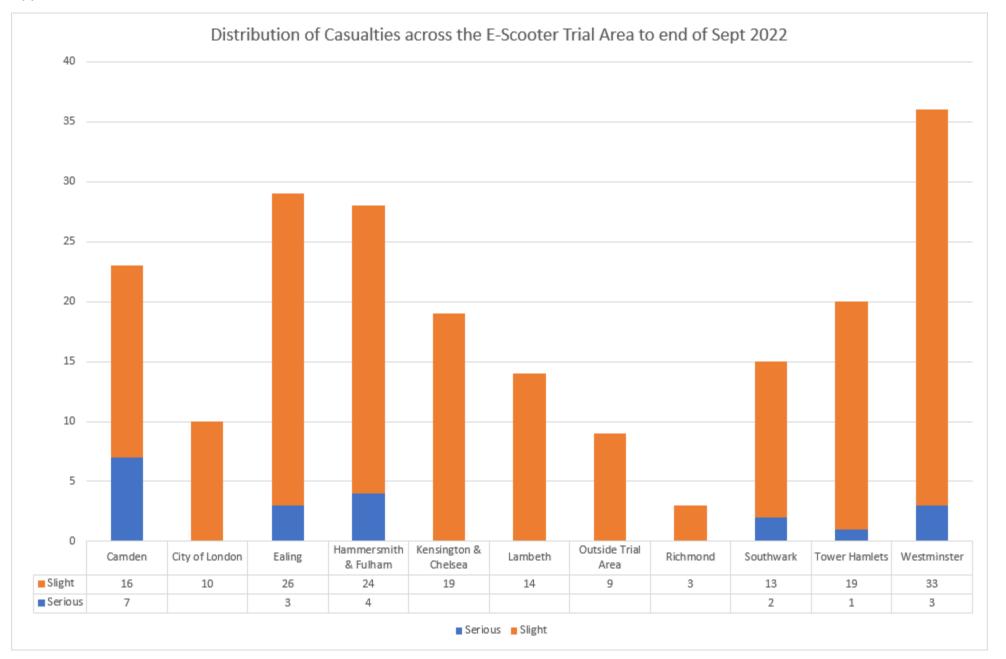
## Appendix K



## Appendix L – TfL's contract relet updated specifications

- 1) Revised liability insurance requirements previous specification adds no value but adds costs, so these have been removed and does not pose additional risks to the stakeholders.
- 2) Contract duration now two years plus one year extension. This tenure should cover the period of a full regime review if the Government Bill is passed by parliament in 2024/25.
- 3) Increased flexibility for additional boroughs to join the trial.
- 4) Enhanced data requirements this is because the limited specification and requirements provided by the DfT at the beginning of the trial has caused several reporting issues. In the new contract specification, there are expanded requirements along with clarified formats and frequencies for improved reporting purposes.
- 5) Detailed minimum vehicle requirements are to be set. These will meet DfT minimum requirements but includes a series of changes to ensure vehicles are improved for consistent reporting, safety and usability. E.g., Licence plates of a common design, moped style kickstands, 12" front 10" rear minimum wheel size, wider footboard and anti-slip material, tip over sensors, two forms of parking compliance technology to ensure geofencing and GPS drift issues are improved, pavement riding detection (of any kind), automatic incident detection.
- 6) Zero-emission requirement for all operational support vehicles
- 7) Introduction of an incident management system for improved monitoring and reporting.
- 8) Requirement for ongoing innovation from operators.
- 9) A new city charges structure for participating borough's per-period fees paid by TfL and funded by operators and relative to trip numbers. It will include additional payment structure related to parking capacity provided by borough.
- 10) A general requirement to have more formalised Service Level Agreements with each appointed operator.