Planning

Control System Renewal Programme

Transport for London

F01: Prior information notice
Prior information only
Notice identifier: 2024/S 000-001906
Procurement identifier (OCID): ocds-h6vhtk-042e74
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Section I: Contracting authority

I.1) Name and addresses

Transport for London

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LONDON

E201JN

Contact

Mark Hill

Email

v_markhill@tfl.gov.uk

Country

United Kingdom

Region code

UKI41 - Hackney and Newham

Justification for not providing organisation identifier

Not on any register

Internet address(es)

Main address

www.tfl.gov.uk

I.3) Communication

Additional information can be obtained from the above-mentioned address

I.4) Type of the contracting authority

Ministry or any other national or federal authority

I.5) Main activity

General public services

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Control System Renewal Programme

Reference number

LTC-23-607

II.1.2) Main CPV code

- 34600000 - Railway and tramway locomotives and rolling stock and associated parts

II.1.3) Type of contract

Supplies

II.1.4) Short description

The London Trams Control system was originally installed in the late 1990s when the system was constructed and comprised two distinct elements:

1. The Trams Management System (TMS), installed in the depot at Therapia Lane and comprises software and hardware components responsible for taking information from equipment across the tram network and providing status and control capabilities to control room operational and maintenance staff. The TMS additionally performs a SCADA function, including software and Remote Terminal Units (RTUs) at the various traction power supply substations positioned across the newtwork.

2. The Programmable Logic Controllers (PLCs) installed at various locations around the tram network, provide autonomous local decision making and control of aspects of the signalling and control system.

Communication between these elements is provided by a distributed fibre-optic communications system.

The PLCs are original equipment and have been in use since the inauguration of the network at the turn of the century. The TMS is a more recent installation having been replaced in 2014.

Both parts of the control system contain elements that are becoming obsolete and nearing life expiry.

TfL is therefore seeking a procurement of a single system to address the full control system requirements performed by a single supplier.

The new control system will replace the equipment in the control room providing the interface used by the operations staff. Ensuring this interface meets the needs of the operator will be a critical activity in the project.

TfL is initially looking to receive any interest from external suppliers that would be interested in this future procurement and will be issuing their Market Sounding Questionnaire to all respondees to gain early market engagement feedback for the project.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.2) Additional CPV code(s)

- 34632000 - Railways traffic-control equipment

II.2.3) Place of performance

NUTS codes

- UKI - London

II.2.4) Description of the procurement

The London Trams network was designed in the 1990s and entered service in 2000. It is managed by a control system comprising a Tram Management System (TMS) providing an operator interface in the control room and a distributed set of Programmable Logic Controllers (PLCs) providing the interfaces with local systems such as track to tram communication loops, tram stop information systems, local authority road junction controllers and points controllers. Remote Terminal Units (RTUs) provide SCADA (Supervisory Control And Data Acquisition) interfaces with substation switch controllers.

The PLCs are over 20 years old and life expired. The TMS was renewed around 2014 but is again approaching obsolescence. Both are critical assets for service delivery on the London Tram network.

The PLCs, housed in equipment cabinets at the trackside around the network, take information from the vehicles and the interfaced network equipment, converting it to an IP data stream for transmission via a fibre connection to the TMS.

The TMS, housed in the Tramslink Depot, collates the received information, providing a network overview on display screens in the control room indicating the location and status of vehicles and the status of the interfaced systems. Controllers use the TMS to manage and regulate traffic and deal with incidents to maintain the service level.

Both parts of the control system contain elements that are becoming obsolete and nearing life expiry.

TfL is therefore seeking a procurement of a single system to address the full control system requirements performed by a single supplier.

The new control system will replace the equipment in the control room providing the interface used by the operations staff. Ensuring this interface meets the needs of the operator will be a critical activity in the project.

TfL is initially looking to receive any interest from external suppliers that would be interested in this future procurement and will be issuing their Market Sounding Questionnaire to all respondees to gain early market engagement for the project.

II.2.14) Additional information

TfL uses the Ariba Portal for its procurement activity. All interested parties will need to register on the Ariba system to then receive our Market Sounding Questionnaire (MSQ) for completion and return via the portal.

The link to register with Ariba is below:

https://s1-eu.ariba.com/Sourcing/Main/ad/selfRegistration?realm=TfL

II.3) Estimated date of publication of contract notice

1 July 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