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Planning

Safety Cameras - Spot Speed & Red Light Speed on Green

Transport for London

F01: Prior information notice

Prior information only

Notice identifier: 2023/S 000-025283

Procurement identifier (OCID): ocids-h6vhtk-03f786

Published 29 August 2023, 12:09pm

Section I: Contracting authority

I.1) Name and addresses

Transport for London

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LONDON

E201JN

Contact

Raj Rattu

Email

v_rajrattu@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

<https://tfl.gov.uk/>

Buyer's address

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

I.3) Communication

Additional information can be obtained from the above-mentioned address

I.4) Type of the contracting authority

Body governed by public law

I.5) Main activity

General public services

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Safety Cameras - Spot Speed & Red Light Speed on Green

II.1.2) Main CPV code

- 34971000 - Speed camera equipment

II.1.3) Type of contract

Supplies

II.1.4) Short description

Supply, installation and maintenance for replacement Spot Speed & Red Light Speed on Green (must be Home Office Type Approved).

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.2) Additional CPV code(s)

- 34971000 - Speed camera equipment

II.2.3) Place of performance

NUTS codes

- UKI - London

Main site or place of performance

Sites across all London Boroughs.

II.2.4) Description of the procurement

Transport for London ("TfL") and its predecessor organisations have been and remain responsible for managing contracts for the supply, installation and maintenance of safety cameras. TfL works with the both the Metropolitan and City of London police and all London Borough's to ensure a consistent policy for safety camera enforcement across London is maintained.

In 2014, TfL awarded contracts for the replacement of existing wet film Spot Speed cameras with a digital alternative, and existing wet film Red Light cameras with digital Red Light Speed on Green cameras. These contracts are currently due to expire in 2024. In advance of this, TfL has been investigating options and requirements for replacing this ageing network of

cameras. The ongoing work to determine the provision of safety camera technology for the next 5-10 years is pivotal to increase value, effectiveness and enforceability on the network.

Technology has moved forward, and newer camera devices may utilise non-invasive technology such as radar, laser or video analytics to carry out detection. Additionally, having the option of redeployable cameras could potentially significantly reduce the operation and maintenance time and cost required on the network and increase the viability of such an approach. Moving away from carriageway-based detection removes the requirement for invasive sensors in the road and therefore significantly reduces 'wear and tear' issues that require substantial work to rectify. Redeployable cameras would give greater flexibility to the programme to move enforcement across the network and enable quicker mobilisation for expansion, through the potential ability to mount on existing road furniture.

TfL has also committed to expansion of the current safety camera network. The exact locations and numbers for the expansion are yet to be determined. TfL has undertaken a review of the available commercial options, the current market for new systems and how to manage any transition between suppliers to ensure continuity of service. A working project group was established to provide direction to this programme of works. This working group includes representatives from Capital, CPOS, Asset Strategy, Asset Operations, Engineering, Investment Delivery Planning, Commercial as well as the Metropolitan Police Service.

Based on this review, TfL This Procurement intends to award a contract to a single supplier identified that can meet all its mandatory requirements and manage the transition. TfL intends to award the contract via a Negotiated Procedure without Publication based on Regulation 32(2)(b)(ii), where competition is absent for technical reasons. Further details shall be provided in a Market Briefing Paper to those who express an interest to this PIN.

It is our intention to test our conclusion with the marketplace and, if our market engagement confirms this, TfL will commence the negotiated procedure without prior publication.

II.3) Estimated date of publication of contract notice

1 February 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

Section VI. Complementary information

VI.3) Additional information

Additional information is available on request.

If you would like to express an interest, please send an email (to the contact email address in this PIN) and we can share a Market Engagement Briefing Paper.

The purpose of the Paper is to:

- explain TfL's market engagement exercise;
- set out TfL's requirements for Spot Speed & Red Light Speed on Green cameras;
- summarise TfL's analysis of the Spot Speed & Red Light Speed on Green cameras market;
- outline TfL's proposed route to market in relation to the Spot Speed & Red Light Speed on Green cameras; and
- explain what TfL intends to do next if its analysis of the Spot Speed & Red Light Speed on Green cameras market is correct.