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Planning

Traffic Order Management & Enforcement

Transport for London

F01: Prior information notice

Prior information only

Notice identifier: 2022/S 000-029210

Procurement identifier (OCID): ocids-h6vhtk-03766a

Published 17 October 2022, 3:54pm

Section I: Contracting authority

I.1) Name and addresses

Transport for London

14 Pier Walk

London

SE10 0ES

Contact

Mr Billy Simson

Email

BillySimson@tfl.gov.uk

Country

United Kingdom

Region code

UK - United Kingdom

Internet address(es)

Main address

<https://tfl.gov.uk>

Buyer's address

<https://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

Traffic Order Management & Enforcement

Reference number

DN638282

II.1.2) Main CPV code

- 60000000 - Transport services (excl. Waste transport)

II.1.3) Type of contract

Services

II.1.4) Short description

TfL has a legal network management duty to secure expeditious movement of people and goods as set out in the Traffic Management Act 2004. One of the legal legislations underpinning TfL's authority to manage and enforce traffic regulations is the Traffic Regulation Act 1984 using the Traffic Regulation Order (TRO). NOTE: Traffic Regulation Orders (TRO) are also known as Traffic Orders (TO).

TfL uses two platforms to generate and enforce Traffic Orders and Enforcement Zones:

1. Traffic Order Management System (TOMS) provide TfL with the digital capability to manage the TRO. TRO applications are submitted to TOMS which is then managed through the statutory approval process.

2. Maintenance Enforcement and Traffic Regulation Order System (METROS) was implemented in 2007 and allows us to map the TRO. TOMS interfaces with METROS which utilises the TRO to create Enforcement Zones. These Enforcement Zones are subsequently passed to specific Enforcement Platforms: Digital Traffic Enforcement System (DTES), and Parking Enforcement System (PES) via API. METROS is currently operating with end-of-life components. METROS relies on other systems to provide geospatial map data and enforcement asset location (CCTV and road signs) in the creation of Enforcement Zones

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

Transport for London are looking to run an Early Market Engagement exercise with potential suppliers to understand and inform how Traffic Orders and Enforcement Zones and wider Traffic Order and Enforcement related processes can be managed end to end, whilst aligning with the broader TfL Technology strategy. The components that will be considered:

- METROS

- TOMS

In addition, we need to consider how the potential platform integrates to our strategic asset and fault system, strategic GIS platform, CCTV enforcement systems, other related operational platforms and its mobile app capability

The purpose of this exercise is to understand how we deliver operational efficiencies whilst removing duplications. Part of the consideration will include whether a single solution will better meet the needs of the organisation and deliver cost efficiencies.

In the coming weeks those who express their interest may be invited to take part in a Market Sounding Questionnaire (MSQ). Following the MSQ, TfL may invite selected suppliers to give demonstrations and have 1-2-1 discussions to explore service offerings and affirm our requirements.

These sessions would be used solely for market engagement purposes only, they would not impact any tender process and will not be evaluated.

Please respond by midday on 04/11/2022 via email : BillySimson@tfl.gov.uk

II.3) Estimated date of publication of contract notice

17 October 2023

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: Yes

Section VI. Complementary information

VI.3) Additional information

The following are the business drivers for this initiative:

- METROS is currently operating with end-of-life components and is unsupported by the service provider.
- Improved efficiency for all users and remove current duplicated processes.
- To have a future-proof platform which will support the future strategic direction for TfL Traffic Order Management and Enforcement
- Align with all relevant legal directives from DfT and elsewhere.

This Prior Information Notice is issued solely for the purpose of conducting a market engagement exercise and does not constitute any commitment by TfL to undertake any public procurement exercise in the future.

TfL will manage the early market engagement process in an open and transparent manner to maximise the possible benefits. Direct or indirect canvassing of any Transport for London employee or agent by any supplier concerning this requirement, or any attempt to procure information from any TfL employee or agent concerning this PIN outside of the formal process described in this document may result in the disqualification of the supplier from consideration of any future procurement activity.

TfL will not enter into a contract based solely on the responses to this PIN and no information contained in this document or in any communication made between TfL and any supplier in connection with this shall be relied upon as constituting a contract, agreement or representation that any contract shall be offered in accordance with this PIN.

TfL is under no obligation to follow up this market engagement exercise in any way or with any interested parties. TfL is not liable for any costs, fees or expenses incurred by any party participating in this market engagement exercise. TfL cannot guarantee it will incorporate all or any feedback received into any subsequent procurement.