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Planning

Camera Monitoring System (CMS) Retrofit

Transport for London

F04: Periodic indicative notice – utilities

Periodic indicative notice only

Notice identifier: 2021/S 000-030784

Procurement identifier (OCID): ocds-h6vhtk-02ffb7

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Section I: Contracting entity

I.1) Name and addresses

Transport for London

Palestra, 197 Blackfriars Road

London

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Telephone

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Country

United Kingdom

NUTS code

UKI - London

Internet address(es)

Main address

<https://tfl.gov.uk>

Buyer's address

<https://tfl.gov.uk>

I.3) Communication

The procurement documents are available for unrestricted and full direct access, free of charge, at

<https://procontract.due-north.com>

Additional information can be obtained from the above-mentioned address

I.6) Main activity

Other activity

Transport

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Camera Monitoring System (CMS) Retrofit

Reference number

DN587015

II.1.2) Main CPV code

- 34000000 - Transport equipment and auxiliary products to transportation

II.1.3) Type of contract

Supplies

II.1.4) Short description

The Mayor's Transport Strategy (MTS) sets out the Vision Zero goal of zero people killed or seriously injured (KSIs) on London's roads by 2041. It includes targets for a 70% reduction in KSIs by 2021 and for no one to be killed on or by a bus by 2030. The Bus Safety Standard (BSS) was launched in 2018 to help achieve the Vision Zero goal for buses. The BSS mandates the use of safer vehicles and supports safer behaviours and speeds, specifying safety requirements that new buses entering service in London must meet.

The introduction of a Camera Monitoring System (CMS) onto buses in the London fleet is an essential component of the BSS and is therefore a key part of achieving Vision Zero and supports key objectives in the MTS. It is also an enabler and complementary feature for other measures in the BSS, notably Advanced Emergency Braking.

Making roads that both are safer and feel safer is an objective of Healthy Streets; fewer collisions involving TfL's bus fleet will also improve down time and reduce operating costs, as well as wider impact of fewer overall collisions contributing towards less congestion generally, and improved reputation of London Bus operations.

The Mayor's Transport Strategy (MTS) sets out under Vision Zero the goal of reducing the number of people killed in, or by, London buses to zero by 2030.

The MTS specifically references the BSS as a key deliverable to significantly contribute to

this target. CMS is part of BSS, which improves direct and indirection vision for the driver by reducing blind spots and improving hazard perception. It is a driver assistance safety measure designed to help the driver avoid or mitigate the severity of incidents and enables wider BSS measures. All new buses in TfL's fleet that have been contracted via our Bus Operators from 2021 onwards have CMS already installed.

TfL, in partnership with bus operators, aims to retrofit a CMS to existing buses in the fleet, starting with routes that have the highest recorded number of incidents.

We are still evaluating which vehicles in the London bus fleet are suitable for retrofitting CMS, and this will depend on cost, age of vehicles, and technical factors. The potential number of vehicles in scope to be retrofitted is up to 1,360 and is not anticipated to be any lower than 680.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.2) Additional CPV code(s)

- 34000000 - Transport equipment and auxiliary products to transportation
- 38651000 - Cameras

II.2.3) Place of performance

NUTS codes

- UKI - London

II.2.4) Description of the procurement

TfL is conducting early market engagement to help identify organisations who have a product which meets (or is capable of meeting) TfL's specification for a Camera Monitoring System (CMS) based on the performance specification which can be found in the associated Market Sounding Questionnaire (MSQ).

The MSQ can be accessed via TfL's e-tendering website ProContract (<https://procontract.due-north.com>). You will need to register on the portal to access the MSQ and once you have logged-in to ProContract you can search for the MSQ by using any one of the following key terms: 'Camera', 'Monitoring' or 'System'

Interested parties will be required to submit relevant documentation including a technical specification, test methodology, reports and certifications to show how your product is able to meet (or has the potential to meet) our performance specification.

A desk-based review will be undertaken by TfL on specific aspects of the submitted information (i.e. evidence to show UNECE Regulation 46 compliance, that the system is 'E' marked for automotive electromagnetic compatibility, evidence to show where it has been used in the automotive industry (including relevant approvals/certification from approved certification agencies) and the Ingress Protection (IP) rating, . This will help determine which products, on paper at least, could meet (or are capable of meeting) TfL's CMS requirements.

Should TfL proceed to a procurement exercise for this project, the evaluation of potential products would form part of that exercise, including the need for rigorous testing of the products in controlled conditions in order to demonstrate that the products meet the specification, and can be successfully integrated with on-bus systems, across a range of bus types.

II.3) Estimated date of publication of contract notice

28 February 2022

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

IV.2) Administrative information

IV.2.2) Time limit for receipt of expressions of interest

Date

24 December 2021

Local time

5:00pm

IV.2.4) Languages in which tenders or requests to participate may be submitted

English