GREATER**LONDON**AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2005

Title: TravelTime platform API - renewal

Executive Summary:

The GLA produces a number of interactive web maps for use by the public and professionals. The ability to show travel times from a chosen location and to filter search results by travel time and mode adds value to high profile maps including the London Schools Atlas and Workspaces map.

The TravelTime platform from iGeolise is based on a regularly updated database of timetables including national rail services, as well as TfL run services. As well as public transport, it provides estimates of walking, cycling and driving times.

The licence will allow the GLA to access the TravelTime platform via its API, sending a series of queries and receiving answers in return.

Decision:

That the Assistant Director of Intelligence approves expenditure of up to £12,000 for 12 months access (till March 2017) to the Travel Time API.

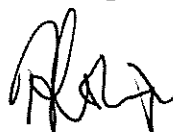## AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT:

I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Andrew Collinge   **Position:** Assistant Director of Intelligence

Signature: **Date:** 15/07/15

PART I - NON-CONFIDENTIAL FACTS AND ADVICE
Decision required – supporting report

1. Introduction and background

The GLA produces a number of interactive web maps for use by the public and professionals. The ability to show travel times from a chosen location and to filter search results by travel time and mode adds value to high profile maps including the London Schools Atlas and Workspaces map.

The 2050 Infrastructure Mapping Application contains information about over 12,000 development projects across London and over the next 20 years. At present, users can filter the projects by area (such as Ward, or Opportunity Area). However, the next stage of development requires the ability to show the benefits of new infrastructure and model the impacts of construction. Both of these are best understood by time contours as well as distance contours.

The TravelTime platform from iGeolise is based on a regularly updated database of timetables including national rail services, as well as TfL run services. As well as public transport, it provides estimates of walking, cycling and driving times. The API has been in use by the GLA since 2014.

There are three particular requirements for the solution:
a) the ability to generate a 'travel catchment' or contours based on a chosen location, travel mode and maximum time
b) work via an API behind the scenes, meaning that users don't have to navigate away from the GLA map to visit another page (or that large numbers of options have to be predefined and stored)
c) charging plan that allows for a large number of different queries to be submitted and contours to be created (this is needed to support public facing GLA web maps where a user could click anywhere in London to generate a catchment)

Three competitive quotations were sought in preparation for this ADD. TfL provide journey planning APIs (as do several other organisations). However these are on a point to point basis giving you a suggested route, rather than automatically generating travel time areas. Other services were able to offer contours for some travel modes, but not all 4 required. Finally another service charged on a per call basis, meaning that the costs would be several times higher than iGeolise for our intended use.

Shared services possibilities will be reviewed, and the contract will be competitively re-procured, ,when it comes to renew the service beyond March 2017.

2. Objectives and expected outcomes

The licence will allow the GLA to access the TravelTime platform via its API, sending a series of queries and receiving answers in return.

The API will be accessed initially by the following GLA maps:

- Schools Atlas

- Workspaces map Regeneration Team / LEP

- 2050 Infrastructure Mapping Application

3.   Equality comments

The TravelTime platform brings together a range of public transport, pedestrian and cycling options into a single place as part of the user's decision making process, thereby encouraging non-motorised transport and benefitting people on low incomes.

4.   Other considerations

a) key risks and issues

Possible risk – Non delivery
Mitigation – Delivery is via web-based key, available immediately

Possible risk – transport data is out of date
Mitigation – data is updated weekly

Possible risk – Not compatible with GLA systems
Mitigation – Uses well established web standards and is already in use on GLA web applications

b) links to Mayoral strategies and priorities

Schools Atlas - The Atlas is part of the Mayor's programme of initiatives aimed at driving up standards in education and ensuring there are enough places for all children in the city.

2050 Infrastructure Map – Ensuring that there is sufficient infrastructure to support London's projected population growth

c) impact assessments and consultations.

The impact of not making this purchase is that access to this service will be withdrawn. It forms an important part of the decision making process for each of the intended maps, rather than being a 'nice to have' option.

5.   Financial comments

5.1   Approval is being sought for the GLA to incur expenditure of up to £12,000 for a period of 12 months to purchase a licence from iGeolise which will allow the GLA to access the TravelTime platform via its API.

5.2   The revenue expenditure of up to £12,000 will be funded from 2016/17 budget in Ordinance Survey within the Intelligence Unit (P/2001/GG.0220.003.003).

6.   Planned delivery approach and next steps

Activity	Timeline
Procurement of contract [for externally delivered projects]	PO raised once ADD has been approved
Delivery Start Date [for project proposals]	1 day after purchase
Delivery End Date [for project proposals]	31st March 2017

Appendices and supporting papers: None

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.

Note: This form (Part 1) will either be published within one working day after approval or on the defer date.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? NO
If YES, for what reason:

Until what date: (a date is required if deferring)

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer:
Paul Hodgson has drafted this report in accordance with GLA procedures and confirms that the Finance and –if relevant– Legal teams have commented on this proposal as required, and this decision reflects their comments.

HEAD OF FINANCE AND GOVERNANCE:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature: _[signature]_   **Date:** 12·07·16