

GREATER LONDON AUTHORITY

REQUEST FOR MAYORAL DECISION – MD2009

Title: London Infrastructure Mapping Application – Phase 2 development and acceptance of Lane Rental Scheme Grant

Executive Summary:

In 2015 the GLA developed the London Infrastructure Mapping Application. Development of the tool was a response to calls from the infrastructure community that the GLA support coordination of infrastructure planning and delivery throughout the capital by providing improved insight into London's growth, development and infrastructure investment pipeline.

The tool works by spatially visualising a range of infrastructure related data; sourced from utilities, boroughs, developers and the GLA Group. Data is targeted at supporting decision making and improved coordination of infrastructure investments, particularly in view of London's growing population and economy. The tool also allows infrastructure providers to identify opportunities to deliver infrastructure jointly, reducing the potential for disruption and driving down the cost of construction.

The tool has strong support amongst stakeholders; however user feedback has highlighted a number of priorities for further developing the tool. In order to progress these, the GLA applied for grant funding from the London Lane Rental Scheme earlier this year and £248,600 was awarded with the support of London's utilities to progress a second phase of work.

Funding secured will be directed towards undertaking a work programme that addresses functionality and data related issues – to ensure the tool meets user requirements, as well as undertaking stakeholder engagement and establishing a governance framework to position the tool for long term success.

Decision:

That the Mayor:

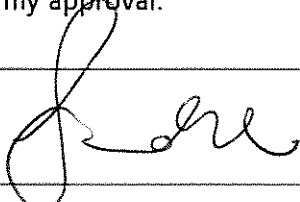
- a) Approves the receipt of £248,600 from Transport for London's London Lane Rental Scheme Fund
- b) Approves expenditure of up to £248,600 to undertake Phase 2 development of the London Infrastructure Mapping Application

Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision, and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Date:

11/7/16

PART I – NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR

Decision required – supporting report

1. Introduction and background

- 1.1. The London Infrastructure Mapping Application was developed in 2015 in response to calls from the infrastructure community that the GLA do more to facilitate improved coordination of infrastructure planning and delivery, in order to better support the ‘unlocking’ of sites for development, drive down costs of infrastructure delivery and reduce the overall level of disruption caused by construction activity.
- 1.2. The tool works by spatially visualising a range of infrastructure related data; sourced from utilities, boroughs, developers and the GLA Group; including information on future infrastructure investments, London’s development pipeline, and planning related information. Data has been selected with the aim of supporting decision making, investment prioritisation and identification of opportunities for infrastructure to be delivered jointly. The tool represents the first time such information has been collated into a central database.
- 1.3. The current version of the tool is available on the GLA website at <http://maps.london.gov.uk/ima> and was released in December 2015. The tool is strongly supported by stakeholders, with feedback indicating that it provides strong benefits across a number of areas. Whilst feedback has been positive to date, users have also identified a number of development priorities that would further enhance the tool; and these priorities have informed the proposed second work programme of development, targeted at improving functionality, and quality of underlying data to better support user requirements.
- 1.4. The GLA has successfully sourced £248,600 in funding to undertake this second work programme from the London Lane Rental Governance Committee, managed by Transport for London in accordance with Department for Transport regulations. This committee manages surplus funds generated by the London Lane Rental Scheme, and is made up of representatives from utility companies and TfL. The GLA’s application was successful due to its potential to reduce disruption and other adverse effects caused by street and roadworks in London.

2. Objectives and expected outcomes

- 2.1. Funding secured will be directed towards a programme of work designed to further develop the tool, with an aim of addressing user requirements, enhancing functionality and strengthening the quality of underlying data. Other aims include stakeholder engagement in order to inform development and promote the tool, and establishing a governance framework.

A list of objectives and expected outcomes for this phase of work is provided below:

- Objective 1: Improve user experience and the functionality of the mapping application to ensure the tool better meets the requirements of users and reduce requirement for ongoing resourcing. Work will be targeted at developing functions such as exportable data and maps, increasing the speed and loading time of the application, better organisation of information, and making the tool more intuitive.
- Objective 2: Strengthen the quality of the application database to address confidentiality issues, data gaps, errors and deliver improved insights for users. Work will be targeted at sourcing new data and resolving errors, and working with utilities to resolve confidentiality and licensing restrictions. We will also work with TfL to develop a common database that can be shared throughout the entire GLA Group, recognising the GLA and TfL both have large repositories of data.

- Objective 3: Engage with stakeholders and increase public awareness of the tool – to support ongoing refinement/shaping of Phase 2 work programme and ensure the tool is being used by stakeholders and integrated into their work activities. A first priority will be hosting a joint design thinking workshop with TfL in early July.
- Objective 4: Develop a governance framework, to set up appropriate processes for managing data, and work with utilities to share information
- Objective 5: Measure success of tool to support development of business case for long term funding with support of external stakeholders

3. Equality comments

- 3.1. The project will adhere to accessibility best practice for print, website and other means of communication.
- 3.2. The purchase and usage of data underpinning the tool will work towards advancing equality of opportunity amongst people from the eight protected characteristic backgrounds of the Equalities Act 2010. While this work does not target one particular group, by increasing the availability of infrastructure related data individuals and organisations will gain a better understanding of their communities, opportunities and development impacts in their areas.

4. Other considerations

4.1. Key risks - analysis

	Risk description	Mitigation / Risk response	Probability	Impact
1	Tool will fail to be developed in a way that meets user requirements	Will be mitigated through working closely with user groups, including members of the Mayor's London Infrastructure Delivery Board – such as utilities and industry advisors to ensure this is not the case. The team responsible will establish a user reference panel to guide development of the tool on a regular basis – informing development priorities and allocations of funding for further development. Further, it is proposed to undertake a 'design thinking' workshop at project inception to shape the programme of work, and ensure it is appropriately targeted. This will create a strong evidence base to work from.	LOW	HIGH
2	Data security and breaching of confidentiality agreements for data resulting in reputational damage to the GLA	Over 12,000 data points currently underpin the tool, and some of this information is confidential and will need to be kept appropriately secure. The GLA will adhere to agreements negotiated with data providers to ensure data is kept appropriately secure. These were negotiated by legal teams for data providers and the GLA. In the event of a data breach data contributors will be notified immediately, and a course of action agreed that will endeavour to be satisfactory to all parties. There is an option to reduce functionality/access to data in the event that there is a concern on behalf of a data provider that can be actioned quickly. The London Infrastructure 2050 database will be stored on a secure server with security levels defined down to the dataset and user level to ensure that only the correct GLA staff or users can see each dataset.	LOW	MEDIUM
3	Financial risk to the GLA	The project is 100% funded through the Lane Rental Scheme, meaning no cost will be incurred by the GLA itself. Revenue through this scheme is raised from the issuing of permits to organisations who undertake activities that	LOW	LOW

		<p>impact the road network – such as roadworks.</p> <p>A dedicated funding allocation of £248,600 has been granted by the Lane Rental Governance Committee from surplus funds connected to this scheme for the GLA to progress this project.</p> <p>TfL may choose however to withdraw funding by providing written notice, if the GLA breaches the requirements of the grant funding agreement, however the withdrawal of funding will be staged in a way that allows the GLA to cover costs, such as contractual obligations that have been entered into.</p>		
4	Timescales are not met	The GLA will be required to submit monthly monitoring reports to release funds for ongoing work and ensure the project is meeting broad project priorities and timeframes articulated in the initial grant application.	Low	Low
5	Project going forward won't be competitively procured	Full procurement guidelines for the GLA will be followed for Phase 2 of this project	Low	Low

4.2. Alignment to Mayoral strategies

The tool was developed in response to a recommendation made in the London Infrastructure Plan 2050 that the GLA, as London's strategic authority do more to support improved coordination of infrastructure planning and delivery. The London Infrastructure Plan 2050 is not a statutory document however it complements other statutory strategies, including the London Plan and Economic Development Strategy, and supports implementation of both of these documents.

5. Financial comments

5.1 Approval is being sought to accept secured funding of £248.6k from the London Lane Rental Scheme and for the spending of these funds towards the Phase 2 development of the London Infrastructure Mapping Application.

5.2 The estimated expenditure and funding is set out below.

Expenditure	Budget
	£000
Project Manager	53
Javascript development	50
Database Development	50
Specialist consultancies	50
Database, notification and mapping web services	13
Catering, stakeholder engagement events, training programmes	10
10% contingency (as mandated by funding)	22.6
Total Estimated Expenditure	248.6
London Lane Rental Funding	-248.6
Total Net to the GLA	0

5.3 It should be noted that the London Infrastructure Mapping Application - Phase 2 development is 100% grant funded and the £248.6k income from the London Lane Rental Fund has been confirmed. The overall costs of the project should not exceed the allocated funding.

6. Legal comments

6.1 The foregoing sections of this report indicate that:

6.1.1 the decisions requested of the mayor (in accordance with the GLA's Contracts and Funding Code) fall within the GLA's statutory powers to do such things considered to further or which are facilitative of, conducive or incidental to the promotion of economic development and wealth creation, and improvement of the environment in Greater London; and

6.1.2 In formulating the proposals in respect of which a decision is sought officers have complied with the Authority's related statutory duties to:

- pay due regard to the principle that there should be equality of opportunity for all people (further details on equalities are set out in section 3 above) and to the duty under section 149 of the 2010 Act to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not¹;
- consider how the proposals will promote the improvement of health of persons, health inequalities between persons and to contribute towards the achievement of sustainable development in the United Kingdom; and
- consult with appropriate bodies.

6.2 Officers should ensure that an appropriate agreement is put in place and executed between TfL and the GLA for the receipt of the funding, before any reliance is placed on the availability of the funding.

6.3 Where any services are required, officers must ensure that these are procured by Transport for London Procurement who will determine the detail of the procurement strategy to be adopted in accordance with the GLA's Contracts and Funding Code. Officers must ensure that appropriate contract document is put in place and executed by the successful bidder(s) and the GLA before the commencement of the services.

7. Investment & Performance Board

7.1. This project has not been submitted to the Investment & Performance Board directly as the application was independently assessed by the London Lane Rental Governance Committee in line with the agreed terms of reference established for this committee, based on Department for Transport guidelines.

The successful awarding of this funding is demonstrative of the fact that the proposal put forward by the GLA for this project meets the funding requirements of this scheme.

This project does implement a key action of the London Infrastructure Plan 2050 which was assessed by the IPB twice on 24 July 2014 and 16 October 2014, and approved under MD 1394 and MD 1413.

The project has the full support of the Mayor's London Infrastructure Delivery Board (established under MD1413) and was sponsored at the Lane Rental Governance Committee Meeting by delivery board member Thames Water.

¹ The protected characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation and marriage/ civil partnership status.

8. Planned delivery approach and next steps

The project will be overseen by a Project Manager responsible for day to day delivery. The Project Manager will be appointed on a one year basis, and will work as part of the Infrastructure & Growth team within the Economic & Business Policy Unit of the GLA. They will report to the Principal Policy Officer within the team.

Indicative timeframes for delivery

Activity	Timeline
Recruitment of Grade 8 position to support delivery of project	June/July 2016
Stakeholder engagement, design thinking workshops and development of work programme	July - August 2016
Procurement and undertaking of technical development activities (javascript development)	September 2016 – May 2017
Sourcing of new data and data analysis	September 2016 – May 2017
Development of governance framework, including preparation of programme manual, and establishment of business case for ongoing resourcing	March 2017 – June 2017
Stakeholder engagement	Ongoing throughout period July 2016 – June 2017

Appendices and supporting papers:

Annex A – Proposed budget

Annex B – website presentation video (visit <http://maps.london.gov.uk/ima>)

Annex C – Copy of contract to be signed with TfL for Lane Rental Scheme funding

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 to confirm the following (✓)

Drafting officer:

Andrew McMunnigall has drafted this report in accordance with GLA procedures and confirms the following have been consulted on the final decision

✓

Assistant Director/Head of Service:

Jeremy Skinner has reviewed the documentation and is satisfied for it to be referred to the Sponsoring Director for approval.

✓

Sponsoring Director:

Fiona Fletcher-Smith has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.

✓

Mayoral Adviser:

Val Shawcross has been consulted about the proposal and agrees the recommendations.

✓

Advice:

The Finance and Legal teams have commented on this proposal.

✓

EXECUTIVE DIRECTOR, RESOURCES:

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

Signature

M. D. Hille

Date

6.7.16

CHIEF OF STAFF:

I am satisfied that this is an appropriate request to be submitted to the Mayor

Signature

D. Bellamy

Date

8/7/2016

Annex A: Proposed budget – Phase 2 Infrastructure Mapping Application

Item	Budget
Project Manager (position) 1 year FTE Grade 8	£53,000
Javascript development	£50,000
Database Development	£50,000
Specialist consultancies	£50,000
Database, notification and mapping web services	£13,000
Catering, stakeholder engagement events, training programmes	£10,000
10% contingency (as mandated by funding)	£22,600
Total	£248,600

