

GREATER **LONDON** AUTHORITY

REQUEST FOR MAYORAL DECISION – MD1413

Title: London Infrastructure Plan 2050

Executive Summary:

The consultation report for the London Infrastructure Plan 2050 (LIP 2050) was published on 30 July 2014. It set out proposals on London's strategic infrastructure requirements to 2050, across the main aspects of infrastructure (transport, green, digital, energy, water and waste), the magnitude of cost involved and funding and finance options. The consultation will run for three months and a final report is planned for March 2015.

MD1394 approved a budget of £181,000, for consultancy input and stakeholder engagement.

At its meeting on 16 October, the Mayor's Investment and Performance Board approved a budget of £103,000 to both take the work up to publication of the final report and to establish the key mechanisms to take forward delivery of LIP 2050.

Decision:

That the Mayor approves expenditure of £103,000 to cover the following in relation to the London Infrastructure Plan 2050 (LIP 2050):

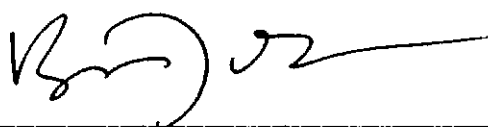
1. Production of the final report;
2. Publication of the final report and supporting material; and
3. Establishment of the mechanisms to ensure delivery of the LIP 2050 (a London Infrastructure Delivery Board and Green Infrastructure Task Force).

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:

19.12.2014

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

Decision required – supporting report

1. Introduction and background

- 1.1 In July last year, the Mayor commissioned work to create the capital's first Long Term Infrastructure Investment Plan, to ensure that London has the infrastructure needed to remain one of the best cities in the world to live, work and do business in.
- 1.2 The London Infrastructure Plan 2050 (LIP 2050) consultation report and supporting analysis were published 30 July 2014. This set out proposals on London's strategic infrastructure requirements to 2050 across transport, green, digital, energy, water and waste; the estimated costs, funding and financing options. Consultation is ongoing, engaging infrastructure providers, investors, businesses, Government, the Core Cities, academics and Londoners, with a final report published early next year. The final report is expected to be published in March 2015.

2. Expected outcomes

- 2.1 The LIP 2050 is a significant piece of work, cutting across all aspects of infrastructure, as well as considering costs and funding and finance options. It is also the first time we have undertaken such a project. It has required, and will require further, external input to ensure we have the full range of expertise needed. Buy-in from key players, many of whom have responsibility for delivering London's infrastructure, is essential to ensuring the LIP 2050 has real impact.
- 2.2 There is a range of activity required to take the work forward to publication of the final report. These are summarised here in Table 1 and explained further below.

Table 1 – summary of budget requirements for the London Infrastructure Plan 2050

Activity	Cost
Analysis of consultation responses	£15,000
Additional analysis (depending on consultation responses)	£25,000
Print final report and online presentation of results	£15,000
London Infrastructure Delivery Board – research (approx. 3 projects)	£25,000
London Infrastructure Delivery Board - catering	£2,000
Green Infrastructure Task Force - research (approx. 3 projects)	£20,000
Green Infrastructure Task Force - catering	£1,000

Additional analysis and cost modelling

- 2.3 The consultation is period ended on 31 October. Over 200 responses were received. There was near universal support for the concept of a long term infrastructure plan and the approach taken. However, many of the responses contained a great deal of information and suggestions for further work. To ensure we fully reflect the richness of the responses and the implications, consultants will be procured to analyse the full set of responses and make an independent assessment of the follow up work that may be necessary. This will be competitively procured from the TfL Engineering and Project Management Framework, according to the GLA Contracts and Funding Code.
- 2.4 The work required to produce the final report will to some extent depend on the analysis of responses to the consultation. There may be for example, alternative infrastructure requirements or methods of delivery that we have not considered and may need to analyse further. It may also be necessary to refresh the cost modelling work undertaken by Arup for the consultation report. As the model has already been produced this should not be an extensive piece of work but may require some consultancy time. The additional analysis will be competitively procured through the TfL procurement team, using the relevant procurement framework.
- 2.5 A budget of £40,000 would cover the analysis of the consultancy responses and any extra analysis that may be required.

Report publication

- 2.6 We plan to publish the final outputs in March 2015. We expect design and printing of the final report and supporting material including online presentations to cost around £15,000.

London Infrastructure Delivery Board

- 2.7 As set out in the consultation report, the Mayor has established a London Infrastructure Delivery Board to provide the leadership to improve delivery of infrastructure in London. The Board will be comprised of senior representatives of the major infrastructure providers and will meet monthly, the first meeting took place in November. The Board will provide advice and take forward actions relating to specific infrastructure projects. It is expected that sub-groups of the Board will also be set up. Members will not be remunerated.
- 2.8 A budget will be required to enable research to be commissioned to support the work of the Board. The exact details of the research will be determined in conjunction with the Board but are likely to include:
- Appraisal of project governance on projects in London and other cities
 - Review of the impacts of the regulation on infrastructure provision
 - Assessment of potential demonstration projects
- 2.9 A budget of £25,000 would cover a proportion of the research requirements, Board members will be asked to contribute to research, matching GLA funds. Each piece of research will be competitively procured through the TfL procurement team.
- 2.10 A further £2,000 will be needed to provide catering at meetings.

Green Infrastructure Task Force

- 2.11 Green infrastructure is yet to be fully recognised and treated as infrastructure in its own right. As committed to in the LIP 2050 consultation report, a Green Infrastructure Task Force has been convened to advise on how to establish an integrated network of green infrastructure that reflects the full range of benefits offered by green infrastructure. A budget of £20,000 is required to provide the Task Force with the research support they will require to collate and evaluate evidence on green infrastructure in London. Each piece of research will be competitively procured through the TfL procurement team. A further £1,000 will be required to cover catering.
- 2.12 The Task Force is made up of experts from academia, Central Government, the boroughs and other relevant organisations. Members will not be remunerated but will have the opportunity to make recommendations to the Mayor on the future governance and funding of London's green infrastructure.

3 Equality comments

- 3.1 The package of proposed infrastructure investments set out in the London Infrastructure Plan 2050 have been designed to positively impact on as wide a range of Londoners as possible – through improving quality of life across the city, promoting accessibility, and connecting less well served communities with the rest of London.
- 3.2 No adverse impacts are identified and positive contributions to equality have been built into proposals. For example, to positively impact younger and older people along with disabled people, the transport proposals in the London Infrastructure Plan 2050 are intended to ensure two-thirds of public transport journeys are step free by 2050.
- 3.3 Proposals within the plan will undergo further individual assessment and prioritisation; all of which will be subject to further assessment to ensure all groups with protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation) are positively impacted.

4 Other considerations

a) Key risks and issues

- 4.1 This is a high profile project that has been publically recommended by the LFC and promoted by the Mayor. It will be a crucial element of London's ability to cater for its growing population and to remain competitive. It will be central to London's bid for fiscal devolution and London's ability to attract investment. As such it carries a number of significant risks. The main being failure to deliver a product that meets the demanding objectives set. The project risks being seen as little more than a lobbying document for expensive projects or a range of asks outside the Mayor's control. The risks are articulated in more detail in the table below.

	Risk description	Mitigation / Risk response	Probability	Impact
1	Central Government rejects recommendations	Discussions with HMT have taken place on the LFC recommendations and the Infrastructure Investment Plan. They are open to considering some form of fiscal devolution and understand the need for infrastructure planning. Infrastructure UK are being consulted and are represented on the External Advisory Group for the project.	MEDIUM	HIGH
2	Does not receive buy in from infrastructure suppliers	Engagement to date has indicated wide spread support for the need for a long term infrastructure investment plan for London; as well as for our approach and the proposals. The London Infrastructure Delivery Board will bring together London's key infrastructure providers to shape the plan and take it forward.	MEDIUM	HIGH
3	Consultation responses are not adequately reflected in the final report.	A wide range of stakeholders are being consulted, and the outcomes recorded. Systems will be implemented to document and regularly monitor responses.	LOW	MEDIUM
4	Timescales are not met	Governance structures are in place to monitor progress through to the final report	LOW	MEDIUM

b) Links to Mayoral strategies and priorities

4.2 The London Infrastructure Plan 2050 follows on from both the London Finance Commission (LFC) report and the Mayor's Vision 2020. The LFC recommended devolution of property taxes to London. The LFC also recommended that a long term infrastructure investment plan for the city should be produced, identifying the absence of such a plan as a clear gap in the Mayor's ability to secure the requisite funding. The Mayor's Vision 2020 document made a broad outline of London's infrastructure needs in the years to 2020, and committed to producing a longer term Infrastructure Investment Plan.

c) Impact assessments and consultations

Stakeholder engagement

4.3 As we have developed the work, we have consulted extensively with stakeholders to gain insight and alternative view points as well as to ensure buy-in. This has been done through

large scale stakeholder events at City Hall, roundtable discussions with key groups, and a number of bi-lateral discussions.

4.4 As part of the consultation, a variety of events are taking place, with the full range of stakeholders. Examples of the events planned are:

- Roundtable discussions with CECA, ICE and other bodies representing infrastructure providers.
- Half day event with young people to get their views on priorities for London in 2050.
- Seminar with New London Architecture to gain the perspective of urban designers.

4.5 An External Advisory Group provided additional guidance and input to the project. The Group has met regularly and has proved a valuable source of expertise and contacts.

5 Financial comments

5.1 The revenue expenditure of £103,000 will be funded from the GLA's 2014-15 central programme budget. It is to be noted, however, that this will result in the Development, Enterprise and Environment Directorate exceeding the notional Central Programme Budget allocation for 2014-15.

5.2 The Board will continue beyond 2014-15. Costs relating to 2015-16 and 2016-17 are included within a growth bid.

5.3 All requisite budget adjustments will be made.

6 Legal comments

6.1 Sections 1 – 3 of this report indicate that the decisions requested of the Mayor in accordance with the GLA's Contracts and Funding Code (the "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, social development or the promotion of the improvement of the environment in Greater London; and 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;
- 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 This paper seeks the production and publication of the final report for the "Long Term Infrastructure Plan" (LIP) for London, as well as the establishment of a London Infrastructure Delivery Board and Green Infrastructure Task Force. Given LIP's impact on

all areas of Greater London development, analysis of LIP and establishing a body to support the delivery of it falls within the GLA's powers.

- 6.3 Officers should ensure that services are procured in consultation with Transport for London Procurement and that appropriate contract documentation is put in place.

7 Investment & Performance Board

- 7.1 After discussion at the Investment and Performance Board (IPB) meeting on 16 Oct 2014, the IPB decided that the expenditure of £103,000 to deliver the follow up activity for the London Infrastructure Plan 2050 and to cover the costs of publishing the final report, be approved in principle.

8 Planned delivery approach and next steps

- 8.1 We have established the membership of the London Infrastructure Delivery Board and the Green Infrastructure Task Force. Both have held their first meetings, officers are now mapping out their work programmes for the next year.
- 8.2 Further analysis of the consultation responses is required and further work to develop the report materials. We expect to publish the final report in March 2015.

Activity	Timeline
Any subsequent approvals i.e. MD or DD [if applicable]	MD to be signed November 2014
Procurement of contract [for externally delivered projects]	From December 2014
Announcement [if applicable]	Variable
Final evaluation start and finish - self	Early – Mid 2015
Delivery End Date [for project proposals]	March 2015
Project Closure: [for project proposals]	March 2015

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
to confirm the
following (✓)

Drafting officer:

Suzanne Moroney 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:

Mark Kleinman 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:

Isabel Dedring 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. J. Hll

Date 16.12.14

CHIEF OF STAFF:

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

Signature

Edmund Hll

Date 17.12.2014