

# LE SMART CITY NELL'AGENDA DIGITALE

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SMART CITY EXHIBITION - BOLOGNA

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Mi dispiace non parlo italiano quindi parlerò in Inglese

The Mayor of London and the Deputy Mayor are in China this week, promoting London to a new generation of young Chinese people, some of whom will hopefully come study, work or do business in London. But they wanted me to come to Bologna to represent them, as the Smart Cities agenda is vitally important for London and the UK.

I'll start by talking about our general approach to the Smart Cities agenda, and then move on to the work we are doing for the digital economy.

Our general approach to Smart Cities in London has been to ask ourselves - "what makes us different as a city?" We are a specific kind of city. Very large - the largest in the EU. Very diverse and open to visitors and immigrants. London is home to some extraordinary wealth, but also pockets of some of the most deprived people in Europe, living right next to great wealth and the financial and banking centre of Europe. That presents opportunities but also challenges for making London a Smart City.

Our philosophy is this: A smarter city will adapt better to the needs of the people, it will use technology to help us make energy savings, it will encourage behaviour change, including shifting people into cycling and public transport, it will help plan the placement of facilities and infrastructure where people require them to be.

The technology is an important enabler of London as a smart city, it will help us understand how things perform and move through the capital.

London's population is around 8 million people, and is set to grow by 1 million people over the next 10 years. It will reach 10 million by 2030. This is the fastest growth in the EU. There is a high birth rate, but also immigration and internal migration from other parts of the UK.

The city's infrastructure has to cope with the increasing demands placed on it. Congestion on London's roads cost the economy an estimated £2 billion with Londoners wasting 70 hours on average in traffic per year.

An ageing population is changing the capital's health, social care and educational needs.

There is a pressing demand to create new jobs alongside the skills to enable Londoners to access the new opportunities that advances in technology bring.

All this will increase stress not only on healthcare and transport, but the management of energy and utilities - such as water, electricity and heat, and the need to deal with growing waste and pollution. Without new approaches, including new ways of investing in new approaches, London will not be able to grow whilst maintaining its position as a global city a gateway to Europe.

The first step we took in our Smart City journey was to offer our data to developers. We as civil servants are not great at designing new uses for data, but we have some of the smartest technology thinkers in our city, so we made as much data as we could available. City Hall holds an extraordinary amount of data through our management of the London Transport Network and the Police service.

So we established The London Datastore, which provides all this traffic, crime, economic and other

data to the public. The datastore receives over 25,000 visits a month and over 450 transport apps alone have been created from it. And we have our own iPad wall at City Hall, which brings together all the data we need to make real-time decisions. The data tells us London is an incredibly complex ecosystem. We can monitor and measure many automated things that follow a designed and predicted pattern such as the transport infrastructure, but also less certain things, such as the weather, people movement, and things that we build.

We've come up with some useful technological solutions to transport problems. The Congestion Charge - which keeps traffic in the central zone of London manage - is now done using automatic number plate recognition by cameras. We have the contactless Oyster card on the transport network, which can be used on any kind of transport mode - busses, boats, and underground and overground trains. By this time next year, we plan to have a new system, where people can use their credit and debit cards to instantly pay for travel. No need for tickets or even Oyster cards.

After establishing the Datastore, our second step was to establish a Smart London Board. The Mayor, Boris Johnson, established this Board earlier this year, under the chairmanship of Professor David Gann, a leading technology expert and Vice President of Imperial College - one of London's top universities. The Board is developing a strategy to ensure digital technology makes London an even better experience for all. Its first report will be published before the end of this year and will be on our website. But I can reveal some of the things that the report will probably cover.

We want the report to make as many practical suggestions as possible. It won't be an academic document on the virtues of technology, but will be a practical guide as to who needs to do what to make London function more smoothly.

One of the practical ideas will be to tackle traffic. We've seen an unexpected consequence of the Internet economy in London - it has led to a great increase in light deliveries. London's supermarkets are encouraging people to order their groceries online (as this saves them the cost of renting store space) and many offer free delivery. So we now see that an incredible 80 per cent of deliveries made in London are light deliveries for purchases made online.

So, our Smart London report will make recommendations on how this unexpected traffic burden can be handled. It will be through facilitating the sharing of delivery vehicles between multiple providers, but also through enabling deliverers to plan their deliveries to avoid peak traffic times. There will also be access to a live traffic feed, which will tell deliverers not only the shortest route, but also the quickest route and the most intelligent way to do multiple deliveries.

Another aspect of the report will focus on Hydrogen power for transport. City Hall is a big supporter of hydrogen transport technologies, for several reasons. Firstly, it is clean and will help us reduce our air pollution problems. But secondly, it is exactly the kind of technology that is suited to a big city like London. It's very expensive to get a hydrogen refuelling network set up, so it needs a big user base - that's exactly the kind of advantage that London's big population can offer.

We've been working with the European Union on its hydrogen technology project, and we hope to be able to announce a network of refuelling stations across London before 2015. We already have hydrogen taxis and busses, and we used these vehicles to take VIPs to the Olympic stadium during the 2012 Games.

I want to now talk about some of the digital initiatives we are taking in London as part of the Smart City project.

First, there is Talk London. Talk London is an online research community of Londoners to promote positive debate about how to improve the city. It is a unique forum for us all to come together to talk about the state of our city, and the policies and programmes we will put in place to ensure that London remains the best big city in the world. Talk London allows us to gather real time public opinion online: it hosts discussions, articles, blogs, polls, surveys and live chat events.

We also plan to work with TSB's Future Cities Catapult, based in London. We want to build a 'Smart London accelerator' adjacent to the Catapult to capitalise on the concentration of 'best brain power' the Catapult will house, and the ideas that will emerge from the lab and demonstrator space. This model could be replicated across other EU cities.

But the most important thing we can do for the digital agenda is to support London's tech and digital businesses. This means ensuring they have access to affordable office space in the tech corridor around Old Street, and that they have superfast broadband. It also means making sure they have the access to finance that they need.

Finally, let me talk about how we plan to measure our success in the Smart London project. We've set ourselves 9 goals to achieve by the next elections, in 2016.

- First, we want London will have one of the fastest wifi networks globally by 2016
- Second, we want to Transform the Olympic Park into a Smart London 'experience' by 2016
- Third, we want to increase the number of Londoners engaging in London's policy development (through the Talk London platform) to over 50,000 people by 2016
- Forth, we want to greatly increase the number of Londoners volunteering, working or starting a business through the 'micro-work platform'

- Fifth, We want to see a measurably increase in innovative new applications and services for citizens and businesses created through the release of our data by 2016
- Sixth, we want to see these innovations commercialised to solve London's future problems (e.g. through the Smart London Innovation Network) by 2016
  - Seventh, we'd like to double the size of London's digital economy by 2016
  - Eighth, we want to Reduce congestion, and carbon dioxide emissions / and improve out air quality measures
  - Lastly and most importantly for this conference, we want to establish smart relationships with other cities. We want to see EU cities taking up some of our ideas, and we want to borrow ideas from these other cities too.

We want to establish partnerships with Cities, such as Bologna, Vienna, Paris, Amsterdam, Madrid and others. We're already in discussions with Oslo and Turin about this.

Lastly, I would like to encourage you all to get in touch with London so that we can explore ways that our smart cities can work together to solve the challenges of the future. Thank you very much.