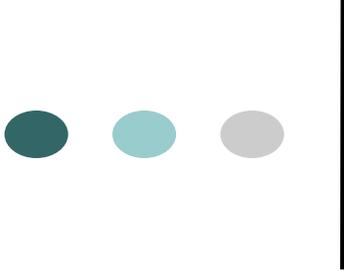


Rukshan Soysa
Operations Manager
rsoysa@its-uk.org.uk
www.its-uk.org.uk



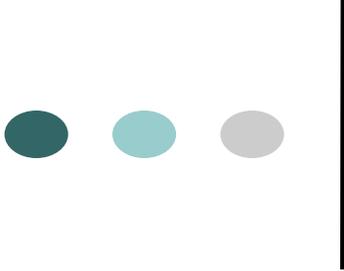
ITS United Kingdom

The Intelligent Transport Society for
the United Kingdom

Better transport through technology

www.its-uk.org.uk



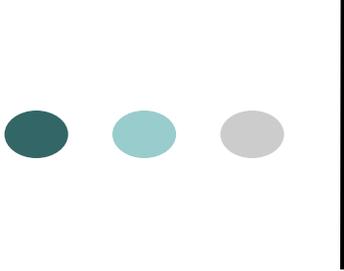


What are Intelligent Transport Systems?

ITS is the use of technology, communications and information to deliver informed and efficient mobility and transport. It includes smart motorways, autonomous/driverless and communicating vehicles, urban and inter-urban traffic management, enforcement of speed limits, transport safety and security, and improved mobility. ITS optimises existing infrastructure to make transport more efficient, rather than providing extra physical infrastructure with its environmental dis-benefits and financial costs.

www.its-uk.org.uk



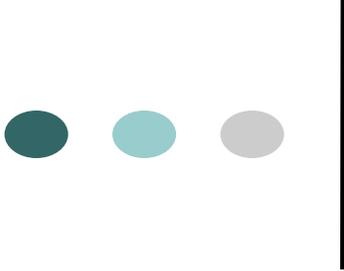


Our purpose

- ❖ Promote the take up of ITS in the UK
- ❖ Promote UK ITS expertise abroad
- ❖ Serve and support our Members
- ❖ Be the UK's premier source of ITS information and contacts
- ❖ We are solely funded by Members' subscription and are not a Government organisation

www.its-uk.org.uk





Our structure

- ❖ Professional Secretariat
- ❖ High profile president
- ❖ Elected Officers
- ❖ Council of senior Members
- ❖ 150 Member organisations, 1 100 individuals
- ❖ Interest Groups

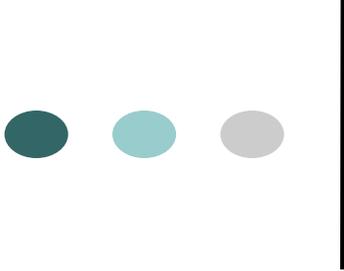
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The UK's ITS Leaders



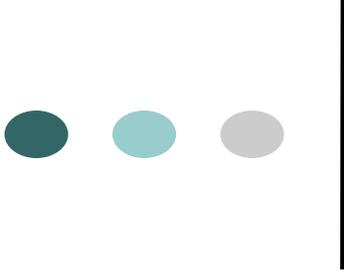


Our activities

- ❖ Events for Members
- ❖ News updates
- ❖ Website
- ❖ ITS Information hub
- ❖ Government liaison
- ❖ International liaison

www.its-uk.org.uk





International mission

- ERTICO, ITS Japan/Asia Pacific, ITS America
- National ITS associations
- PIARC (co-author of ITS learning resource <https://rno-its.piarc.org/en>)
- ISO
- ITS World Congress (Copenhagen, Singapore, Detroit)
- Personal networks



www.its-uk.org.uk | mailbox@its-uk.org.uk | its_uk.org

ITS (UK) Suite 401, Tower Bridge Business Centre,
40-46 East Smallfield, London E1W 1JX
Tel: +44 (0) 20 7799 3000



ITS United Kingdom
Better transport through technology

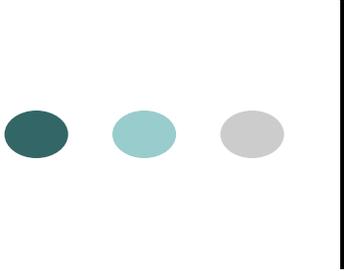
The vision of ITS United Kingdom

ITS (UK) will be the independent catalyst for transport technology in the UK

ITS United Kingdom will

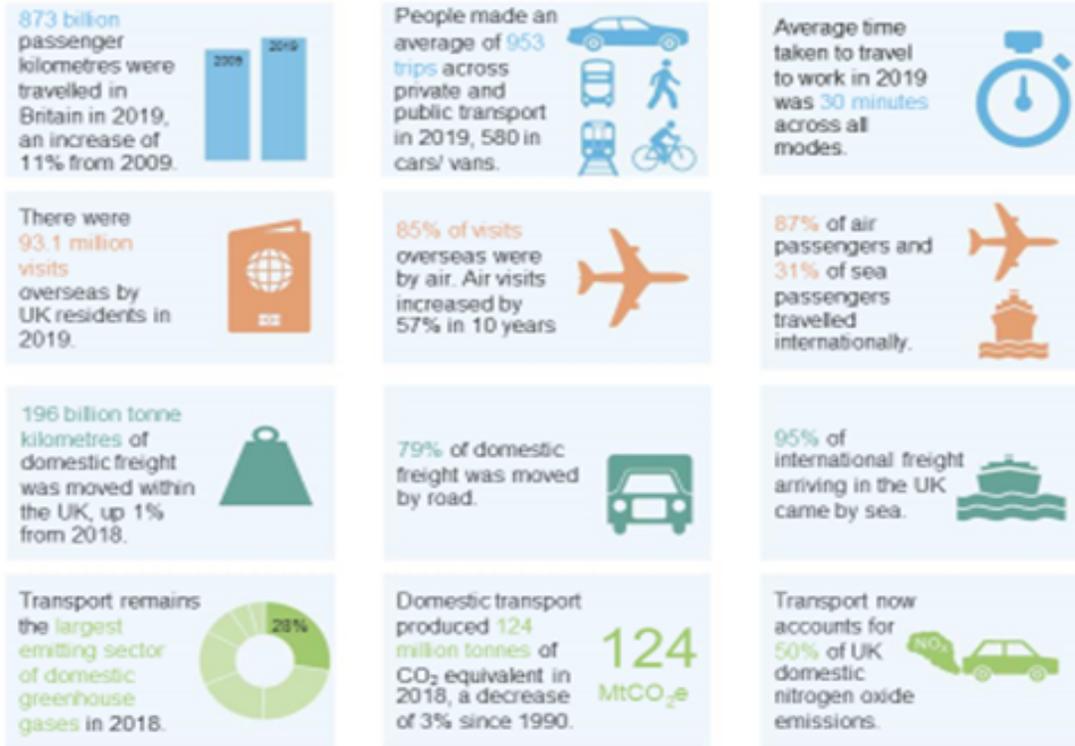
- be the point of reference for the ITS and Intelligent Mobility communities
- champion the benefits of transport technology in developing and implementing transport research, policy and strategies
- provide excellent services with a not-for-profit business model
- support learning and professional development through our activities
- be trusted for our knowledge, integrity, impartiality and leadership
- drive knowledge exchange with other international ITS organisations
- deliver value and quality to all who interact with us





UK Overview

- Population – 66 million
- Size – 243 000 square kilometres
- Kilometres of roads – 422 000
- Motorways – 4 000 kilometres
- Number of vehicles – 34 million
- Average annual km travelled per vehicle – 10 000



Credit to DfT for this report

About this release

This release presents a summary of transport statistics, the majority of which relate to calendar year 2019. The 2020 release includes a condensed set of highlights, which is complemented by other DfT releases presenting more detailed and more recent statistics.

COVID-19 and transport statistics

Some of the statistics in this release cover the financial year of 2019/20 and therefore include data for the beginning of the coronavirus (COVID-19) pandemic, but the majority do not. Transport trends will have been affected by the restrictions throughout 2020, so care must be taken in comparing statistics in this release with current travel behaviours. Statistics on transport use during the coronavirus pandemic can be found on [Gov.uk](https://www.gov.uk).

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Environment	p6

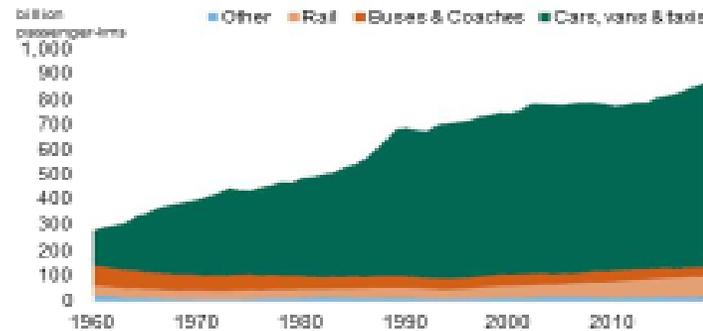


How much we travel

- In 2019, 873 billion passenger kilometres were travelled in Great Britain, with 84% of passenger kilometres made by cars, vans and taxis.
- There were 7.9 million passenger journeys on public transport vehicles in 2019/20, a decrease of 4% on previous year.
 - 3.1 billion journeys by rail**
 - 81% on 1960
 - 4.5 billion journeys on local bus services
 - 63% on 1960

*Rail includes trips by National Rail, London Underground, and Glasgow Subway.

[TSGB0101, TSGB0102](#)
 Passenger kilometres by mode, Great Britain, 1960-2019



Credit to DfT for this report

How many trips we make

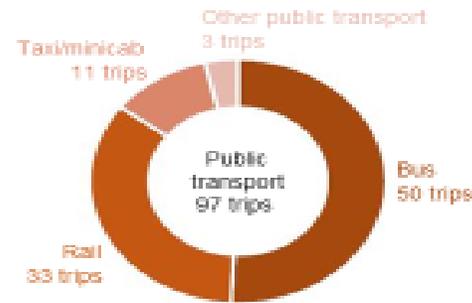
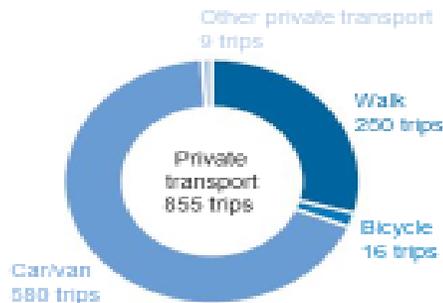
- On average people made 953 trips using a combination of different modes in 2019, a fall of 4% when compared to 2009.

[TSGB0103](#)

Average number of trips made per person, England, 2019

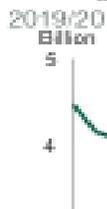
*Rail includes trips by surface rail (National Rail) and London Underground

** Other public transport includes trip by air, ferries and light rail



How much we travel on public transport

Passenger journeys by mode: Great Britain 1985/86 to 2019/20



[TSGB0102](#)

In 2019/20:

4.5 billion local bus passenger journeys in Great Britain, 57% of all public transport journeys.

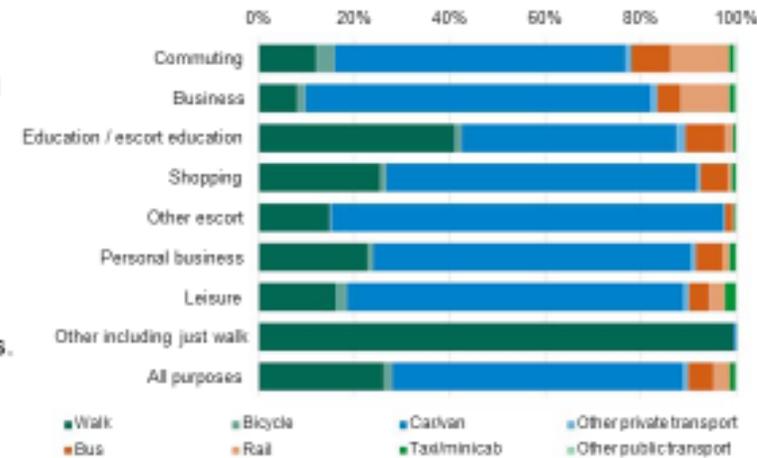
Passenger Transport



Why we travel

- Around a quarter (26%) of all trips were for leisure purposes in 2019, that includes trips to visit friends, sports, holidays and day trips. Around 18% of trips were for commuting or business purposes.
- Most modes of travel are used for a mixture of purposes, however over half (57%) of all trips by rail are for either commuting or business purposes.

Trips by purpose and main mode, England, 2019



[TSGB0104](#)

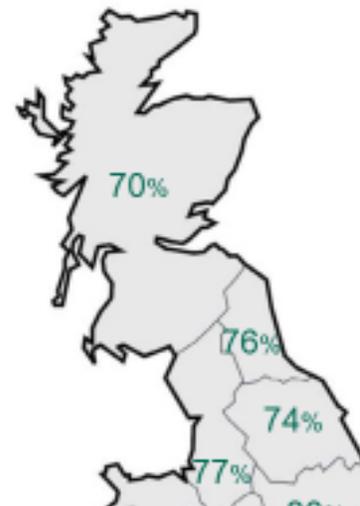
Credit to Dft for this report

How we commute

- Across Great Britain, 68% of workers typically travelled to work by car, though this varied by region with London having a substantially lower proportion of people commuting by car (27%).
- The average time taken to travel to work in 2019 was 30 minutes, ranging from an average of 14 minutes for walking to 58 minutes for travelling by rail.

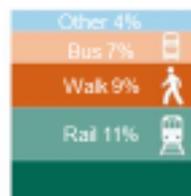
[TSGB0112](#)

Percentage of workers usually travelling to work by car by region of workplace, Great Britain, 2019



[TSGB0109](#)

Usual method of travel to work, Great Britain, 2019



Mobility as a Service



- A key concept to deliver ITS technologies in order to ensure seamless multi-modal journeys for travellers
- Everything in one place, planning, payment, ticketing
- Founding Chairman of our Maas Forum, Andrew Pearce of Atkins stated: “Enabling modal shift and reduce pollution and congestion by providing a more convenient alternative to car trips is really grabbing the industry’s imagination and the global projected market of over \$2T underlines just what a key topic this is to get right”



Mobility as a Service

- MaaS is currently is an integral part of the Future Transport Programme proposed by the UK government, which aims to shape transport innovation and secure the UK's position as leader in the transport sector of the future.
- MaaS is truly a complexed issue, covering many areas from governance, social policy, contractual issues and therefore has its challenges whilst still offering viable solutions to create a more efficient and streamlined transport network.



- IMOVE
- Steps towards MaaS include:
 - GM Cycle Hire in late-2021
 - E-scooter trials
 - Greater Manchester bus reform
 - Introduction of contactless and capped fares on Metrolink
 - Accelerating deployment of account-based ticketing
 - Mobility hubs – TfGM also part of the EU eHUBS project
 - Possible trial of mobility credits to encourage modal shift
- Development underpinned by the Greater Manchester Transport Strategy 2040 – the long term plan to deliver world-class connections that support long-term sustainable economic growth and access to opportunity for all.

Smart motorways



- Greater capacity by using the “hard shoulder” as a running lane
- Average speed and automatic radar detection required to keep the road safe
- Trial to use traffic lights on intersection between motorways to manage demand

Green Agenda and Climate Change



The 10 point plan focuses on increasing ambition in the following areas:

- advancing offshore wind
- driving the growth of low carbon hydrogen
- delivering new and advanced nuclear power
- accelerating the shift to zero emission vehicles
- green public transport, cycling and walking
- ‘jet zero’ and green ships
- greener buildings
- investing in carbon capture, usage and storage
- protecting our natural environment
- green finance and innovation





COP26 and ITS (UK)

- **COP 26 is the 2021 United Nations Climate Change Conference in Glasgow**
- First time the UK has ever hosted the UN's annual climate summit, and most important summit since the 2015 Paris agreement which stated nations must reduce greenhouse gases and invest in renewable energy resources and contribute to keep the global temperature at a manageable level
- Emissions from areas like transport, farming and industry will have to be avoided completely or offset by sucking CO2 out of the atmosphere
- Transport sector has a great opportunity to progress towards greener, more sustainable methods of mobility



Picture: credit to Andrew Parsons



COP26 and ITS (UK)

Key objectives (transport)

- **Countries and states:** commit to ensuring all new car and van sales are zero emission vehicles by 2035 (advanced markets) or 2040 (all other markets); put in place policies to accelerate uptake of zero emission cars, vans, buses and trucks
-
- **Vehicle manufacturers:** commit to selling only zero emission vehicles by 2035 or earlier
-
- **Fleet-owning businesses:** commit to achieving a fully zero emission fleet by 2030 or earlier; join the [EV100](#) initiative
-
- **Civil society:** build support for all of the above measures.



Picture: credit to Andrew Parsons

ACTIVE TRAVEL

Investing in active travel can bring environmental, health and economic benefits:

- Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), Particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality
- Active travel can contribute towards the recommended 150 minutes of physical activity for adults each week, which are hugely important for maintaining health
- Walking and cycling can contribute towards economic performance by reducing congestion, supporting local businesses and more. The benefit to cost ratio of investments in walking and cycling are estimated at 5.62:1 (or 'very high' value for money).
- Plans include – national e-bike programme, improves in infrastructure to the national cycle network, updates to the Highway Code

Transport Secretary, Grant Shapps

“We’ve got a once in a lifetime opportunity to create a shift in attitudes for generations to come, and get more people choosing to cycle or walk as part of their daily routine.”

Adam Tranter, Coventry’s Cycling Mayor and #BikelsBest campaign leader

“Today’s announcement should be welcomed and is another positive step on the journey to become a healthier and greener nation. We should remember that real change will take sustained investment and so I am pleased to see the government reiterate the need for a long-term investment strategy for active travel.

Living Streets

Jenni Wiggle, Interim CEO, Living Streets comments: “This announcement is fantastic news for walking and cycling. Investing in safe, convenient and attractive conditions for walking and cycling brings a range of benefits that will help deliver the Government’s priorities around obesity and climate change.”

Commenting on the £2 billion cycling initiative and creation of Active Travel England, **Edmund King, AA** president, says “the improvements in air quality during the crisis should encourage local councils to build dedicated cycle routes, away from traffic where possible, and create ‘park & pedal’ schemes to encourage active travel into town centres for those that live further away.”



Picture:
Wikime
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Commo
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Micro mobility

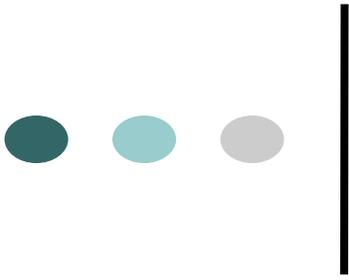
- Transport for London (TfL) has launched a new rental e-scooter trial in partnership with London Councils and three e-scooter operators.
- The [12-month trial](#) will see e-scooters offered at prices of £3.25-£3.40 for a 15-minute rental.
- The trial is initially launching in Canary Wharf, Ealing, Hammersmith and Fulham, Kensington and Chelsea and Richmond, with Tower Hamlets acting as a 'ride through' area.
- The trial will begin with this core group of boroughs, with more expected to join throughout the summer, said TfL

BENEFITS:

- Help people from poorer backgrounds avoid the cost of getting a driving licence
- Often result in faster journey times than cars
- Allow them to be used for deliveries in place of mopeds

CHALLENGES:

- Exact number of crashes involving e-scooters is said to be under-reported
- Some concern that e-scooters are being used by criminal gangs



THANK YOU!

Rukshan Soysa
Operations Manager
rsoysa@its-uk.org.uk
www.its-uk.org.uk