

Appendix D

The national framework is set out in “Intelligent Transport Systems (ITS) – The policy framework for the roads sector” published by Department for Transport November 2005.

Technology, and Intelligent Transport Systems specifically, already form an important part of our delivery plans for future transport. By helping road users to travel more safely, on less congested roads, and on better public transport services with improved information services, ITS brings economic, environmental and social benefits in many ways.

But there are challenges to be met if we want to extract the best from the potential that ITS offers. This framework explains how ITS supports our transport systems and the travelling experience. It also sets out the main issues that need addressing and describes the actions that the DfT is taking both to provide the policy framework, and to support and facilitate the economic, legal and administrative climate for widespread ITS deployment that benefits all road users.

This framework emphasises the fundamental need for greater co-ordination at several levels – policy, administrative and technical. ITS deployment has tended to focus in the past on the particular needs of an individual purchaser or technical provider. This approach is not the most productive and can lead to confusion, unnecessary costs for road users and a less smooth journey. The DfT has stated that it is committed to delivering seamless, efficient transport across the UK. DfT is leading the drive for a more joined-up approach, both as a major client for ITS and in our role to facilitate and encourage others.

Summary of DfT core objectives

- i. Support the economy through the provision of efficient and reliable inter-regional transport systems.
- ii. Deliver improvements to the accessibility, punctuality and reliability of local and regional transport systems.
- iii. Balance the need to travel with the need to improve quality of life by improving safety and respecting the environment; and
- iv. Improve cost-effectiveness.

PSA Targets (last updated 2005)

- By 2007-2008, make journeys more reliable on the strategic road network.
- By 2010-2011, the ten largest urban areas will meet the congestion targets set in their Local Transport Plan relating to movement on main roads into city centres.
- Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40%, the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-1998, tackling the significantly higher incidence in disadvantaged communities and a 10% reduction in the slight casualty rate against the same timescales.
- By 2010 increase the use of public transport (bus and light rail) by more than 12% in England compared with 2000 levels, with growth in every region.
- Improve air quality by meeting the Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3 butadiene (responsibility for delivering this target is shared with DEFRA).
- Reduce greenhouse gas emissions to 12.5% below 1990 levels in line with our Kyoto commitment and move towards a 20% reduction in carbon dioxide emissions below 1990 levels by 2010 (responsibility for delivering this target is shared with DEFRA and DTI).

Seven ITS Policy Themes

- **Improving road network management** - including road pricing.
- **Improving road safety** - by reducing collisions, casualties and deaths.
- **Better travel and traveller information** – helping to match supply and demand by providing better information so that travellers can make informed choices on when and how to travel.
- **Better public transport on the roads** – supporting more reliable, more accessible, safer and more efficient services.
- **Supporting the efficiency of the road freight industry**
- **Reducing negative environmental impacts**
- **Supporting security, crime reduction and emergency planning measures.**