



## **New Membership categories for ARTSM, Kealie Franklin, B.Sc (Hons), General Secretary ARTSM**

Since taking up post in October 2017, I have been privileged to support the Association through many changes – from working with Lindsay Forster as we sought views from members and sharing ideas; reviewing our Rules of constitution; to getting out there at trade shows promoting and meeting people face to face.


We have responded to requests for more sharing of information from outside and within the Association and across the four working groups. The Executive and Working Groups now work more closely together and our business plan will ensure we remain an active and relevant body in providing for our members.

We have welcomed several new members but lost a few due to company consolidations and industry changes.

With the ever-increasing and seemingly rapid rise in technological change and application of data, ARTSM see it as imperative to establish a wider community of relevant experts and enhance its collaborative practices while ensuring that the manufacturers of long-standing, effective products continue to be consulted and supported.

We see the benefits of industry cohesiveness and collaboration to prepare us for the inevitable changes that technologies bring to our current ways of thinking about how we use transport and infrastructure in the new age. With so much debate around how automation will benefit or impact on every day lives, we need to remember that we have a valuable resource in communication already – the ability to share innovative ideas together to come up with the best solutions for all.

To this end, the Association are pleased to announce that at their recent AGM Members voted unanimously to add two new classes of membership.

 is extending its membership beyond the manufacturing and supply sectors to include **designers, service providers** - including those currently offering Software as a Service (SAAS) and Mobility as a Service (MaaS) specifically - **and consultancies** who work with both end users and manufacturers -.

We are also inviting applications from **academics** and those within **local authority transport teams** who we value as being innovative and who work together with manufacturers in ensuring that what is needed is practical, efficient and fit for purpose.

Membership fees and requirements have been reviewed to assist SMEs. We still require a high standard of our members, and Class A members (products) are still required to evidence ISO 9001:2015. Class B members (services) will be required to demonstrate a system of quality in their business practices.

With our already wide-ranging knowledge and experience we lobby government and policy makers but standards and specifications are often written retrospectively. While no one can foresee with certainty, ARTSM wants to ensure they are written, revised and updated with the future in mind. To this end, we sit on many BSI shadow committees working on EU standards and UK National Annexes – a real benefit when we are no longer part of the EU, since we can still align with European requirements and trade both ways.

We already work closely with Government Bodies - Department for Transport, Transport Scotland, Department for Infrastructure NI and Welsh Government Department of Economy & Infrastructure - and the local authority users through The Association of Directors of Environment, Economy, Planning and Transport (**ADEPT**), Transport for London, Highways England, Unity Authorities such as Greater Manchester.



ARTSM were instrumental in creating TOPAS – Traffic Open Products and Specifications when the Secretary of State removed the need for type approval as industry saw a very clear need to maintain standards.

As part of TOPAS and other committees, we play a significant part in developing new standards through consultation with industry, government and local authorities which will support and define the changes which lay ahead. We are already aware of the deficit in the current standards and in those which are waiting CEN gazetteering. The Association pushes for consultation with industry and all meetings we attend and are well placed to argue for the best solutions.

Our experts are consulted regularly on changes proposed by the DfT, for example in the writing of the latest version of TSRGD. We have contributed to the new Traffic Signs Manual (TSM) and we will continue to push Highways England for further consultation on changes in The Design Manual for Roads and Bridges (DMRB) and TSM Chapter 8. We concur with others that we need to have sight of drafts before they become legislation not after. It is paramount that industry has the opportunity to comment.

We want to build on an environment that will support innovation and change but which also encompasses what already exists.

Each of these sectors inevitably undergoes continuous change as technologies advance and innovations are adopted – for example the impact on the environment and light emissions, the greater need to deal with all kinds of pollution and the immersion of global sustainable goals.

CAV is likely to drive in more changes that will have an effect on both legacy and future equipment – (product landscape and infrastructure) and the ranges or applications and roles they can fulfil. The effects on both suppliers and users are best be predicted by drawing on the widest set of interested parties and canvassing diverse views and ideas.

By way of example, I have been party to many conversations raising concerns in relation to road signs: "What can be done with the current products/assets to ensure that they remain valid and purposeful in the age of CAV?"; "Will there need to be a significant change in these?"; "Is there a benefit to adapting to VAS, is there a need?"; "Can passives be link stations for data transfer?"

Similarly, with bollards and other street furniture – "How big a part can these play in ensuring accurate data processing?" Currently there are issues relating to smart cities and smart motorways relating to the lack of sustainability of modern technology – repeated failures in data transfer can lead to chaos.

Are we taking leaps too quickly without testing the water? Are we relying too much on technology and what skills, jobs, knowledge and intuition might be lost/needs to be retained and shared?

Some are asking whether CAV can be successful on our current road infrastructure? With one facet of CAV being image processing, where will the money come from to ensure that road markings and signs can be maintained? What will be lost in the process? Whilst, we should also argue that tax payers' money is important, and we want an effective commercial sector where funds are applied to best effect and will also stimulate innovation.

The Department for Transport are currently offering opportunities for innovation – but we need to discuss these ideas openly, not least to evaluate their usefulness long-term. Another major question is "Who is leading the change?"

Many of these issues are unanswerable and the views depending on your standpoint are vast. ARTSM is a strong voice of industry, and as such it welcomes an increased membership to ensure that when changes do happen, all views have been considered, not just those who shout loudest.

ARTSM gets its members voices heard and we have good relationships with the other Associations in the industry as a network. Many members hold cross memberships, enabling joined up thinking on issues that affect us all. There are many innovative people out there and the sharing of ideas can only enhance the development of a purposeful fully functioning network that begins not with technology for its own sake, but which has been questioned and challenged in infancy across many different criteria and with the best asked questions first – what is the benefit for the ultimate users?

Our current membership consists of approaching 50 members with a global turnover of £1 billion. We have six members who are elected to the Executive Committee – for 2019 – Graham Muspratt (Clearview) Chair; Keith Manston (Siemens) Deputy Chair, Mark Pleydell, Will Baron (Keysoft), David Gwyther (3M), Sean Coffey (Rennicks), together with the four working group Chairs, who are co-opted annually.

The working groups are : WG1 – Bollards & Illuminated Signs; WG2 – Traffic Signs; WG3 – VMS; WG4 – Traffic signals and control. New members can align with all or any of these groups.



currently sit on TOPAS, B509/3 (BSI Shadow committee for Construction of Road Traffic Signs; B509/2 – Horizontal Road Markings & Studs; B509/10 – Breakaway Passive Safety; B509/11 – Road Vertical Signs & Variable Message Signs; B509/12 – Autonomous Vehicles, Traffic Signs & Markings Technical Working Party, National Highways Sector Scheme 9A.

Anyone who has an interest in becoming part of our growing team of expertise and collaboration should contact me at [general.secretary@artsm.org.uk](mailto:general.secretary@artsm.org.uk)

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