

# InterChange

The Newsletter of



Issue 002 September 2018

## *What's in this edition:*

2018 AGM—Motorbike Museum—Solihull  
Business Plan 2018-2020  
Connected Autonomous Vehicles - CAV for Dummies  
External Publications & Awards  
Upcoming Meeting Dates and changes to the Executive team  
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## **New Members**

We are please to welcome:

**Northumberland County Council:**  
they have joined Working Group 2.  
NCC were previously members of  
LASMA and manufacture traffic signs  
for a range of North East Local Au-  
thorities

## **2018 ARTSM AGM**



**Venue : National Motorbike Museum**

**Date: 15th November 2018**

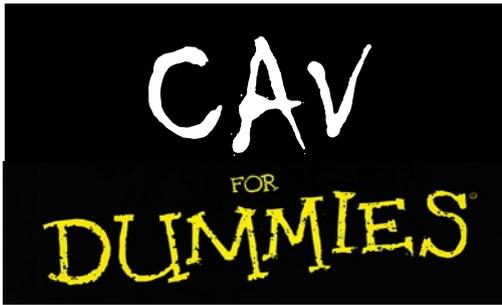
**Time: 10.00 for Coffee & Tea**

**AGM Time: 10.30 am**

**Museum Tour starts: 3.00pm**

**Business Plan 2018-2020** During 2018 we asked for feedback from members on what they wanted from their association. We have incorporated that feedback into both the forward strategy and the business plan for the next 2 years. The feedback was obtained via the 4 working groups, however the AGM is your opportunity to voice your thoughts on the way your association should move forward in what will be the most progressive 10 year period in transport management since the publication of the Warboy's report in 1963.

# Key Industry Issues under discussion



We all know that the concept of driverless cars will become a reality, but when it will happen and how it will impact on our businesses is less clear. The concept of **Connected Autonomous Vehicles** – or driverless cars to you and me is already making significant progress. ARTSM is divided into businesses that are indirectly involved in the development of CAV related products and those who are not. What is clear is that CAV will have a major effect on all our members businesses over time. ARTSM have planned a series of articles for those members on the periphery of the process. The object of these articles is to inform members in bite sized chunks about the advances and vocabulary being developed.

**Stages of development** There are 5 clearly defined phases of CAV development, the first area of confusion would appear to be that there are actually 6, as follows:

- Level 0 No automation:** The human driver controls all aspects of driving all of the time.
- Level 1 Driver Assistance:** The human driver is assisted with either steering, or acceleration/braking by the vehicles advanced driver assistance system (**ADAS**) The human driver will perform all other driving tasks.
- Level 2 Partial automation:** An ADAS on the vehicle can control both steering, braking and acceleration under some circumstances, The human driver must continue to pay full attention and monitor the driving environment at all times and perform the rest of the driving task.
- Level 3 Conditional Automation:** Automated driving systems undertakes all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene.
- Level 4 High Automation:** Automated driving system undertakes all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene.
- Level 5 Full Automation:** The automated driving system undertakes all aspects of the dynamic driving tasks in all roadway and environmental conditions.

## Where are we at now?

2 years ago, the UK government announced the first wave of CAV funding. £20 million over 30 projects testing the feasibility, trials and testing of CAV's. An additional £12 million was approved in July 2018 for R&D.

Research is currently being undertaken to fully achieve level 3 & 4 Including looking at:

- Drivers with varying degrees of driving experience

- Driving at lower speeds – 20,30,40,50 mph

Latest estimates for achieving level 5 being attained is 2035 – this may well be exceeded.

Trials on automated busses in the UK are expected to begin in the next 12 months. (*not on public roads*) Costain have been awarded the A2M2 connected corridor contract to form a connected test bed.

## Highways England and CAV:

HE stresses the importance of keeping the existing roads network properly maintained.

HE are planning on looking at feedback from CAV's on the state of the road surfaces such as finding potholes – they are also looking at using drones for the same process.

## Where to find more information:

We plan to publish further articles on CAV in future publications but if you want to keep up to date then keep dipping into the government web site.

[www.gov.uk/government/organisations/centre-for-connected-and-autonomous-vehicles](http://www.gov.uk/government/organisations/centre-for-connected-and-autonomous-vehicles)

## Traffic Management Association of Australia



For some time ARTSM has been forwarding requests for articles or business opportunities from the Australian Trade Association TMAA. They are open to the inclusion of business related articles and of course the opportunity to advertise in their ¼ year on-line magazine. ARTSM has had a general article to introduce the organisation and its members to the Australian market, published in their August magazine—TMAA DETOURS. The contacts should you wish to follow up on these opportunities are: web site :[www.tmaa.asn.au](http://www.tmaa.asn.au)  
Email: [tmaa@tmaa.asn.au](mailto:tmaa@tmaa.asn.au)  
Contact name: **Louise Van Ristell**



ARTSM has submitted an article for publication in the BPA magazine—**Parking News**. The basic gist of the article is that it is illegal for members of the BPA to erect signs that look like traffic signs but do not comply to the standard EN12899-2007. This applies even on land that is considered “private”. We have raised the argument that it is not logical to adopt TSRDG regulations to the white lining which in car parks is 100% compliant and then erect non compliant direction signs. The aim of the article is to improve sales potential for all our vertical signs manufacturing members.



The final of the **Annual Highways Awards** - formally the Highways Excellence Awards will be taking place on the 17th October. We are pleased to say that 2 ARTSM members have been nominated.

**Rennicks (UK) Ltd** has been nominated in the category “Best Use of Technology”

**Clearview Intelligence** has been nominated in the category “Road Marking Project of the Year”

We wish both member companies well on the 17th October.



## JCT Traffic Signal Symposium and Exhibition 12 & 13 September

This year's conference will include a presentation by Mark Pleydell, where he will bring awareness of ARTSM and target new potential members, specifically Designers. If you plan to attend visit the ARTSM stand in the exhibition area.

## Up-coming working group meetings

### Working Group 1

23rd Jan 2019

### Working Group 2

18th October

### Working Group 3

11th October

### Working Group 4

3rd October

## Changes on the Executive Committee



### Graham Muspratt:

Graham will take over as Chair of ARTSM at the close of the AGM In November. He will hold the Chair for the following 2 years



### Dan Robinson:

Dan will stand down as Chair of ARTSM at the close of the AGM and will continue as an advisor on the executive for 1 year. Dans main future role will be to support Graham as he takes over the reigns as Chair.



### Keith Manston:

Keith will become the Deputy Chair of ARTSM. He has been a member of the Executive Team for the past 5 years and is also on the management board of TOPAS, having previously been chair of that organisation. Keith is Head of Product Management for the traffic controls business of Siemens Mobility Ltd.



### Ilyas Sharif:

Ilyas has taken over from Mark Johnson as chair of Working Group 3—Variable Message Signs.

Ilyas is also the current Chair of **REMA** and Managing Director of Nissen UK Ltd



One of the often unseen tasks undertaken by member companies is the representation of ARTSM on a range of BSi committees. The work undertaken in these committees can often have a profound effect on the operational activities of all member companies. This may become even more so after Brexit. It is imperative that we keep a high presence within the committees. Our representation to date is

<b>509/03</b>	Road Traffic signs (Fixed Vertical)	Will Baron (Secretary) Lindsay Forster Sean Coffey
<b>509/10</b>	Passive safety of support structures	Ian Thomas—Chair Chris Nicklin Dave Franklin
<b>509/11</b>	Variable Message Signs	Roger Stainforth—Chair Peter Hatherell Dave Cousins

## Access to the ARTSM Website



We have put significant amounts of data onto the Association website. It would appear that several members have forgotten their password or are having problems accessing the site. If this includes you then get in touch with the General Secretary and we will email you with the existing password or help resolve your current difficulties.

We recommend you look at the members area—its where we post data that is pertinent to your area of business.

Kealie Frankin's email is [General.secretary@artsm.org.uk](mailto:General.secretary@artsm.org.uk)



We have recently opened an ARTSM account on Linked in. Several member companies have accounts on this site—it would be helpful if your company could Link with the Association. The same applies to the employees of member companies. One

of the tasks set by the Executive Team is to increase the associations presence on a range of social media sites. We will begin to populate the Linked in site from October 2018.

**Process Improvements:**

We continue to make changes to the processes and rules of the Association. At the up-coming AGM we will be asking the membership for approval of another set of rule changes . We are doing this to ensure that ARTSM improves in the way it operates. While we can only change the rules of the association at the AGM the Executive Team can adopt processes. In the last 3 months the following policies have been created & adopted:

**Conflict of Interests**

**Anti Bribery**

**Code of Governance (for the Executive Team)**

**Data Protection & GDPR**

**Website privacy**

**Anti Slavery**

**Equal Opportunities**

**Code of Governance—practice**

**Competition Law**

**And finally.....**



And this is why we have TSRDG regulations! although looking at the angle of this portable VMS it may be a very accurate prophesy

If we thought Brexit was problematic, it could always get worse.

