

WHEELS

Together we Stand

**Craig Walton -
Inspiring his Community**

Ultimate Truck Show

**Nominations for NEC
and Trustees**

UNITED ROAD TRANSPORT UNION - AUGUST 2023 EDITION



welcome

Bob Monks
General Secretary

Digitisation

You will read in this edition of 'Wheels' that, as we say 'goodbye' to 2023 later in the year we will also be saying 'goodbye' to the production of our 'Wheels' journal in the format which has been familiar to all of us for many decades. From 2024, your Union will be publishing 'Wheels' as an 'online only' journal, accessible through our Union's website. As you are aware ('Wheels' - April 2023) this follows on from this years successful introduction of digital membership cards for new members of our Union from April 2023. 'Wheels' online reinforces your Union's commitment to both direct valuable resources to where they should be helping its members, but also to address the very real threat of 'climate change' and our Union's carbon footprint.

NEC/Trustee Elections

In this edition of 'Wheels' you will read that your Union is seeking nominations for a five year term of office from 2024 for all Regions of our Union and for both Trustees roles. With the exception of Region One, where a 'vacancy' has recently arisen, it is my understanding that the current sitting incumbents for all other Regions and Trustees roles are seeking re-election. It would therefore be timely to remind all members of our Union that it is our Union's policy, recently re-affirmed, that we do not seek to 'unseat' an incumbent unless, of course, they are subject to complaint in accordance with Rule 14(10) of our Union's Rule Book.

Benefits of Union Membership


In many respects I am probably wasting valuable space when I urge you to read the article in this edition of 'Wheels', relating to our Union's member Craig Walton, if you ever needed convincing of the value of being a member of a Trade Union. As a member, Craig secured the services of expert Union Lawyers in fighting to ensure that both he and his family received the just financial compensation for what were horrific injuries whilst carrying out his job, without any deduction being made from the damages they received.

'Morning Star'

It is reported in this edition of 'Wheels' that our Union has taken a shareholding in the 'People's Press Printing Society' ('PPPS'), whom publish the daily newspaper, the 'Morning Star'. Some of our Union's members reading this will no doubt think, "isn't that a Communist newspaper?". The reality is far from that. The 'Morning Star', since the 1940's, has not been a Communist newspaper but has, over the past 75 years, become the voice of workers throughout the land, supporting members when most needed. A truly trades union paper for trades unionists.

Until next time..... drive safely




Bob Monks
General Secretary

URTU HEAD OFFICE

Almond House, Oak Green,
Stanley Green Business
Park, Cheadle Hulme, SK8
6QL

Tel: 0800 52 66 39
E-mail: Info@urtu.com

GENERAL SECRETARY

Bob Monks
Tel: 0161 486 2100

NATIONAL OFFICER

Brian Hart
Tel: 01695 576361

REGIONAL OFFICERS

REGION 1

Peter McKevitt
Tel: 07775852982

REGION 3

Neil Hunter
Tel: 07876 594524

REGION 9

Kevin Ashby
Tel: 07775 852990

REGION 11

Joanna Richards
Tel: 07912 215888

WHEELS MAGAZINE

Editor: Claire O'Brien
Tel: 0161 486 2100
E-mail: info@urtu.com

Printing:

Buxton Press
Palace Road
Buxton
Derbyshire
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Tel: 01298 21 2000
Fax: 01298 21 2001

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Why join a Union?

There is a correlation between an increase in union membership and a decrease in income inequality

The single largest factor suppressing wage growth for working people and suppressing union membership over the last few decades has been the erosion of collective bargaining. This erosion has affected both union and non-union workers alike, contributing to wage stagnation and growth in inequality. To boost wages for working people, policymakers need to intentionally tilt power back to working people by strengthening their rights to stand together and negotiate collectively for better wages and benefits, raising and improving labour standards, and achieving persistent low unemployment.

ECONOMIC SNAPSHOT

As union membership has fallen, the top 10 percent have been getting a larger share of income

Union membership and share of income going to the top 10%, 1917–2014

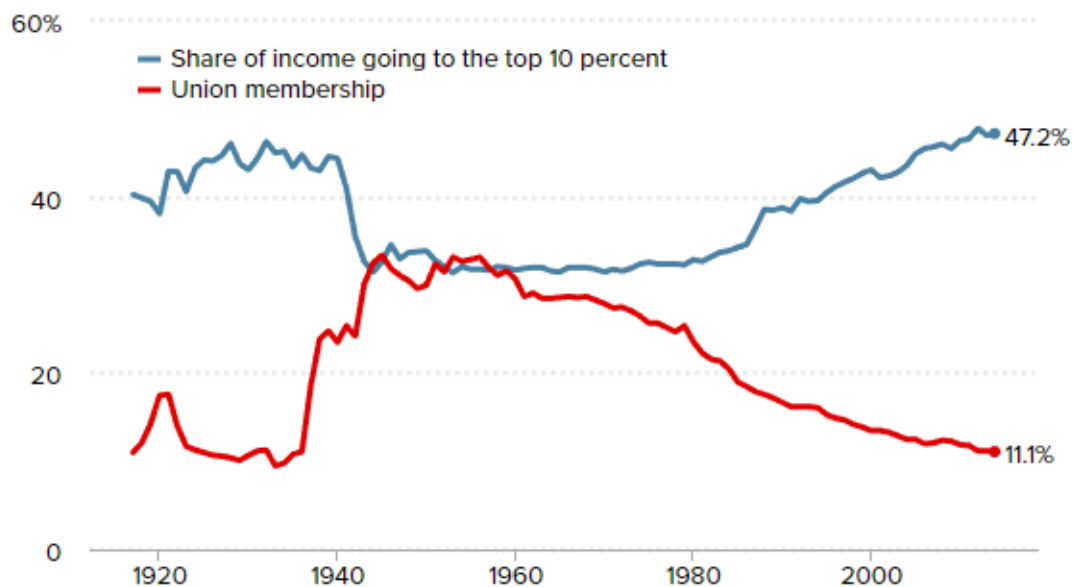


Chart Data

Source: Piketty and Saez (2014), Gordon (2013), and Bureau of Labor Statistics Current Population Survey public data series

Economic Policy Institute

<https://www.epi.org/publication/as-union-membership-has-fallen-the-top-10-percent-have-been-getting-a-larger-share-of-income/>

Still unsure?

Anti-Union Pledge

If you do not want to be part of a Union and benefit from its support and benefits, complete the below statement to allow your employer to refuse you all of the following benefits:

 Annual Leave

 The Weekend

 Pay Increases

 Health and Safety

 Sick Leave

 Severance Pay

 Lunch Breaks

 Unfair Dismissal Protection

 The 8-Hour Day

 Maternity/Paternity Leave

 Pensions

 Signed

Data protection matters

Defamation

deputyships

Consumer problems

Property

Employment advice for family members

Clinical negligence

Small debts

Education law

Land disputes

Insurance law

Wills and probate

Criminal law

Neighbour disputes

Family law

Landlord and tenant disputes

Free legal advice

Power of attorney and

Craig Walton Inspiring his Community

A lorry driver from Barnsley, who suffered a life-changing below-the-knee amputation after a serious road traffic accident, has qualified as a personal trainer and set his sights on inspiring others after securing compensation.

Far from letting his injuries hold him back, Craig Walton, 32, is now "fitter and stronger" than before the accident and is determined to help others facing adversity.

In November 2021, Craig was involved in a serious head-on collision, which resulted in him being trapped in his lorry for over an hour.

As a result of his traumatic injuries he was unable to return to work in his previous capacity as a driver and has now taken on a part-time role with the company as an administrator.

He contacted his trade union, URTU, who provided him with legal assistance from national law firm 'Thompsons Solicitors' as part of his union membership.

Before the accident, Craig led a very active lifestyle, training at a kick-boxing gym and participating in endurance events such as the 'Fan Dance' – a 15-mile load-bearing walk across the Welsh mountains – and the Three Peaks challenge for charity.

Instead of denting his love for demanding physical activities, the challenging nature of his injuries has made him even more determined to continue his active lifestyle.

'Thompsons' serious injury team signposted Craig to 'Pace

Rehabilitation', the UK's largest independent 'provider of amputee rehabilitation services, to help him along his road to recovery.

Following extensive bespoke rehabilitation and private prosthetics provision provided by 'Pace', Craig is currently competing in 'CrossFit' competitions, has trekked up Yr Wyddfa (Snowdon) mountain and plans to attempt the 'Fan Dance' challenge again this summer.

Since the accident, Craig hasn't just been focused on his own physical and psychological rehabilitation. He's been engaging with charities, volunteer groups, colleges and other amputees in his local community.

He has given a series of motivational talks, including one at Barnsley College and is looking forward to inspiring many others in 2023 and beyond.

Craig said: "It's taken a lot of effort, but I'm physically fitter and stronger than before the accident. I've already obtained my Level 3 Personal Trainer qualification. But I've not just developed my physical fitness.

The challenges I've faced due to the accident and the adjustments required to embrace a new way of life with my prosthetic have helped me build my psychological resilience. It's allowed me to stay on top of my mental health and well-being and keep a positive attitude.

Now, I want to help others. Even if I can help just one person overcome adversity, I will consider it a huge success."

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The compensation settlement means Craig can move into a spacious, single-level adapted property, providing wheelchair access and adaptations such as a seat in the shower.

Craig added: "The interim payments and the final compensation settlement provide me access to state-of-the-art prosthetics and a bespoke rehabilitation package.

I can now look to the future with my partner and young daughter, safe in the knowledge that I'll be able to enjoy a good quality of life and that we are financially secure as a family.

I cannot express enough how vital my trade union membership was. I'm in a much more positive place now, but if it weren't for the support of my legal team and their determination to get the best possible settlement, things would be very different."

Helen Shakespeare, a serious injury specialist at 'Thompsons' Leeds office who represented Craig, added: "Although Craig will still face challenges because of the physical and psychological effects of his injury, the prospect of moving into an adapted home that meets his needs, along with his high-tech prosthetics, has provided a great opportunity for him and his family to move forward with their lives.

Defendant insurers will often want to pay the bare minimum, just enough to get a seriously injured person back to some level of normality. But we strongly believe that it should go further. There is no reason why Craig, or anyone else, should not be able to take part in the various physical activities and hobbies they enjoyed before his amputation.

We're proud to represent people like Craig and fight to ensure they get the maximum compensation to allow them to lead the life they want."

Bob Monks, URTU's General Secretary, expressed: "I am delighted to see Craig reap the benefits of the legal services 'Thompsons' offers through his membership of our Union. The collision he endured was horrific and entirely preventable.

Craig was clearly an exceptional individual before the accident and his determination to adapt to his new circumstances while continuing to inspire others post-accident is truly remarkable. We are immensely grateful to have the nationwide legal expertise of 'Thompsons' available to all our members."



Smart Motorways Scrapped

Following lobbying by your Union and other bodies, the current Government has at last published on its website on 15th April 2023, plans for new 'Smart Motorways' have been cancelled because of the lack of public confidence in them. A victory for commonsense and road safety. The main changes are proposed to be:

- The planned construction of new Smart Motorways earmarked in the 2020 to 2025 and 2025 to 2030 'Road Investment Strategies' will no longer go ahead.
- Existing Smart Motorways to benefit from £900 million of safety improvements.
- Plans to create 150 extra emergency areas.
- Improvements to the performance of 'stopped vehicle detection technology'.

Although no new Smart Motorways will be converted, current work on the M6 J21a-26 will be completed because it is already more than three quarters complete.

Prime Minister Rishi Sunak said:

"All drivers deserve to have confidence in the roads they use to get around the country.

That's why last year I pledged to stop the building of all new Smart Motorways, and today I'm making good on that promise.

Many people across the country rely on driving to get to work, to take their children to school and go about their daily lives and I want them to be able to do so with full confidence that the roads they drive on are safe."



Ultimate Truck Show - Whitchurch 10 & 11 June 2024

Your Union was delighted to join Lymm Truck Wash at the Ultimate Truck Show in Whitchurch, over the weekend of the 10th & 11th June.

Ultimate Truck Show is a family event which showcases a range of trucks and service vehicles in all their finery.

There were competitions, raffles, fairground rides and entertainment provided over the weekend, making a

great family day out.

We were delighted to be invited by Lymm Truck Wash, who are Europe's largest truck wash, to join them on their stand.

Your Union was there to promote and raise awareness of the Union and the great work we do in supporting our members.



Diabetes explained

Diabetes is a serious condition which there is too much glucose in the blood because the body cannot use it properly. If not managed well, both type 1 and type 2 diabetes can lead to devastating complications. Diabetes is one of the leading causes of preventable sight loss in people of working age in the UK and is a major cause of lower limb amputation, kidney failure and stroke.

People with type 1 diabetes cannot produce insulin. About 8 per cent of people with diabetes have type 1. No one knows exactly what causes it, but it's not to do with being overweight and it isn't currently preventable. It's the most common type of diabetes in children and young adults, starting suddenly and getting worse quickly. Type 1 diabetes is treated by daily insulin doses – taken either by injections or via an insulin pump. to minimise the risk of getting Diabetes, it is also recommended to follow a healthy diet and take regular physical activity.

People with type 2 diabetes don't produce enough insulin or the insulin they produce doesn't work properly (known as insulin



Myth: It's not safe to drive if you have diabetes

Providing you are responsible and have good control of your diabetes, research shows that people with diabetes are no less safe on the roads than anyone else. Nevertheless, the myth that people with diabetes are not safe persists.

Myth: People with diabetes cannot have sugar

Having diabetes does not mean you have to have a sugar-free diet. People with diabetes should follow a healthy balanced diet – that is low in fat, salt and sugar. You should still be able to enjoy a wide variety of foods, including some with sugar.



Certain medication such as steroids and antipsychotics, surgery or hormonal imbalances could also lead to other types of diabetes. Knowing the facts about diabetes is important when it comes to managing the condition. There is so much information out there, but it is not all true. It is often difficult to know what is right and what is not.

Visit diabetes.org.uk/diabetes-the-basics/myths-and-facts to find out some of the most common myths about diabetes.

Visit diabetes.org.uk for more information and support about diabetes.

resistance). Around 90 per cent of people with diabetes have type 2. They might get type 2 diabetes because their family history, age and ethnic background puts them at increased risk. They are also more likely to get type 2 diabetes if they are overweight. It starts gradually, usually later in life, and it can be years before they realise they have it. Type 2 diabetes is treated with a healthy diet and increased physical activity. In addition, tablets and/or insulin can be required.

About 2 per cent of people have other types of diabetes. Other types include 11 different forms of monogenic diabetes, cystic fibrosis related diabetes and diabetes caused by rare syndromes.



Moving Online

As our General Secretary has pointed out, your Union's 'Wheels' Journal will shortly be moving to a digital format which will then be accessible through the Union's website.

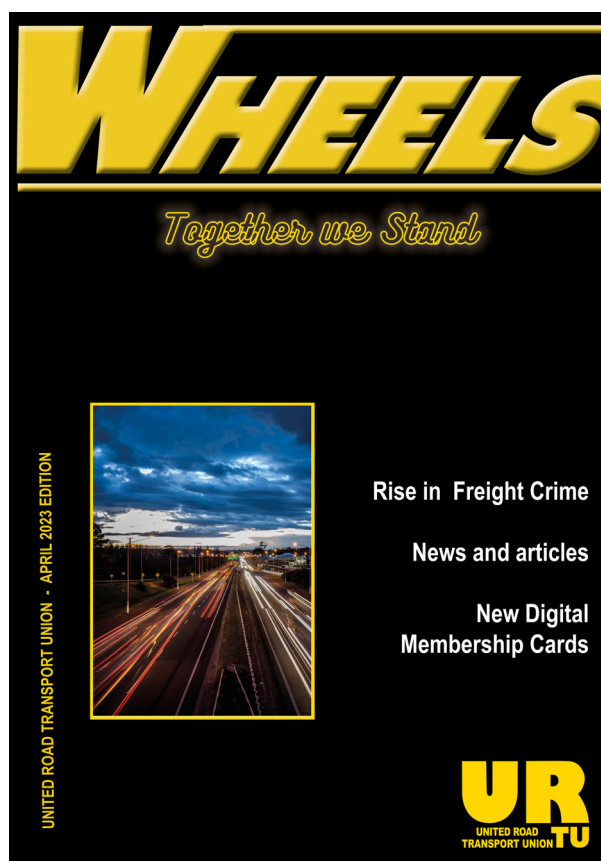
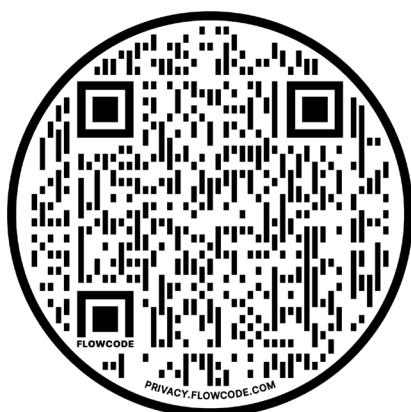
With the ever-growing need to consider ways to be more environmentally conscious and looking at how we can reduce our carbon footprint, your Union has determined to embrace growing digital technology and publish our 'Wheels' Journal online from 2024.

'Wheels' will be published each quarter and members will need to visit our Union website at [www.urtu.com/ News/Wheels-Magazine](http://www.urtu.com/News/Wheels-Magazine) to view the latest and previous editions. There will also be an option to enable you to download a copy. For the first quarter of 2024 members will also have an option to contact the Union's Head Office and request a physical copy of 'Wheels'.

Your Union is also looking at potentially developing a newsletter which will inform members of key articles, events, and information relating to logistics. It is intended that this newsletter will be e-mailed to members.

Don't miss out, please ensure that your Union has your current e-mail address. To check this you can either log in to the member's area of the website which you can access at either www.urtu.com or by scanning the below QR code. Alternatively you could contact your Union's Head Office on freephone 0800 526 639.

Scan Me



HONORARY MEMBERSHIP

We would like to congratulate Robert Dobson, who has been granted Honorary Membership of our Union this year.

Robert has been a member for 45 years, having joined our Union in March 1978

To commemorate such long service to our Union, Robert recently received a certificate and a cheque for £250, plus lifetime membership of our Union.

Please note that to claim Honorary Membership, you must have been in continuous membership of the Union for 40 years and have ceased to be employed.

For full details, see Rule 3(4) in your membership diary.

UPDATE YOUR DETAILS

To ensure that your Union fulfils its data processing obligations under General Data Protection Regulation 'GDPR', your 'personal data' must be kept up to date. We therefore need to ensure that we have current details in respect of your membership.

If you are an Honorary Member please complete the form below and return it to the Union Head Office, or contact your Union on freephone 0800 526 639.

Please note that if your Union does not hear from you, as an Honorary Member, within six months of the date of this issue of 'Wheels' Magazine, your details will need to be removed from the Union's membership system because of 'GDPR'.



URTU HONORARY MEMBERSHIP

NAME:

HONORARY MEMBERSHIP NUMBER:

ADDRESS:

.....

.....

TELEPHONE NUMBER:

E-MAIL:

SIGNATURE: DATE:

Nominations for National Executive

A new five year term for all National Executive Committee members and Trustees commences from 28 September 2024. A Nomination Form for URTU National Executive Committee members appears below and nomination forms for URTU Trustees appear on the page opposite. If you wish to nominate, you should complete the form and return it to Head Office by 8 November 2023. The United Road Transport Union is committed to improving the diversity of its National Executive Committee and Trustees, irrespective of age, sexual orientation or religious beliefs and would welcome in particular nominations from members of currently under represented groups, including women, people from ethnic minorities and people with disabilities all of whom possess a full practical knowledge of our Union.

TIMETABLE

- Nomination Forms to be returned to Head Office by 08/11/2023
- Nominees to confirm their acceptance and submit their Election Addresses to Head Office by 06/12/2023
- Election period from 26/01/24 to 27/02/24
- Ballot results declared 05/03/24
- Elected Members to take up seats 28/09/24

A new five year term for all National Executive Committee members commences from 28 September 2024. A Nomination Form appears below and, if you wish to nominate, you should complete the form and return it to Head Office by 8 November 2023. A nominated member must be in compliance with Rule 14 and have been in continuous membership for three years up to the closing date for nominations, Wednesday 8 November 2023. Please note that you may nominate only one member within your own Region, i.e. if your Branch number begins with 1/ then the Branch number of the member you are nominating must also begin with 1/, and so on for regions 3/, 9/, and 11/. If you are unsure of your Branch number, please contact URTU Head Office.

NOMINATION FORM FOR NATIONAL EXECUTIVE COMMITTEE MEMBERS

This form must be completed in every detail, so as not to be declared 'void', and returned to Head Office, URTU, Almond House, Oak Green, Stanley Green Business Park, Cheadle Hulme, SK8 6QL NO LATER THAN FIRST POST ON 8 November 2023.
If delivered by hand, the completed form must be returned to Head Office, NO LATER THAN NOON ON 8 November 2023.
ALL CANDIDATES MUST BE IN COMPLIANCE WITH RULE 14.

PLEASE NOTE YOU MAY NOMINATE ONLY ONE MEMBER IN THE SAME REGION AS YOURSELF (i.e., IF YOU BELONG TO REGION 1 THEN THE MEMBER YOU NOMINATE MUST ALSO BE IN REGION 1).
NOTE: ONLY THIS FORM WILL BE ACCEPTED. EMAILED COPIES WILL NOT BE ACCEPTED

MEMBER NOMINATING MEMBERSHIP NO

BRANCH/SECTION NO SIGNED.....

PLEASE PRINT (One nomination allowed)

I WISH TO NOMINATE

MEMBERSHIP NO BRANCH/SECTION NO

ADDRESS

.....

If you have not received confirmation from Head Office by 22 November 2023 that this nomination form has been received, please notify Head Office immediately by telephone and confirm in writing.

THIS SECTION IS FOR OFFICE USE ONLY

This form was received (date) and accepted

This form was received (date) and is void because

.....

e Committee Members and Trustees

A new five year term for both our Union's Trustees commences from 28 September 2024. A Nomination Form appears below and, if you wish to nominate, you should complete the form and return it to Head Office by 8 November 2023. A nominated member must be in compliance with Rule 16 and have been in continuous membership for five years up to the closing date for nominations, Wednesday 8 November 2023. Please note that you may nominate only one member within your own Region, i.e. if your Branch number begins with 1/ then the Branch number of the member you are nominating must also begin with 1/, and so on for regions 3/, 9/, and 11/. If you are unsure of your Branch number, please contact URTU Head Office.

NOMINATION FORM FOR TRUSTEE - REGIONS 1 & 3

This form must be completed in every detail, so as not to be declared 'void', and returned to Head Office, URTU, Almond House, Oak Green, Stanley Green Business Park, Cheadle Hulme, SK8 6QL NO LATER THAN FIRST POST ON 8 November 2023. If delivered by hand, the completed form must be returned to Head Office, NO LATER THAN NOON ON 8 November 2023.

ALL CANDIDATES MUST BE IN COMPLIANCE WITH RULE 16.

NOTE: ONLY MEMBERS WITH BRANCHES BEGINNING 1 OR 3 ARE PERMITTED TO NOMINATE OR BE NOMINATED. NOTE: ONLY THIS FORM WILL BE ACCEPTED. EMAILED COPIES WILL NOT BE ACCEPTED

MEMBER NOMINATING MEMBERSHIP NO

BRANCH/SECTION NO SIGNED.....

PLEASE PRINT (One nomination allowed)

I WISH TO NOMINATE

MEMBERSHIP NO BRANCH/SECTION NO

ADDRESS

If you have not received confirmation from Head Office by 22 November 2023 that this nomination form has been received, please notify Head Office immediately by telephone and confirm in writing.

THIS SECTION IS FOR OFFICE USE ONLY

This form was received (date) and accepted

This form was received (date) and is void because

NOMINATION FORM FOR TRUSTEE - REGIONS 9 & 11

This form must be completed in every detail, so as not to be declared 'void', and returned to Head Office, URTU, Almond House, Oak Green, Stanley Green Business Park, Cheadle Hulme, SK8 6QL NO LATER THAN FIRST POST ON 8 November 2023. If delivered by hand, the completed form must be returned to Head Office, NO LATER THAN NOON ON 8 November 2023.

ALL CANDIDATES MUST BE IN COMPLIANCE WITH RULE 16.

PLEASE NOTE, ONLY MEMBERS WITH BRANCHES BEGINNING 9 OR 11 ARE PERMITTED TO NOMINATE OR BE NOMINATED.

NOTE: ONLY THIS FORM WILL BE ACCEPTED. EMAILED COPIES WILL NOT BE ACCEPTED

MEMBER NOMINATING MEMBERSHIP NO

BRANCH/SECTION NO SIGNED.....

PLEASE PRINT (One nomination allowed)

I WISH TO NOMINATE

MEMBERSHIP NO BRANCH/SECTION NO

ADDRESS

If you have not received confirmation from Head Office by 22 November 2023 that this nomination form has been received, please notify Head Office immediately by telephone and confirm in writing.

THIS SECTION IS FOR OFFICE USE ONLY

This form was received (date) and accepted

This form was received (date) and is void because

New laws introduced to permit longer lorries on British roads.

10/05/2023 in Truck News Author: Gareth Roberts gareth.roberts@bauermedia.co.uk www.commercialfleet.org

The Government introduced new legislation to allow longer lorries on British roads from May 31.

Operators are able to use longer semi-trailer (LST) combinations up to 18.55 metres – 2.05 metres longer than standard size.

The extra length enables them to move the same volume of goods using 8% fewer journeys than current trailers – generating an expected £1.4 billion in economic benefits and taking one standard-size trailer off the road for every 12 trips.

The move follows an 11-year trial to ensure they are used safely on roads.

It showed that LSTs were involved in around 61% fewer personal injury collisions than conventional lorries.

Roads minister Richard Holden says that a “strong, resilient supply chain” is key to the Government’s efforts to grow the economy.

“That’s why we’re introducing longer semi-trailers to carry more goods in fewer journeys and ensure our shops, supermarkets and hospitals are always well stocked,” he said.

“These new vehicles will provide an almost £1.4bn boost to the haulage industry, reduce congestion, lower emissions and enhance the safety of UK roads.”

Vehicles which use LSTs will be subject to the same 44-tonne weight limit as those using standard trailers, and the new vehicles are expected to cause less wear on the roads than conventional lorries due to the type of steering axle used.

Operators will be legally required to ensure appropriate route plans and risk assessments are made to take the unique specifications of LSTs into account.

In addition to these new legal requirements, operators will also be expected to put in place extra safety checks including driver training and scheduling, record keeping, training for transport managers and key staff, and loading of LSTs.

With more than 300 companies in the UK having already taken part in the trial, and almost 3,000 on the road, some of the biggest brands including, Morrisons, Stobart, Royal Mail, and Argos, will be rolling out the longer semi-trailers.

The trial revealed the important environmental benefits associated with the introduction of LSTs, included a reduction of 70,000 tonnes of CO2 and 97 tonnes of NOx over the trial.

The average CO2 reduction across the lifetime of the trial is similar to the amount of CO2 captured by roughly 11,600 acres of forest per year. The savings in NOx emissions averages to the entire annual NOx emissions of around 2,000 diesel cars per year.

Introducing LSTs, says the Department for Transport (DfT), is an important, easy and affordable measure to continue to

WHEELS

reduce CO2 emissions from the haulage industry without significant technological and infrastructure development.

Chris Yarsley, senior policy manager at Logistics UK, agreed. He said: "The introduction of longer semi-trailers into general service will increase the scope and scale of the goods which our industry is able to transport, increasing efficiencies and reducing the environmental impact of delivering for the UK's economy.

"Over the past few years of the trial, our members have proved that LSTs provide operators with a cost-efficient, environmentally prudent alternative to conventional vehicles and our members remain committed to rolling them out across the wider industry as soon as possible."

Following this article by 'Commercial Fleet', our Union approached members to get their view on these longer semi-trailers. One member has responded with the following comment:

"The trailers themselves are very nice to tow and behave relatively well out on the road. Other drivers that we may pass on an odd occasion when on the road recognised that we are running longer and tend to

revert back to the old fashion methods of a little flash of the headlights to notify us that we are clear and safe to pull back in safely.

For an experienced driver the trailers are fine in towns and cities, we will plan ahead and steal a little more road at junctions and roundabouts. An experienced driver will also predict the traffic around then and make all the adjustments they need to stay safe for themselves and other road users.

However there is a downside. Inexperienced drivers find them quite daunting. They have gone from a 45-foot trailer to 53-feet, and that extra 8 foot makes the rear end a very long way back when towing forward. The rear swing also takes them some time to get used to.

This is a lot of swing when turning and the rear steer axle helps but does push the back a long way out. Then we have the issue with reversing. Inexperienced drivers forget that regardless of trailer length, all trailers travelling in reverse, pivot from the centre axle when going onto a parking bay, or onto a loading Dock from an angle, even with the rear axle steering to assist. With the trailers turning faster and sharper this tends to end up in quite a few shunts. It has been known for some drivers to take up to 45 minutes to reverse onto a tight bay.



You will find that most companies using LST trailers will be running from one RDC to another. Mostly motorway work with very little urban driving, with their depots situated close to a main highway system. The size of the RDCs will also be suited to the extra length without any modification required, and therefore create very few problems.

With above using the network of motorways we have an increased amount of urban and town driving compared to other companies because of locations of the smaller shop deliver depots that we need to supply stock to. We depart from a large RDC with adequate manoeuvring room but arrive at a depot location designed for 30 foot, class 2 shop deliver vehicles.

Remembering we are arriving at 60 foot 10 inches let the fun begin, as no consideration was given to the problems this would cause. Again experience pays whereas inexperience costs in both time and damage.

You would think that training would be key on these trailers, but training only helps if it is good training. With Greggs the training consists of around 80 percent highway driving 15 percent urban driving and the remaining 5 percent reversing, which is done in our own RDC,

Remembering that is designed for the size of the vehicle. No additional training is considered or implemented to help with operating these LST trailers in a confined space that reflects on the delivery destinations.

If an accident does happen within a reduced working area, retraining is carried out with the driver but again it reflects the original training only, rather than additional training within a confined space. This is great for drivers if an accident does occur they are advised to keep blaming the training versus reality of operation.

Another down side to the trailers are motorway service areas. The likes of Wetherby and Tamworth especially are a no go area for breaks due to the risk of damage that may be caused when manoeuvring in and out of a parking space designed for 45 foot trailers.

Don't get me wrong as for both the environment and quantity of stock movement they are great trailers, but good training is paramount or the cost of damage will outweigh the savings gained from an extra 4 pallets moved per journey."



Union Two Year Diary

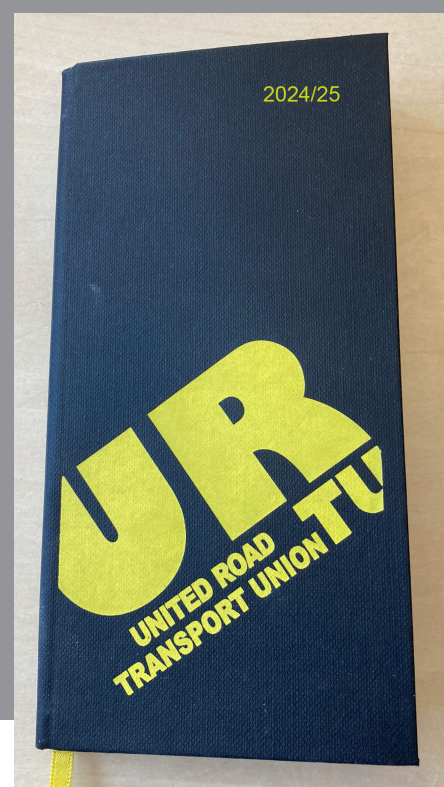
A two-year Union diary has been sent to each member for approximately the last 20 years. However, as a Union we have to continually examine how we deliver services in a rapidly evolving world. Our Union has to critically examine its output and cost base in order to provide the most cost-effective ways of benefitting its members, both in the present and into the future.

'Time marches on' and circumstances change. Above inflation rises in printing and packaging costs over several years, together with the current rise in energy, have had a significant financial impact on the production of the Union's diary. In addition, technology has moved on at a great pace, resulting in a marked decline in the use of traditional style diaries. Many of the functions of diaries have been replaced by smartphones and other media, which can replicate and often improve upon what has been offered by such a 'traditional' diary.

In addition, as many members are aware, our Union invested in a new website during 2022. This contains a wealth of useful information, including many of the features contained within the current Union provided diary, and more. It is appropriate that our Union focuses more on this medium of communication going forward.

In light of the above, our Union's 'National Executive Committee' has made the decision to cease production of the Union's diary in the format and quantities of the past. Diaries will in future contain only the diary element.

However, our 'National Executive Committee' recognises that some members may still wish to receive a 'traditional' diary. With that in mind, our Union will, in respect of the forthcoming 2024-25 diary, print 2,000 copies of the new style diary. These will be available free of charge on a 'first come first served' basis, when the diaries are printed later in 2023. We will notify members when they are available. Our Union's 'National Executive Committee' trusts that all members understand the underlying reasons behind its decision in respect of the provision of a Union provided diary.



Clinical negligence - Know your rights

Victoria Gofton, head of clinical negligence at 'Thompsons' Solicitors, outlines the legal support available if you have been injured as a result of clinical malpractice.

Everyone should expect to receive an appropriate level of care by a medical professional. If you or a family member has suffered clinical negligence or malpractice, it's important that you receive the care and support you need to help you move on with your life.

Since our foundation in 1921, we have stood with those who have been injured and refused on principle to act for those who cause harm or their insurers. We have fought alongside trade unions, like URTU, to protect and improve safety standards in healthcare settings.

At Thompsons Solicitors, we see first-hand the devastating impact on workers (and their families) when they are the victim of clinical negligence.

If you're concerned you've been the victim of clinical negligence, our specialist teams can help secure you the compensation you deserve to give you financial security, both now and in the future.

As part of URTU's commitment to its members, both you and your family have access to a comprehensive medical negligence legal service provided by Thompsons.

By using the union legal service, you gain access to experienced clinical negligence lawyers who will secure you more compensation than non-union lawyers.



FAQ

1. What does clinical or medical negligence mean?

If you have been harmed, injured, misdiagnosed or undiagnosed because of a failing by a healthcare professional, you may be able to make a clinical negligence claim.

2. What are the different types of clinical negligence compensation claims?

Examples of clinical negligence claims we are often asked to investigate include birth injuries which may have caused cerebral palsy, delays in diagnosis of cancer, surgical errors, failure to diagnose fractures, delays in treatment of stroke or other head injury leading to brain injury, vascular claims which may lead to amputation, or injury caused by mesh implantation.

3. What happens in a clinical negligence claim process?

Thompsons will need to review your medical records and seek the expertise of medical specialists, who will be instructed to look at whether your treatment fell below a reasonable standard and, if so, whether they believe that resulted in your injury.

If we consider that your case has reasonable prospects of success, in the absence of a reasonable settlement offer from your opponent, we will represent you in legal proceedings.

4. Can I make a medical negligence compensation claim if I was treated in a private hospital?

Yes. Whether you were treated privately or by the NHS, Thompsons will fully support you in making a clinical negligence compensation claim. We know some private healthcare providers exploit loopholes in the justice system to avoid being held accountable, but we are determined to expose this.

That is why we have launched our Patients Before Profits campaign, to champion greater responsibility in the private healthcare sector and ensure the private healthcare system has to live up to the same standards as the NHS.

In addition to the comprehensive support you receive through the clinical negligence claims process, Thompsons have specialist teams that provide free advice and representation on all personal injury claims, serious injury claims, industrial disease or illness claims. As an URTU member you also get access to free simple wills and reduced rates for more complex wills as well as discounted rates for conveyancing and powers of attorney. URTU members' families are also covered for non-work personal injury claims, non-work serious injury claims, asbestos-related claims and reduced rates for wills conveyancing and powers of attorney.

Accessing support from Thompsons Solicitors Call your URTU legal service for free, no obligation advice on 0808 1968 643 or for more information, visit Thompsons Solicitors' [URTU hub \(https://www.thompsonstradeunion.law/trade-unions/urtu\)](https://www.thompsonstradeunion.law/trade-unions/urtu).



Are you getting enough sleep?

14/07/2023

Author: Kevin Ashby
Regional Officer

Proper rest is essential for the health of all vocational drivers and shift workers and has been an issue for the industry as long as lorries have had axles and forklift trucks have had forks...

Your Union has recently been part of an 'All-Party Parliamentary Group' set up to take a deep dive into the detrimental effects of insufficient sleep on workers and its knock-on effects to the economy.

Regional Officer Peter McKeivitt formed part of a committee of MPs, Peers and leading academics to provide input from his and the URTU's everyday experience of dealing with the outcome of sleep deprivation, an issue that blights the logistics sector.

Speaking within the group Peter said: "The tramping jobs, where drivers are uncertain about their sleeping arrangements, pose significant risks for fatigue. Not knowing where you'll sleep or having to pull over and sleep in the truck can lead to exhaustion. Extended working hours and reduced rest periods only exacerbate this fatigue."

In addition to this Peter highlighted, "The impact of sleep disorders on long-term shift workers is a crucial point that needs to be addressed. We have seen cases where individuals who have been working night shifts for years experience mental health issues directly linked to their shift patterns."

Peter went on to make the following observations and recommendations: "Improving the sleep environment through simple steps can have a dramatic impact on the well-being of shift workers. Companies need to prioritise creating conducive conditions for quality sleep, as it directly affects their employees' performance and overall health."

In addition, "When employees report chronic insomnia or other sleep disorders, companies must have a plan in place to support them. This goes beyond anecdotal evidence and requires data-backed strategies to address absenteeism and presenteeism related to sleep issues.

In cases of chronic insomnia, referring individuals to occupational health can be

WHEELS

helpful, although it's not mandatory. However, we need to go beyond referrals and ensure access to cognitive-behavioural therapy (CBT) as a potential treatment option. Collaboration between occupational therapists and general practitioners can lead to effective solutions.”

Improving the health environment for our members will continue to be of paramount importance to our Union. We will always advance the concerns of our members at the very highest levels at every opportunity.

For more information please follow the link below that will take you to your Union's website: www.urtu.com



Free courses for busy people in Wales

URTU Learning are delighted to offer our members living or working in Wales an exciting range of FREE online courses to support skills growth and professional development.

Powered by Staff Skills Training who offer a highly rated e-Learning platform, including:

- Engaging learning materials.
- Easy to follow format.
- Courses compatible with all major browsers and devices.
- Diverse range of courses from short micro-learning video lessons to full length modular courses.
- CPD accredited certificate on completion.
- New course material regularly added.
- Ongoing support.
- A discount card when you start a course.

David Turner has completed several courses with URTU E-Learning Academy. He talks about his experience in the Q&A session below.

How did you find out about URTU E-Learning Academy?

I found out about URTU E-Learning Academy during a visit to the Biffa depot and from a poster on the notice board.

What course have you completed and why?

The first course I completed was Dyslexia Awareness. I wanted to make myself more aware of the subject to offer appropriate support to my colleagues at work.

How did you find the enrolment process?

The enrolment process is straightforward. Log-in details are sent to your email address and you follow simple instruction to access your course.

How did you fit the studies into your daily life?

I wanted to learn and I completed several courses. Depending on the length of the course, I allocated between 30min to 1hr in the week. I am used to getting up early at the weekends, so I used my time off work to study instead.

What is good about the courses?

I have been able to apply the new knowledge and skills in my day to day life, so the courses helped me personally and professionally, e.g. by learning how to manage conflict, deal with aggressive people or support people with beyond their ability to read and write. I have gained motivation to learn and confidence to deal with other people.

Some of the courses take less than one hour of your time to complete, but you still get recognition for your effort by receiving a certificate.

What is challenging?

Willingness to learn can be an issue.

Would you recommend this course to others?

I would recommend the system to others to achieve CPD accreditation for your learning. Studying helps to create positive changes in one's behaviour, such as conflict management skills. You can also get a better insight into various issues and learn how to improve your self-awareness.

How likely are you to progress onto another course?

There are a couple of courses on the learning system that I am considering. Once I have had a Wi-Fi installed, I will be in a position to start again.

To find out more about courses and the WULF Project visit, www.urtuulr.com



**ARE YOU
MISSING
OUT?**

**SUBSCRIBE TO OUR
NEWSLETTER AND KEEP
UP TO DATE WITH URTU
LEARNING IN WALES**



Llywodraeth Cymru
Welsh Government



Obituary

Tony Cain sadly passed away suddenly on Good Friday aged 79. He was a proud member of URTU for three decades and worked on the dray for Frederick Robinson Ltd until his retirement in June 2008.

He was never prouder than when he received his honorary life membership in the same year.

A life long trade unionist, Tony had originally been a member of the NUR after starting with British Rail as an apprentice messenger in the National Carriers road haulage division in the late 1950s based in the Heaton Norris depot in his home town of Stockport and was for a period in the 1970s the NUR Branch Secretary.

He was described by all who knew him outside and in work as a "true

gentleman". Tony saw no distinction between his strong Christian faith and his socialist principles.

Tony was a consummate and selfless family man who put his organising skills to work in his local church community after retirement, as well as playing an active part in the lives of his family especially with his 11 beloved grandchildren.

He is survived by Tina, his wife and partner of 58 years with whom he celebrated his Golden Wedding anniversary in 2020, his four children and their families.



Members' letters

Dear Sir/Madam,

With reference to page 9 of last month's edition of Wheels:

The driver CPC should be scrapped, as it only serves as a money making exercise for so called training companies, with little or no benefit to British professional drivers.

Overseas drivers should be made to have training if driving in other countries that have different rules and regulations than theirs, i.e., UK, where we drive on the `wrong side` according to them.

When I was driving in Germany, I was made to take a test to say that I understood German rules, signs and signals, `highway code` etc.

In the UK however, we just assume an overseas driver is as competent and knowledgeable as a British driver. Which clearly they are not.

The DCPC serves no purpose, as the driver, who has passed their `City and Guilds` Professional Qualification. i.e, In my case, Class1 licence, has already proved they are Professional AND Competent.

Also, it is bad enough having to go through an ADR course every 5 years, but at least that serves a purpose, and keeps the driver up to date with rule changes, laws, etc.

Whereas with the DCPC, how many times do I need to be shown how to do a manual entry, or told of unchanged driver hours, how to uncouple/couple up a trailer when we do countless times a week, etc,etc? These are jobs for a transport manager, who has a proper CPC. Which I obtained in 1986. Talk about how to teach your Granny to suck eggs.

Yours sincerely,

E.G.Jones, D292785.

United Road Transport Union - 'Morning Star'

Since the last edition of 'Wheels' your Union has become the 13th National Trade union to take a 'shareholding' in the 'People's Press Printing Society' (PPPS).

On Saturday 10th June, Union President, Eric Drinkwater, was presented with an Official Certificate of shareholding, at our Union's National Executive Committee Meeting held in Manchester.

Ben Chacko, Editor of the 'Morning Star' commented: "Haulage is a sector where strong union organising has been able to

secure significant pay rises in a context of post-pandemic and Brexit labour shortages.

A closer relationship with URTU will help us to highlight these struggles and their place in the strike wave."

Bob Monks General Secretary also commented: "Our Union is delighted to have become a shareholder in the PPPS, the co-op that publishes the 'Morning Star'. It is the only daily newspaper for working people about working people. As such, it should be supported."



WE CAN ALSO CREATE BESPOKE POSTERS

Contact the Union Head Office on:

admin@urtu.com

OR FREEPHONE

0800 526 639

TOGETHER WE STAND

United Road Transport Union is the UK's only specialist trade union representing members working in road haulage, distribution and logistics.

Scan the following QR code or visit www.urtu.com and join today.

Visit the dedicated members area to access the Union benefits and update your details



ORDER YOUR FREE POSTERS FOR YOUR WORKPLACE

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Wills and probate
Neighbourhood disputes
Landlord disputes
Power of attorney
deputyship
Employment
family matters

Call 0800 916 9022

Personal Injury

Through your Union membership you can access free legal advice and representation.

Take advantage of free personal injury support for you and your family.

- Keep 100% of your compensation
- Avoid legal fees
- Access to experienced lawyers who have handled similar cases before

0808 1968 643
www.urtu.com

JOIN A UNION WHY?

<p>We are here to support you.</p> <p>We are here to help, advise and support with any issues, problems or concerns you may have with your employment.</p>	<p>Your membership.</p> <p>Your employer does not need to know if you are in a union. If you move jobs you can take your membership with you.</p>
<p>We are not politically affiliated.</p> <p>United Road Transport Union is not affiliated to any political party.</p>	<p>Pay Terms and Conditions.</p> <p>If we don't negotiate on your behalf for better working conditions, who will?</p>
<p>Benefits.</p> <p>We have a wide range of benefits available to you, many of which can extend to your family and friends.</p>	<p>Value for Money.</p> <p>Legal Support Hardship grants Personal Injury Peace of Mind & More</p> <p>All for the price of a cup of coffee!</p>

UNITED ROAD TRANSPORT UNION

JOIN TODAY

WWW.URTU.COM

WE YOUR BACK

Specialist trade union representing members working in road haulage, distribution and logistics.

Since 1963

www.urtu.com



Course Dates

Union representatives play a vital role within the union, helping members within their branches and recruiting. To support them your Union hosts a number of courses throughout the year. These courses are designed to give the representative, the skills they need to undertake their role and are specifically tailored to the Logistics sector.

Below is a list of upcoming course dates. These are held at the Quorn Grange Hotel and are a three day residential course.

To book your place on one of these courses, please contact your Union's Head Office on 0161 486 2100 or freephone 0800 526 639. You can also e-mail them at admin@urtu.com

4 – 7 December 2023 – Basic Shop Steward

5 – 8 February 2024 – Basic Health & Safety

4 – 7 March 2024 – Basic Shop Steward

18 – 21 March 2024 – Advanced Shop Steward

8 – 11 April 2024 – Advanced Health & Safety

22 – 25 April 2024 – Basic Shop Steward

Hey there!

Fancy FREE training courses?

We've got FREE fully funded courses available for you to upskill, reskill and personally develop

With over 35 Level 2 distance learning courses available, you can learn at a time and place that suits you.

To qualify for funding you must:

- ▲ be aged 19 or over (if aged between 19-23, you must already have a minimum Full Level 2 or equivalent qualification)
- ◆ live in England only
- have been living in the UK, EU or EEA for the last 3 years
- ◆ not have previously completed the course you are wanting to enrol on or another course where the content is similar
- ▲ not be currently enrolled on any other government funded education programme, either with The Skills Network or any other college or provider

Scan to find out more!



What do we do?



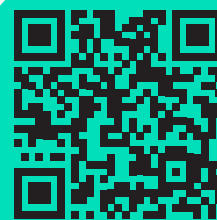
Over 1.6m learners
We upskill more than 35,000 learners in the UK alone each year, and offer over 150 courses in 30 countries around the world

Rated
Great on
☆☆☆☆
Trustpilot!

Are they really free?

Yes, through AEB funding!

The Adult Education Budget (AEB) is a government funded scheme encouraging adults across the country to upskill and develop. Worth up to £800 per person per course, the AEB fund allows adults to access free training opportunities throughout England!



PLEASE READ THE FOLLOWING CAREFULLY

Please complete the form overleaf in full as clearly as possible.

Return the **WHOLE** form to the **United Road Transport Union**.

Your date of entry to the Union will be the date the form is received by Head Office and all benefits will accrue from that date.

We will then forward the signed instruction to your bank or Building Society and the first date of deduction will normally be a fortnight from the Friday following receipt of the form at Head Office.

You should receive a confirmation letter together with your membership card before the first deduction.

ALL INSTRUCTIONS TO PAY YOUR CONTRIBUTIONS BY DIRECT DEBIT CAN BE CANCELLED AT ANY TIME BY YOU INSTRUCTING EITHER YOUR BANK OR BUILDING SOCIETY.

SOURCE OF JOINING

Thank you for applying to join the UNITED ROAD TRANSPORT UNION.
Please would you complete the following.

How did you learn about URTU? Was it from:

Please tick appropriate box

- | | | |
|---------------------------------|--------------------------|----|
| Wheels magazine | <input type="checkbox"/> | 02 |
| Shop Steward / Branch Secretary | <input type="checkbox"/> | 04 |
| Trade Union Official | <input type="checkbox"/> | 05 |
| A friend | <input type="checkbox"/> | 06 |
| Internet | <input type="checkbox"/> | 08 |

Other

UNITED ROAD TRANSPORT UNION
 Almond House, Oak Green,
 Stanley Green Business Park,
 Cheadle Hulme, SK8 6QL
 FREEPHONE 0800 526639 / 0161 486 2100



Application for Membership 2023

Title..... First Name(s) Surname

Address

Postcode
This address will be used for balloting purposes

Home Tel No Mobile Tel No

E-mail Date of birth

Occupation Branch Ref (if known).....

Name and address of employer Depot

Contribution Scales Please tick against how often you wish to pay

	Monthly	Quarterly	Half-Yearly	Annually
(Driver) Scale A+BF	£18.60 <input type="checkbox"/>	£55.84 <input type="checkbox"/>	£111.72 <input type="checkbox"/>	£223.45 <input type="checkbox"/>
(Non-Driver) Scale A	£15.59 <input type="checkbox"/>	£46.82 <input type="checkbox"/>	£93.69 <input type="checkbox"/>	£187.41 <input type="checkbox"/>
Part-Time	£8.50 <input type="checkbox"/>	£25.51 <input type="checkbox"/>	£51.03 <input type="checkbox"/>	£102.07 <input type="checkbox"/>

Notes on Contribution Scales: Driver A+BF means your membership includes participation in the URTU's Benevolent Fund, designed specifically for drivers. Part-time staff are those working less than 20 hours per week.

Are you at present / recently a member of any trade union? Yes No

If yes, name of union Membership No

CONSENT: Please ensure you sign and date below. By signing this application form to join the Union, I agree to be subject in every respect to the Rules of the Union. I consent to the Union processing my personal data as part of its legitimate activities in providing membership services and benefits as a Trade Union, as stated in its Rule Book and in its Privacy Policy. The Privacy Policy is available on our website. It explains how we use and protect your personal data.

Signed Date

Your date of entry to the Union will be the date the form is received by Head Office and all benefits will accrue from that date.

For Office Use: Membership No Date of Entry



Instruction to your bank or building society to pay by Direct Debit



Please fill in the whole form using a ball point pen and send to:
**United Road Transport Union, Almond House, Oak Green,
 Stanley Green Business Park, Cheadle Hulme, SK8 6QL**

Name and full postal address of your bank or building society

To: The Manager	Bank/Building Society
Address	
Postcode	

Name(s) of account holder(s)

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Bank/building society account number

--	--	--	--	--	--	--	--	--	--

Branch sort code

--	--	--	--	--

Service user number

9	1	4	6	0	9
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Reference (For office use only)

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Instruction to your bank or building society
 Please pay United Road Transport Union Direct Debits from the account detailed in this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with United Road Transport Union and, if so, details will be passed electronically to my bank/building society.

Signature(s)

Date

Banks and building societies may not accept Direct Debit Instructions for some types of account.

This Guarantee should be detached and retained by the payer.

The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits
- If there are any changes to the amount, date or frequency of your Direct Debit United Road Transport Union will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request United Road Transport Union to collect a payment, confirmation of the amount and date will be given to you at the time of the request
- If an error is made in the payment of your Direct Debit, by United Road Transport Union or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society
 - If you receive a refund you are not entitled to, you must pay it back when United Road Transport Union asks you to
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.