

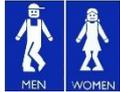


TRUCKERS' TOILETS UK

Campaign to improve the health & wellbeing of lorry drivers

FEBRUARY 2016
NEWSLETTER 3-8

Health & Safety Executive: Thanks to the efforts of our very active supporter, Sam, we have confirmation by email from HSE that “*all employers have a duty to co-operate with each other to enable them to comply with health & safety legislation. This includes providing welfare..... HSE issued guidance in 2014 for visiting HGV drivers that clearly states they should have easy access to toilets and other welfare facilities.*” This is all in HSG136 ‘A guide to Workplace Transport Safety’ which can be downloaded from <http://www.hse.gov.uk/pubns/books/hsg136.htm> In addition the HSE is currently reviewing provision of welfare on construction sites and says it will “*ensure that access to welfare for delivery drivers is included in this review*”. So if you encounter a problem please let *TTUK* know the name of the company, who refused you access and the reason given so we can make enquiries.



Daily Politics BBC2 3 February: Well! If our Ed hadn't heard it herself she wouldn't have believed it! 2 MPs – Therese Coffey and Chris Bryant - along with presenters Andrew Neil and Jo Coburn couldn't stop sniggering and giggling like school children when the subject of toilets was raised. Raymond Martin of the British Toilet Association <www.britloos.co.uk> gave a very good straightforward summary of the current situation re: public toilets and mentioned the problems faced by mobile workers too. Our Ed immediately emailed a letter of complaint to the Beeb but whilst there's been an acknowledgement there has been no response. Let's hope they're hanging their heads in shame.



BBC Three Counties Radio: In total contrast, *TTUK* got fantastic coverage from BBC 3CR which covers Herts, Beds and Bucks as mentioned in January's newsletter. Gill was interviewed for a programme called *Shrinkwrapped* hosted by 2 doctors. She asked their guest, Andrew Burt MP, Health Minister whether the Department of Health was concerned about the health of lorry drivers as there were so few toilets available. Mr Burt said the Department was 'concerned' but it was not their responsibility and that Gill should contact the Department for Transport. Sound familiar???? Needless to say Gill hotly protested and even the presenters chipped in and said Mr B was 'dodging the issue – again' [their words!]. He then said he would contact Jane Ellison MP, who is a minister for Public Health and that she would get back via Gill's MP. Gill is still waiting so she fired off a tweet to Mr Burt on 15 February as MPs don't make it easy to contact them if you're not in their constituency.



Parliament [1]: A Transport Select Committee discussed Road Transport: skills and workforce planning on 18 January with representatives from the RHA, FTA, Hermes, and Nigel Langtons Ltd. This session seemed to end in a stalemate with the witnesses hoping for support from the committee and the committee expecting some solutions to come forth.



Parliament [2]: On 1 February another meeting on Road Transport: skills and workforce planning took place before the Transport Select Committee, this time with witnesses Adrian Jones, National Officer of Road Transport and Logistics, Unite the Union and Jolyon Drury, Chair of the CILT Public Policies Committee, Chartered Institute of



Logistics and Transport. There was some lively discussion and Adrian, who is one of our supporters, raised the issue that companies should be *welcoming* drivers and allowing them to use facilities. He pointed out that the cab is their workplace but has none of the necessary facilities that are found in the office environment. He also mentioned how he too has been passed from pillar to post when trying to find a Government Department - let alone an individual - to accept responsibility for driver welfare! Jolyon raised the subject of Public Health and also very politely suggested that Councils have insufficient skills to cope with the driver issues they are facing.



Parliament [3]: The session following Adrian and Jolyon's evidence concerned ways to attract more women into the profession. The witnesses were Jenny Tipping HGV driver, CPC trainer Manpower Logistics, Kat Springle Operations Director, Easy as HGV and Nathalie Axon, Founder and Director, Horsepower Training Ltd. In summary there is a need to improve facilities for drivers and these should form part of a planning application when considering lorry parks and truckstop areas. In addition, the overall perception of drivers needs to be raised and the attitude of employers towards drivers requires improvement. There is a lack of women driver role models and more education about driving as a profession needs to be addressed. Toilets were mentioned! The Committee was informed that men's loos were sometimes used to avoid having to be escorted to a distant toilet allocated for women and some clients were chosen because they allowed access to their toilets. It was also felt that drivers should be classed as essential workers. The main issues in this session were facilities, treatment of the drivers, unpredictability of working hours, insurance, and wages.



Toilet destination message: A New Zealand motoring magazine [The Press 25/1] reports that road safety information has been installed in toilets in the South Canterbury area. *TTUK* wonders if this idea could be adapted in this country to show the location of toilets along UK routes[including non motorways] and their suitability for lorry drivers as well as other road users. More proactive than '*don't drive when you're tired*' signs?



Lorry drivers, Loos and Health: This little document which focuses on why access to toilets is important to drivers' health is proving very popular. One of our supporters, Terry from the Alliance of British Drivers, reported that one of his members just happened to have a copy of the document with him at a transport focus group meeting. Apparently our *TTUK* campaign was familiar to some at the meeting but not by all; but they are now! Great networking and a thank you to Terry for distributing our document to his colleagues and members. Should anyone like a copy – it's free – please let Gill know.



Have things improved since December? A headline in kentnews.co.uk [13/12] '*Green light for more clamping power on illegally parked lorries*' highlights the concern of the public over HGV parking '*on their streets overnight*'. Ashford has been particularly affected. As a result wardens have been sent out to '*punish illegally parked lorries with clamping where necessary*' but are the needs of the 'drivers' being met? And are the reasons why they're parking where they do being taken into the equation? The solution is, as the article reports, more lorry parks. The attitude of some the drivers who have been challenged is reported as negative. However the FTA agrees that punishing companies is not the answer and says that there needs to be '*suitable facilities in place to move lorries to*'. At last someone with common sense. But how has it got to this stage? What is the latest on the situation? Please let *TTUK* know



The Mover magazine: *TTUK* is delighted that The Mover magazine is interested in our campaign and will be writing about us in a future issue. The Mover is a monthly magazine



dedicated to the removal industry. We might think that removal personnel can easily use the loos at the homes and businesses they work at – but what about long haul journeys? Like lorry drivers they are responsible for the goods they carry which in the removal industry is often people’s personal items and so they too have to find safe parking. Like lorry drivers, removal staff aren’t always men!

So there are similarities. It’s strengthens our case to have a variety of mobile workers on board and we welcome their interest and support

Bum deal: Is access to a toilet a human right or a privilege? [The Guardian 29/1]. This is the title of an article by Professor Rosalind Malcolm, director of the Environmental Regulatory Research Group. The article focuses on Kenya and Uganda but the attitude towards toilets is similar to that in the UK, viz: *“To make this [human] right [to sanitation] a reality for communities, it must be enshrined in the constitution and enforced, accepting the*



obligations which go along with that”. In the UK Mr Cameron has ‘pledged’ to reduce business rates on public toilets but in the meantime public toilets are closing in the belief that money will be saved. Unfortunately until toilet provision becomes a statutory requirement we in the UK cannot rely on access to a loo when we’re away from home or our base. Lorry drivers are reliant on the whim of the companies they visit because of the lack of reinforcing the obligation to provide facilities when un/loading. Toilets with suitable parking for HGV vehicles remain few and far between. This is what *TTUK* and colleagues are working to address.

Behind the scenes: There is a great deal of unreported work going on behind the scenes.



It’s unreported because the activities are exploratory. An investigation into layby toilets, methods of access and possible locations is underway. When there is definite news *TTUK* will willingly share it with you. In the meantime, please bear with us. Just because we’re quiet on loo reporting doesn’t mean that nothing is happening!

The IBS Network is 25 years old this year and to celebrate there will be a conference on Saturday 16 April at The Holiday Inn Royal Victoria Hotel in Sheffield. For more details visit <http://www.theibsnetwork.org/flyers/conference2016/html.html>

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Next issue of the **Truckers’ Toilets UK** newsletter will be March 2016

gillian.kemp@ntlworld.com @atoileteer [Twitter]