

Don't Walk By – Nick Thomas – A Highways Hero

In the early hours of a Saturday morning, Nicholas Thomas was driving home after a night shift on the BMJV M40-M42 project. On the A40 near Monmouth he witnessed a man lying on the carriageway face down with people surrounding him. Nick used his initiative and put on his hazards and beacons and blocked the road off to protect the people in question.

He then approached the casualty who was face down in a pool of blood and was surrounded by his family members who were heavily intoxicated.

Nick administered emergency first aid and attempted to stem the flow of blood from his head and face. While doing his checks, Nick couldn't find a pulse and noticed the casualty's breathing was very laboured. A lorry driver that was at the scene phoned an ambulance while Nick and the family member applied pressure to the injury on the casualty's head to suppress the bleeding.

While the casualty was in a stable condition Nick then had to keep the other family members calm as they were heavily intoxicated and were quite aggressive towards him.

Along with dealing with the family members, Nick also had to deal with aggressive behaviour from other road users who were trying to push their way through the area but again Nick kept his cool and had the respect of the other road users once they realised the severity of the situation.

Police arrived around 20 minutes later and within the hour an ambulance arrived but due to the severity of the injuries an air ambulance was called, and the injured party was taken away. The police phoned Nick on Saturday and advised him the patient was critical but in a stable condition.

The BMJV project team wanted to show their gratitude and appreciation to having someone courageous as Nick working alongside them. Nick went above and beyond the call of duty and took control of a situation in a very hostile environment to which he always kept his cool. Nick is a valuable member of the CRC and M40/42 team and it's good to know that we are all in good hands with him.

As a small thank you to Nick he received a gift voucher, and we still feel as though this isn't enough to thank Nick.



CE Marking & the Construction Products Regulations GB - Update

Further to previous government plans for UKCA to be compulsory by 2023, the date for implementation has been pushed back to 31/12/2024, meaning CE marking remains the legal requirements for all construction products that fall under the remit of Construction Product Regulations 2011.

As of 01 January 2021, the UK is no longer a member of the European Union (EU) and this means CE marking of UK products no longer applies in the same way.

UKCA

The UKCA (UK Conformity Assessed) marking is a new UK product marking that is used for goods being placed on the market in Great Britain, (England, Wales and Scotland). It covers most goods which previously required the CE marking.

The UKCA marking alone cannot be used for goods placed on the Northern Ireland market, which require the CE marking or UKNI marking.

Construction Products Regulations in Great Britain

Although there have been minor amendments to legislation, legal requirements remain unchanged. We must continue to ensure that materials we procure either directly, or through our supply chain, meet these requirements and that sufficient documented evidence is provided.

For more information please see below links:

- [CE marking government guidance](#)
- [European Commission - Construction products \(CPD/CPR\)](#)

Or, alternatively, scan the QR codes below:



CE marking government guidance



European Commission Construction
Construction Products (CPD/CPR)



Children's' Mental Health Week 6-12 February 2023

What is Children's Mental Health Week?

Children's Mental Health Week is an annual event dedicated to raising awareness about children and young people's mental health. This important event is a brilliant opportunity to open a discussion about mental health and wellbeing with children and young people.

The children's mental health charity, Place2Be, set up Children's Mental Health Week to highlight the importance of mental health for children and young people. We all have mental health and the majority of people will experience some form of mental health issue throughout their lives. In fact, up to 1 in 4 of us will experience mental health problems at some point in our lifetime.



During Children's Mental Health Week 2023, we can take some time to focus on mental health and talk about these important topics. We can encourage children to think about how they can best look after their own mental health and encourage parents, carers and teachers to reflect on their role in supporting children with their mental health.

What is the theme for Children's Mental Health Week 2023?

Each year there is a different theme for Children's Mental Health Week. The theme for Children's Mental Health Week 2023 is 'Let's Connect'.

This theme encourages children to explore how they can cultivate meaningful connections in their lives to support their mental health and wellbeing. Connecting healthily with others is a key part of living a fulfilling life and feeling loved, cared for and safe.

We can discuss important topics, such as feeling lonely, making friends and healthy relationships with children and young people during Children's Mental Health Week 2023.

Children's Mental Health Week facts

Here are five Children's Mental Health Week facts to help you learn all about this important event:

- The first Children's Mental Health Week was held in 2015.
- Last year, in 2022, the theme for Children's Mental Health Week was 'Express Yourself'.

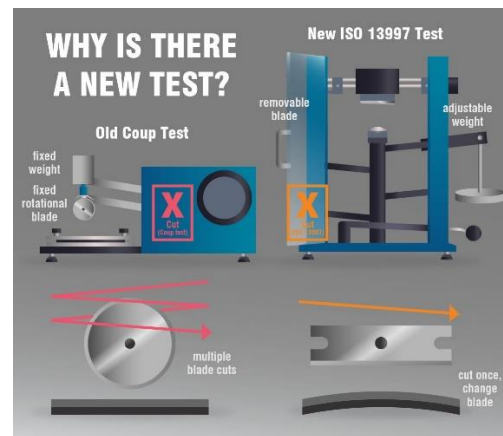
- Five children in a classroom of 30 pupils are likely to have a mental health issue ([The Children's Society](#)).
- 50% of all mental health problems start by the age of 14 ([The Children's Society](#)).
- 75% of children and young people who experience mental health problems aren't getting the support they need ([Mental Health Foundation](#)).

There is an enormous amount of free resources at [Children's Mental Health Week 2023 - Let's Connect - Twinkl](#). The board games and resources are downloadable, printable and will be ready to play in next to no time.

New Scoring System for Gloves- What you need to know

The standard for protective gloves for abrasion, cut, tear and puncture (EN 388:2003) was updated to EN388:2016 and now incorporates a more accurate test for cut protection as well as a few other small changes.

This new score update affects cut level standards and other levels of testing. Many gloves may now have new scores on them, for example a glove that used to be marked as 4.5.4.3. is now marked as 4.X.4.3.C



The previous EN388:2003 glove score was a 4-digit number with a maximum score of 4544. The second digit in this number is the cut score, with 1 being the minimum and 5 scoring the highest.

The addition of the new letter is due to inconsistencies in the old cut test when a blade was blunted by the test sample, as this was deemed to no longer give an accurate cut protection level for gloves that blunt the test blade.

The old test (Coupe test) (now clause 6.2 in EN388:2016) used a rotary blade which ran over the glove with 5N (Newtons) of force. This was acceptable for gloves that did not blunt the rotary blade however it did not give accurate score ratings for gloves that blunted the blade.

The new test (ISO 13997) (now clause 6.3 in EN388:2016) is designed to give a more accurate result and allows for the recognition of higher degrees of cut resistance. It achieves this by changing the blade after every cut and using variable levels of force (N) applied to the blade rather than just the 5N in the old test.

The cut score on the new test uses letters rather than numbers. The new levels go from A to F, with A being the lowest level of protection and F scoring the highest.

The marking on the glove will appear as EN388 4.X.4.4.F (X meaning not tested to the old test or blade was blunted during testing and testing was stopped before completion).

Unfortunately as this is a completely new test there is no accurate correlation as to what "new" score an "old" glove will get.

As yet there is no definitive wording on the 6 levels but they are expected to be:

- *Level A - Low Cut level*
- *Level B - Low/Medium Cut level*
- *Level C - Medium/High Cut level*
- *Level D - High Cut level*
- *Level E - Very High Cut level*
- *Level F - Ultra High Cut level*

Lithium-Ion Battery Safety

We are coming to rely more and more on battery powered tools including larger kit e.g. disc cutters/floor saws with an increase in voltages up to 50volts, quality of packaging becoming cheaper and cheaper, thrown around in the back of vans will increase the risk. Interestingly not just the risk from fire as the gasses produced when inhaled can have serious consequences to human life!

Lithium-ion battery failures can occur due to imperfections in the construction of the cell or through abuse. Abuse of cells, packs or modules damage and fires can occur as simple as just the impact, such as dropping or collisions in transit, piercing from tooling, shorting, over charging and being exposed to higher or lower temperatures than those that the battery is designed for. Interestingly once a battery has been damaged fire or explosion is not instantaneous it may take some time to develop symptoms such as swelling or heating.



Lithium-ion batteries can react in a variety of different ways depending on the type of fault, the area that is damaged, state of charge and chemistry of the affected battery. It has been difficult to consistently predict the same failure behaviour of a cell, even in laboratory conditions.

- Damaged cells may vent / smoke without ignition.
- Fires may occur when the electrolyte ignites.
- A jet of flame and burning material being ejected from a single point can create a flare.
- The battery may burn or create a fireball, depending on the failure mode.
- The battery may also explode.

Lithium-ion cells can transition between reactions. Venting cells can catch fire, then explode, they may also vent then explode without catching fire.

Burning lithium-ion cells can and do create carbon dioxide and water. This smoke is generally made of hydrogen, carbon monoxide, carbon dioxide and a range of hydrocarbons although the exact composition of the smoke is dependent on the chemistry used. Fluorine can also be released from the battery, which can combine with hydrogen to produce hydrogen fluoride, this in turn will react with water, including water vapor or with mucus membranes in the human body to create hydrofluoric acid, nasty stuff!! Fumes of Fluorine inhaled at and once absorbed into blood reacts with blood calcium and may cause cardiac arrest, worthy of note for vulnerable people with conditions being at increased risk!!

Potential control measures for Lithium-ion Battery Hazards, Storage and Movement include

Once a battery cell has failed the heat generated can cause other cells in close proximity (stored together or together in modules and packs) to fail, resulting in a chain reaction (also known as the snowball effect or runaway).

Correct storage and protection of batteries is vital to reduce the risk of damage. Batteries should be segregated as much as possible to prevent a failure propagating through storage or work areas.

Competence of staff carrying out the task e.g. Consider how damaging batteries may occur?
Detection, Monitoring and Reacting to Failing Batteries

Monitoring systems should be used where the fire risk assessment has identified the need, to monitor the temperature of batteries as failing devices tend to increase in heat before more severe reactions occur. If there is a possibility of vented gasses, then monitors should be used so that employees can be evacuated. Evacuation routes should be provided to quarantine areas if monitoring systems detect a damaged device.

Review emergency incident plans or prepare to accommodate lithium cells so that in the case of a battery venting or a fire, there is a clear action plan in place. This should be practised where possible. This may involve isolating the damaged product safely or leaving the product in place. If the product is left in place, then the risk of fire spreading through storage or equipment should be considered.

When moving or removing a potentially damaged battery, then appropriate personal protective equipment such as goggles, aprons and RPE should be provided for those exposed and where the operation is actually carried out and how they are then stored or recycled?

How do we vent hazardous fumes? a system of ventilating the area may be considered. Also, because of the possible time delay in detecting a damaged battery especially out of hours, a quarantine system should be provided to enable suspect cells, modules, or entire packs to be isolated safely away from people or flammable material including other batteries.

Vehicle Safety – How to do a POWDERY Check

Know your vehicle – make sure you can complete all the safety checks and understand the control systems. If you are using a hire vehicle, check all the essential safety systems before you start to drive – ask for a vehicle familiarisation if you are unsure.



Power (Petrol, Diesel or Hybrid/Electric) : Top up your fuel or fully charge before your journey. Do you know where to fill up or recharge if needed? Try to always have your fuel tank at least one quarter full to avoid running out on your journey. This will help you to avoid breaking down on a busy road or motorway and potentially putting yourself and others at risk.

Oil : Maintaining the correct oil level is essential to prevent your engine from seizing up and breaking down.

Water : Check the level of coolant.

To ensure you have good visibility, always keep your screen wash topped up so you can clear any debris or dirt off your windscreen. Keep a sealed bottle of water in your vehicle, for emergencies.

Damage : Check the vehicle for damage: wheels, tyres, wiper blades, mirrors, lamps and reflector covers etc.

Electrics : Check all lights are in working order - they are not only essential for you; they are also essential for other drivers to understand how you are driving your vehicle and how you intend to manoeuvre.

Rubber : It is a legal requirement that each of your tyres has a minimum tread depth of 1.6mm.

The minimum tread depth for motorcycle tyres in the UK is 1.0mm. Visually check both walls of each tyre to make sure there are no cracks starting to form due to lack of use or age. You could receive a £2,500 fine and 3 penalty points per tyre if you have illegal tyres.

Driving with underinflated or overinflated tyres can adversely affect your braking distance, steering, fuel efficiency and lifetime of your tyres.

You : Make sure you are well rested and are not under the influence of alcohol or drugs. Check that any prescribed or over-the-counter medicines will not make you unfit to drive. Plan your route and plan breaks during your journey.

Health Focus – Eating Disorders

Perhaps more than with any addiction, many people struggle to understand eating disorders. The solution seems so simple; if you have anorexia, eat more and gain weight. If you binge eat, just eat less. It is likely anyone suffering from eating disorders will have heard these things countless times, often said with good intentions but invariably doing more harm than good. The reality is, of course, anything but simple. For people with eating disorders, issues around food and eating can come to dominate their waking lives in ways which they may feel powerless to control.



1.6m people suffer from an eating disorder in the UK



10%
suffer from
**Anorexia
Nervosa**



40%
suffer from
**Bulimia
Nervosa**



50%
suffer from
**Binge Eating
Disorder**

Eating disorders are often thought to only affect women, and particularly teenage girls. But men can be affected too.



Only **1 in 10 men** with eating disorders receive treatment



1-5%
men suffer
**Anorexia
Nervosa**

Up to 50% of patients
in children



5-10%
men suffer
**Bulimia
Nervosa**



50%
men suffer
**Binge Eating
Disorder**

All eating disorders are psychological conditions at root, but they are characterised by the behavioural complications and physical health problems that are characteristic of the illnesses.

Further information of Eating Disorders is available on UK Addiction Treatment Centres website at : [Eating disorders: help for eating disorders | UKAT](#)

Mental Health & Wellbeing M40/M42



As part of wellbeing social and inclusion initiative, our Mental Health First Aiders (MHFA) organised a social evening of world cup fever between England and Wales.



It was a real pleasure to spend the evening with some of the SMP Alliance day and night staff on the M42 with their supply chain, watching the football and sharing some pizza.

This get together also helped the team think about 'Movember' and highlight awareness of isolation in the workplace.

It was great to see everyone together; this is exactly what we can do more of to enhance togetherness and take time out to consider some important issues across our industry.

HUGE thanks to M40/42 BMJV team for a very enjoyable event.



Raising the Bar Checklist

This will help check compliance with the guidance by highlighting significant elements. A link is posted below that will direct you to the Highways Safety Hub website where there are also a lot of interesting items. Also consider joining the Twitter group which gives out lots of useful information regarding changes and uploads including the latest safety alerts.



The following Raising the Bar documents will be archived end of January 2023

- RTB8 - Manual Handling
- RTB11 - Influencing Driver Behaviour
- RTB13 - Excavation Protection Access and Egress
- RTB14 - Slips, Trips and Falls
- RTB15 - Task Lighting
- RTB18 - Dust Control
- RTB19 - Noise Control
- RTB21 - Lean Health and Safety
- RTB25 - Loading and Unloading Vehicles

They will still be available for reference purposes by clicking the Raising the Bar Archived Guidance link (below RTB40)

<https://www.gov.uk/government/collections/health-and-safety-for-major-road-schemes-raising-the-bar-initiative>