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# CROSS update

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Principal Consultant  
and

Emma Shaw, MA (Oxon) Communications, Content & Engagement Manager, CROSS



# Safety of structures

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- Every day somewhere in the world buildings collapse or burn
- Every day there is news of more damage from the climate emergency
- Need to be sure that buildings and infrastructure are safe
- Learn so that we do better

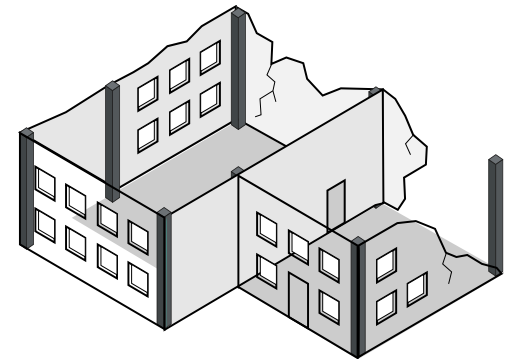
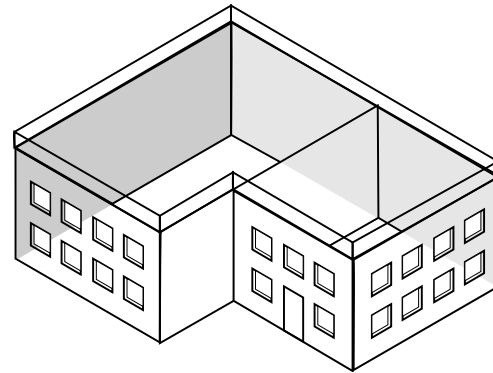
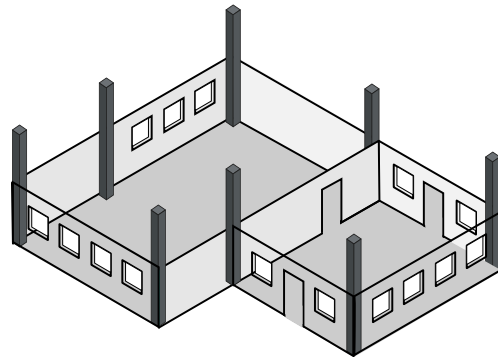
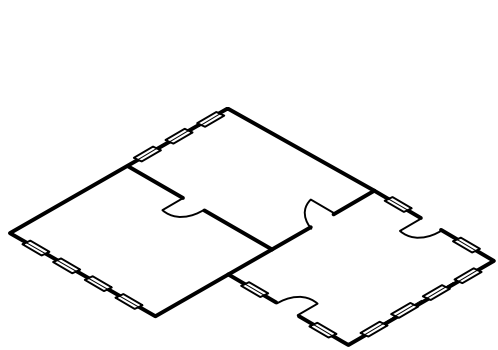


# The reporting process

What to report



# What can be reported?



# Safety Management Reporting System

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- Unique web-based system
- Multiple stage process
- Involves Designated Persons, Analysts, Expert Panelists, and lawyers

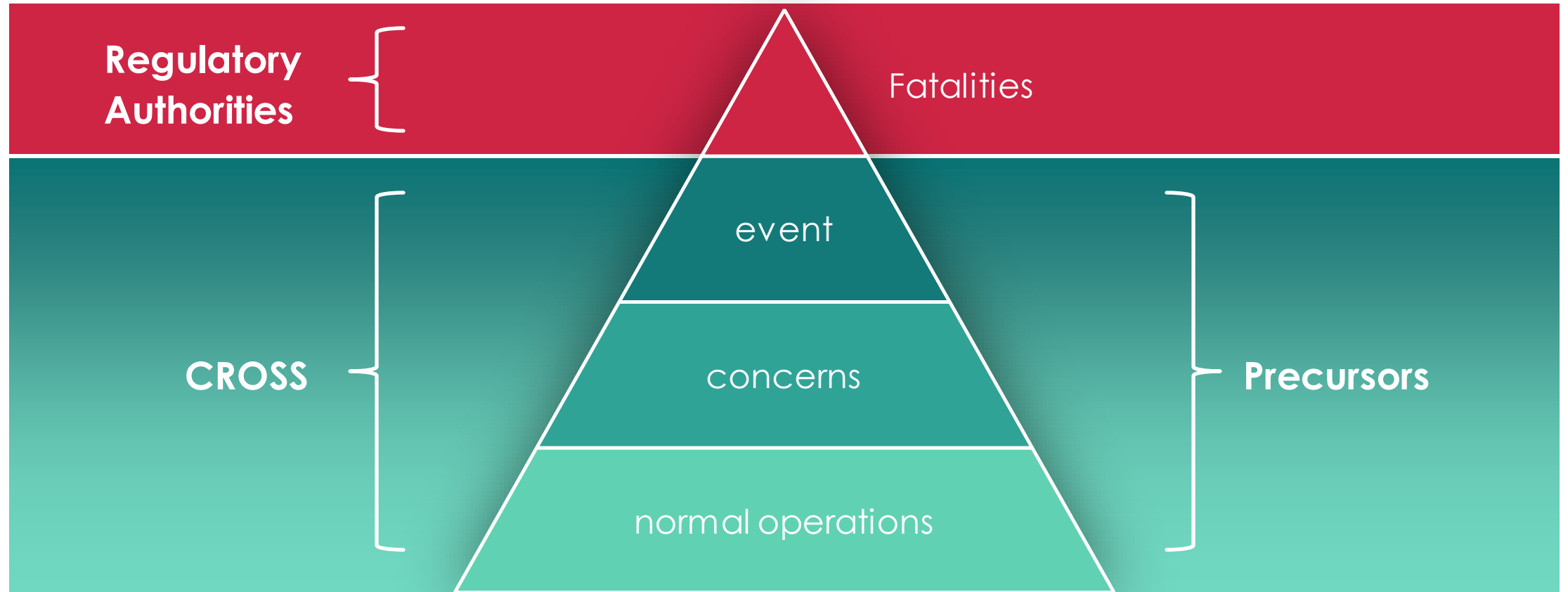


# Expert Panel

lawyer computational  
contractors railways  
witness  
control insurance  
nuclear fire expert  
resilience forensic  
structural  
blast civil regulators  
highways  
building



# Looking for pre-cursors



2023





# Developments in 2023

- Involvement with RAAC
- Recognition of precursor Alert to Luton Airport Car Park fire
- Winner of the Collaboration of the Year Award at the Excellence in Fire & Emergency Awards
- Raised awareness of Li-ion battery fires
- Operating the Voluntary Occurrence Reporting Scheme for the Building Safety Regulator
- Auto-enrolment of IStructE members to CROSS
- Member of NFCC Emergency Hazards Group



# Case study: CROSS and RAAC

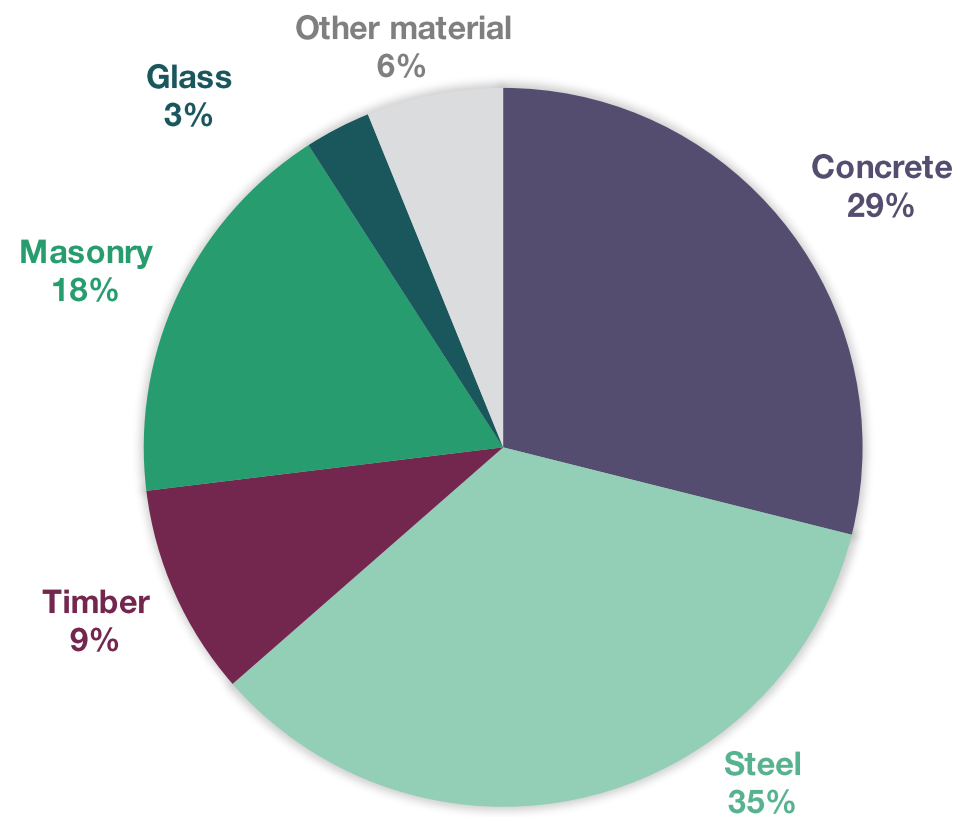
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- RAAC report in 2018
- CROSS Alert in 2019
- Additional reports received
- IStructE specialist panel established
- Government departments investigate
- 2022-23 multiple issues discovered in schools and hospitals

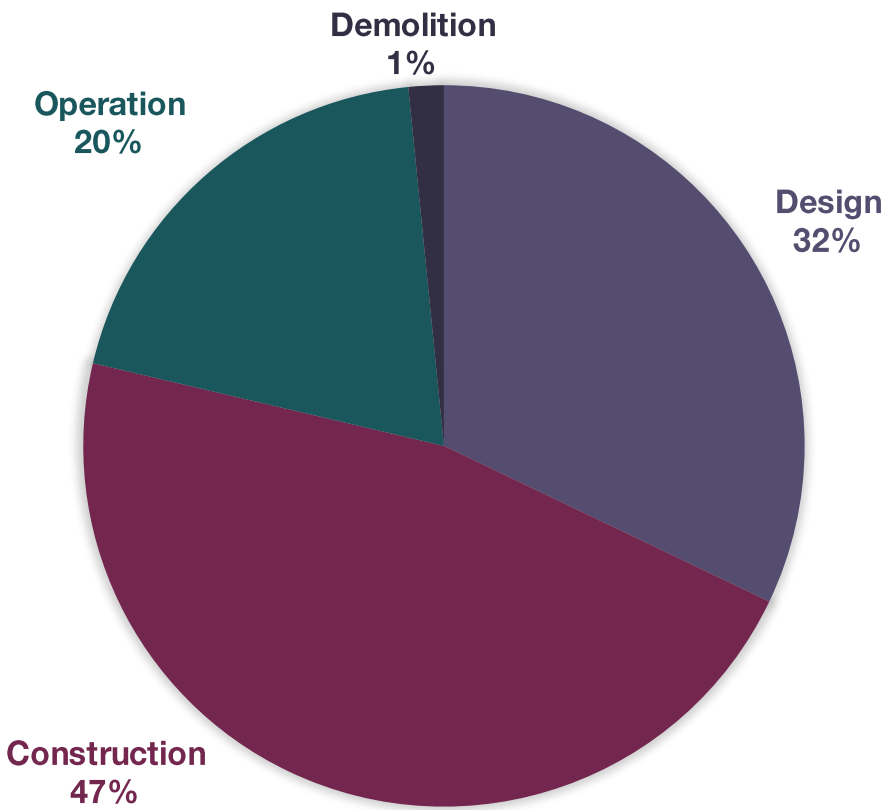


# Safety Report Management System

## Analysis of Reports Received

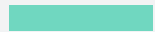


Material



Project Stage

# Bridges



# Brief from Richard Fish

Bridge collapses around the world happen with alarming regularity. In the twenty-first century alone, there have been 130 reported fatal collapses claiming over 1,200 lives. What is not reported, however, are the near-misses or close calls.

In the UK, there is mandatory reporting with regards to railways and air accidents, respectively the Rail Accident, and Air Accident Investigation Branch. If a railway bridge collapses, therefore, the RAIB will investigate and report. Yet there is no such mechanism for a highway bridge collapse.

The UK Bridges Board has given a high priority to a research project to develop reporting procedures for failures of highway bridges. And not just related to catastrophic collapses but also to element failure and other pre-cursor events. This proposal has been accepted by the UK Road Leadership Group and is awaiting confirmation of research funding. It is endorsed by CROSS, the Institution of Civil Engineers, and the Bridge Owners Forum.



# Strategy

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- **Objective**

- Determine whether there are critical safety risks to the UK stock of bridges

- **Action**

- Obtain reports on concerns about safety on existing bridges



# ICE support

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- ICE Hansford Report *In Plain Sight 2018*
- Work with professional bodies to review, comment on and disseminate lessons from concerns, near misses and catastrophic incidents, building on the work of CROSS



# Some bridge reports (from 51)

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- [Inadequate bridge bearing pad installation](#)
- [Corrosion concerns on a pedestrian bridge](#)
- [Cantilever bridge parapet falsework failure](#)
- [Wrong length blind bolts lead to unsafe bridge structure](#)
- [Concerns over execution class categorisation of steel pedestrian bridge](#)
- [Corrosion of steel truss footbridge](#)
- [Corrosion of bridge girder beams](#)
- [Fatigue failure of bridge cross-girder](#)
- [Inspection and maintenance of Super-T bridge girders](#)
- [Dislodged finger plate on highway bridge](#)
- [Quality of design and construction of a major bridge structure](#)





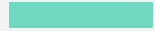
# Example report topics

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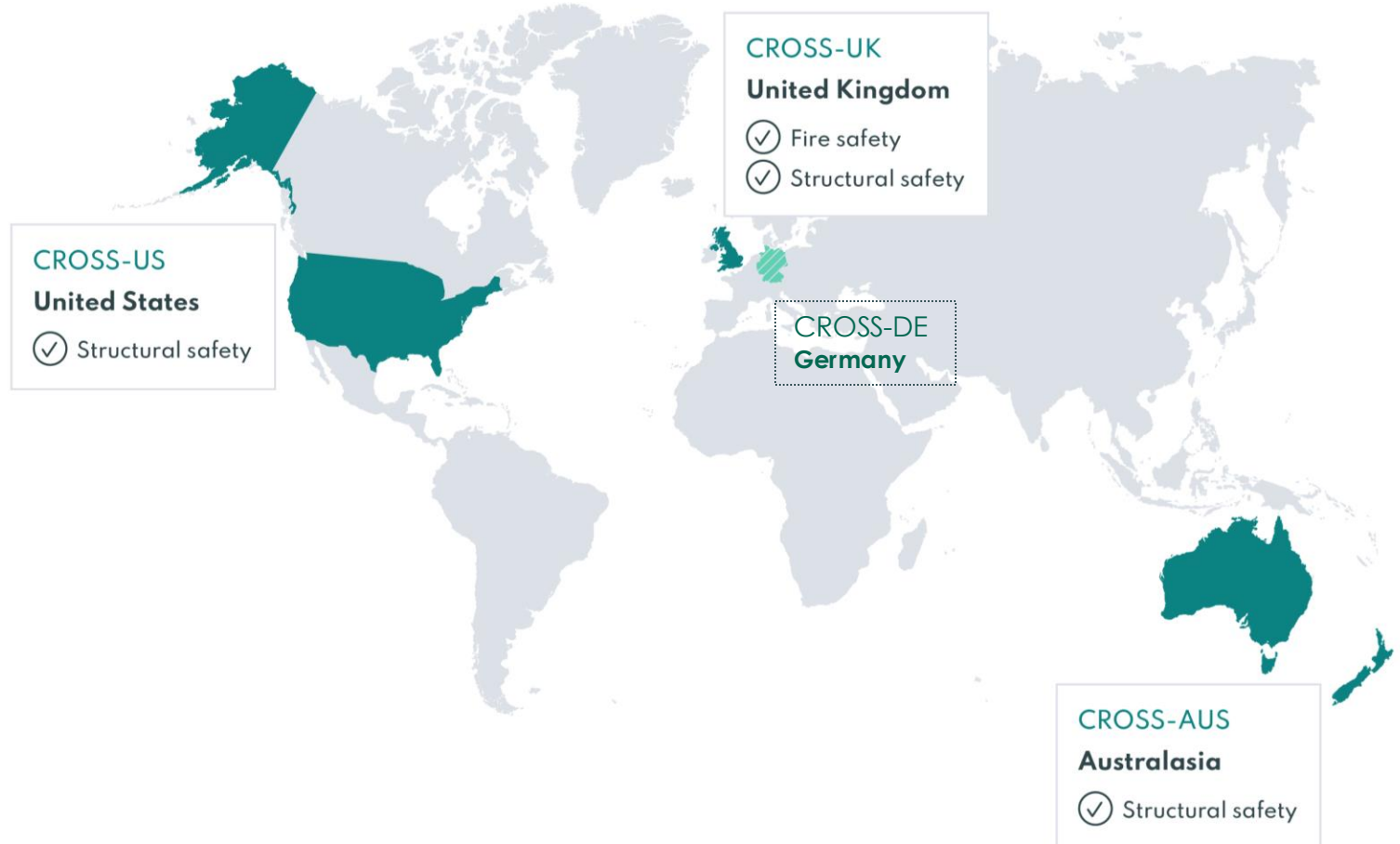
- Unexpected failure of bridge element
- Repaired crack which re-opens
- Unexplained distress symptom
- Severe corrosion or spalling
- Concerns about spaces or elements that cannot be inspected



# CROSS International



# CROSS international network









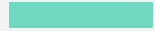
# Champlain Towers Surfside

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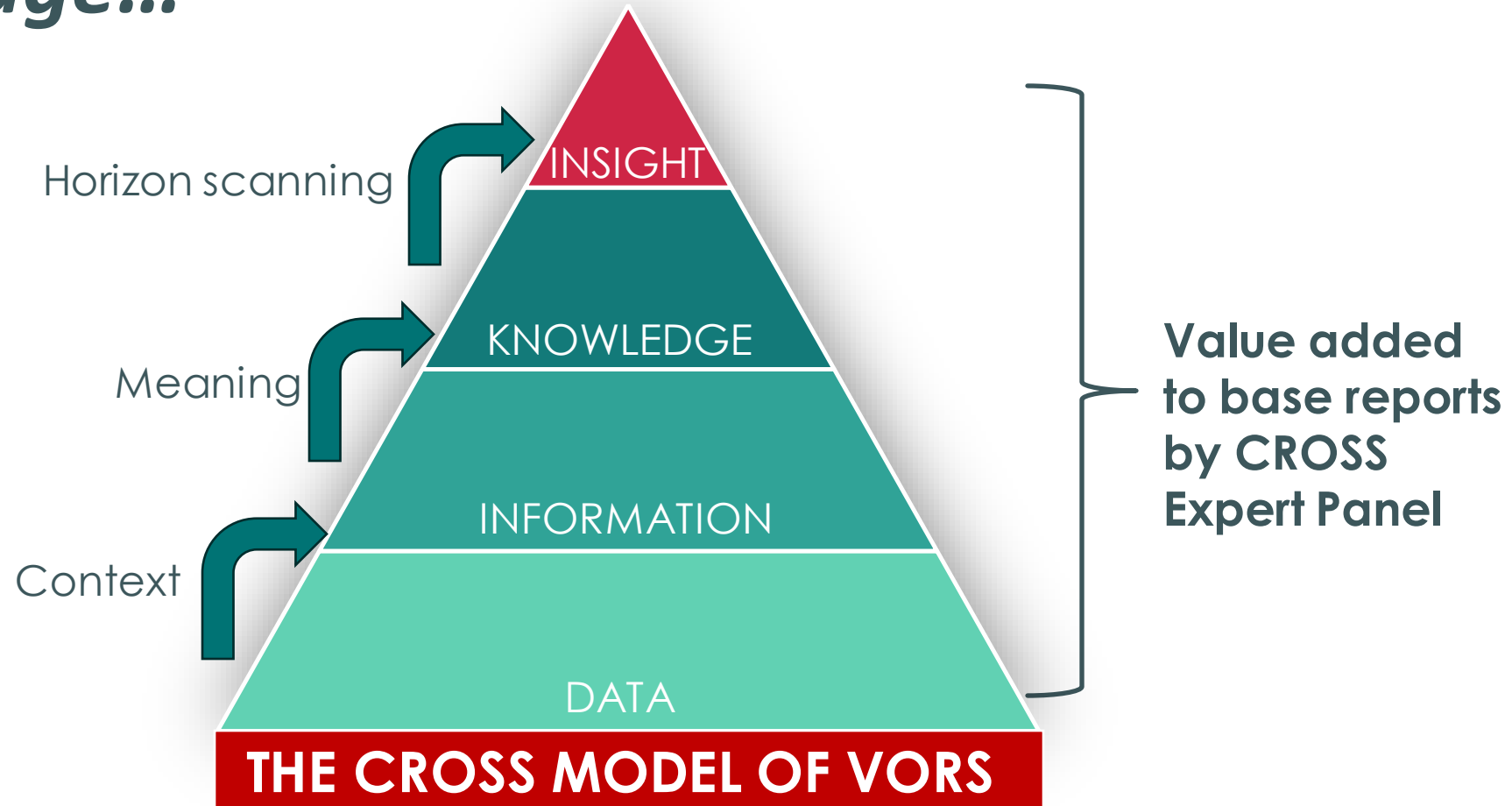


- Progressive collapse of 12 storey condominium in June 2021 with 98 fatalities
- Reinforced concrete structure 40 years old
- Investigations ongoing by NIST
- Recommendations will have a profound effect on thinking about ageing buildings (and bridges)

# Bridge campaign



# The unique CROSS Model of Voluntary Occurrence Reporting – adding value, turning *information* into *knowledge*...

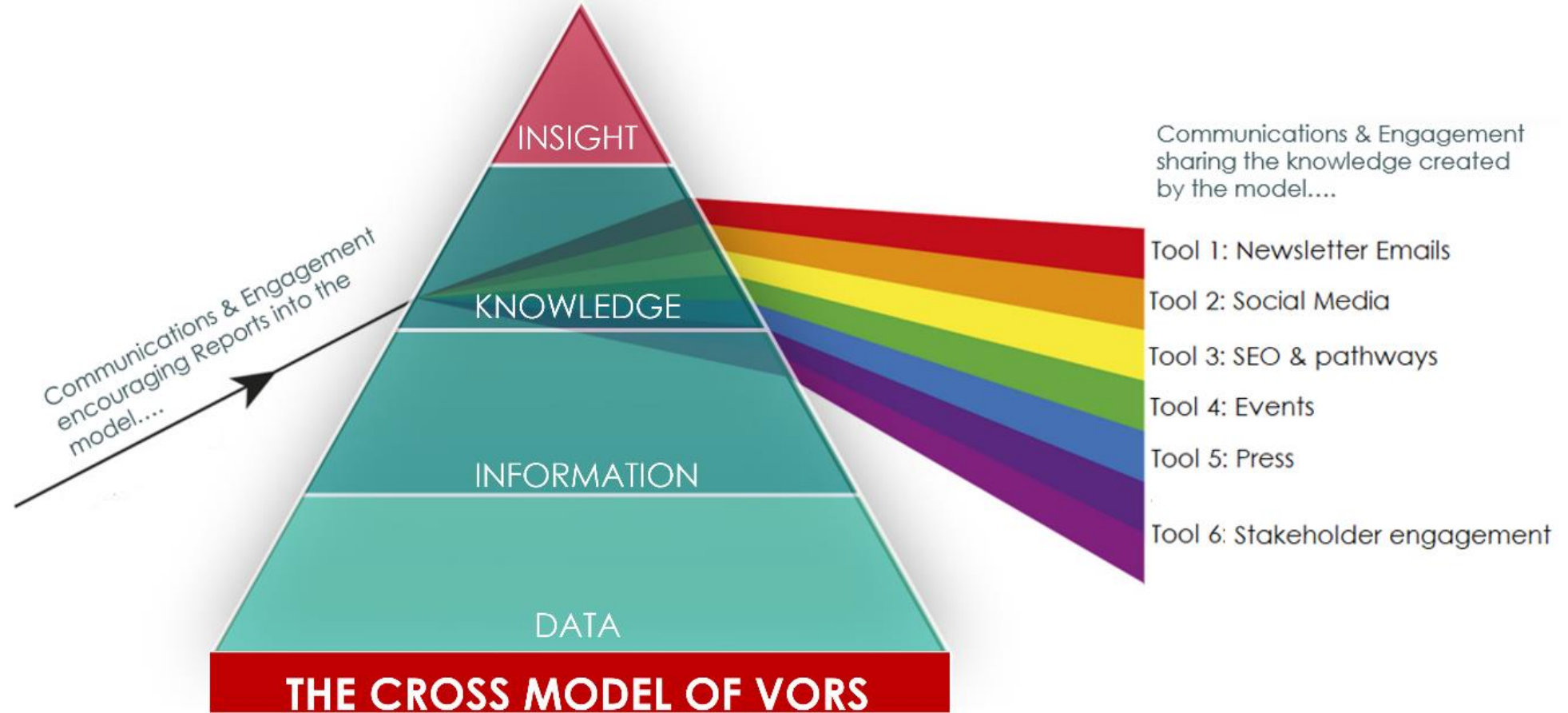


The unique CROSS Model can only function at its best when effectively supported by Communications & Engagement.





# First, to encourage base Reports *into* the scheme...



... second, to push content *out* so the knowledge and insight reaches the right people



# Communications Tool 1: Newsletter & other emails

**50.5%** average open rate last year, **23%** click through rate.

## Current Outputs:

- 4 CROSS UK Newsletters per year
- Approx. 3 CROSS US/CROSS AUS NL
- 4 IStructE auto-enrolment emails
- 12 monthly articles submitted to the IStructE & NHIC Newsletter emails

In addition, for the proposed bridges campaign...



# Bridges edition of Newsletter

## Editorial

Since the last issue of the Newsletter, you will have no doubt seen the extensive coverage in the media on Reinforced Autoclaved Aerated Concrete (RAAC). CROSS played a significant role in raising the alert on RAAC and helping the industry to prepare.

The first warning from CROSS (or SCOSS as it was back then) dates back to 1999 when the Standing Committee on Structural Safety recommended that owners of buildings with RAAC roof planks have them inspected.

Since then, CROSS has received multiple reports connected to RAAC. The first of these was published in 2007. In it, a reporter describes their experience during the construction of a building in the 1970s where a RAAC plank failed and fell to the ground. When the reporter investigated the failure, they found that the reinforcement in the plank did not extend to the bearing ends; and that it had failed in shear. After further investigation, they condemned 30% of all the roof planks due to poor manufacturing quality.

This is interesting, as poor manufacture is a significant contributing factor to the current concern regarding RAAC, with reinforcement not necessarily being located over the critical bearing supports.

Fast forward to 2018 and the collapse of a RAAC plank at Singlewell Primary School in Kent. It was this event, together with previous CROSS Reports, that triggered the release of our Safety Alert on RAAC planks in 2019.

The Safety Alert was targeted at owners of buildings dating from the 1960's to the 1980's and specifically mentioned government departments and local authorities with responsibility for schools or similar buildings. It called for RAAC planks to be identified, inspected and, ultimately, for consideration to be given to their replacement.

This really brought the problem to the attention of the construction sector. As a direct consequence of the Alert, the Institution of Structural Engineers (IStructE), following CROSS advice, set up a RAAC study group which led to the publication of their *Investigation and Assessment guides*, which are now being used widely to assess the condition of RAAC planks across the public and private estate.

In many ways, RAAC is a great example of how the sharing of information can work well. CROSS can raise the alert and the Professional Engineering Institutions can prepare to advise on technical matters. Since 2019, CROSS has worked with the Department for Education, the NHS and the Cabinet Office discussing proposals for how estates can be best investigated to assess if they have any RAAC. We've also worked with the National Federation of Roofing Contractors in developing an alert for their members. There have, to date, been few recorded incidents of RAAC plank collapses in comparison to the huge number that are out there, and luckily there is no record of anybody being injured. However, it is likely, that we do not have the full story and many planks will have previously been replaced or strengthened.

The situation continues to develop. There have been several incidents reported this year that led to the Department for Education's decision to close a number of school buildings. These closures were immensely worrying to many parents, teachers and headteachers and disrupted children's education.

CROSS has anecdotal evidence that people were concerned with the degradation of RAAC well before the 2018 collapse. Such concerns, however, did not translate into a significant number of reports submitted prior to 2018.

This shows the importance of people reporting safety concerns.

## Contents

Fire performance of timber cladding	4
Report ID: 1094	
Collapse of folded plate timber roof at a school	8
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Visit:  
[www.cross-safety.org.uk](http://www.cross-safety.org.uk)  
Email:  
[team.uk@cross-safety.org](mailto:team.uk@cross-safety.org)

## Editorial

If all the knowledge of RAAC planks out there had been shared earlier, then perhaps an alert could have been issued earlier?

Each year, CROSS receive more reports than the year before. There has been a growing awareness of us, and a growing trust. This issue of the newsletter contains a selection of our most recent fire and structural Safety Reports, a handful of the many reports CROSS has received, reviewed, and published since its creation. However, there is still a long way to go. We depend on industry professionals, people like you, to submit concerns to us.

So please, if you have seen or experienced a fire safety or structural safety issue, submit a report.

As the events connected to RAAC have shown, reporting to CROSS can help to raise awareness of an issue. Your report will make a positive difference.



Paul Livesey  
Scheme Manager,  
CROSS

## Help to improve safety by submitting a report

Reports are the oxygen of our work here at CROSS. Our secure safety reporting system promotes a no blame culture, and all reports are anonymised and de-identified to ensure confidentiality.

The reporting process is straightforward, and we encourage anyone with information to share to submit a report. By sharing knowledge, you will help to create a safer built environment.

Find out more >

## More from CROSS

### CROSS Expert Panel Meeting at IStructE HQ on 15th November

CROSS held an in person meeting of our UK Expert Panels in November, our first face-to-face meeting since our remit expanded to include fire safety reporting.

Our Expert Panels are at the heart of what CROSS does. Comprised of leading experts, the volunteer members use their expertise to help readers of CROSS safety information understand what can be learned from the reports we receive. The panels aim to identify the underlying causes of safety issues and provide references for relevant publications that can be accessed and used.

### CROSS win Collaboration of the Year award

The CROSS team were delighted to accept the award for Collaboration of the Year at FIRE Magazine's Excellence in Fire & Emergency Awards 2023. The ceremony was held at One Great George Street on 1st December. CROSS were finalists in two other categories - Resilience and Learning from Major Incidents, and International Best Practice.

### NCE's The Engineer's Collective Podcast

October's episode of The Engineers Collective podcast featured CROSS Scheme Manager Paul Livesey in conversation with NCE Assistant News Editor, Rob Hakimian. Listen to hear the two discuss the history of CROSS as a unique, confidential reporting scheme, our expansion into fire safety post-Grenfell and the impact CROSS had on the RAAC crisis.

## The stack effect and considerations for smoke control

## The stack effect and considerations for smoke control

CROSS Safety Report Report ID: 1250

Stack effect can significantly impact fire safety and smoke spread in the escape stairwells of tall buildings. The reporter states real world tests have demonstrated that existing smoke control systems, designed in accordance with standard industry design guidance and idealised conditions, may not suitably account for typical winter stack effect conditions.

## Key Learning Outcomes

### For designers and installers:

- When modelled, smoke control systems such as smoke extract shafts should account for realistic building and environmental conditions to demonstrate they can overcome the powerful and competing air flows driven by the stack effect

- Testing and commissioning of smoke control systems should not be done in isolation, it should be carried out in realistic and suitably representative building conditions to capture the impacts of the stack effect

## Full Report

The stack effect is a natural phenomenon that occurs predominantly in tall buildings, where difference in air temperature results in pressure between the inside and outside of a building and causes air to flow through vertical spaces. In the event of a fire, the stack effect can promote smoke and hot gases to rise and accumulate in the upper floors of a building, while drawing fresh air from the lower floors. This can create a hazardous situation where smoke and heat are drawn into the stairwells, which are critical as escape routes for occupants of the building as well as for fire rescue service intervention.

As illustrated in Figure 1, the stack effect can interfere with the operation of certain types of smoke control systems by encouraging a flow of air that is opposite to the desired direction of airflow.



Figure 1: Fire safety impact of stack effect

## Design and commissioning

The internal and external temperature distributions and gradients before a fire are not always accurately represented by practitioners in design approaches that utilise Computational Fluid Dynamics (CFD) based fire modelling, such as the widely used Fire Dynamics Simulator (FDS). Moreover, when these pre-fire temperature conditions are included in the model, the prevalent use of the default inert wall thermal boundary conditions in FDS may significantly influence the preservation of temperature gradients. This happens because these conditions model an infinite heat transfer to keep the wall temperature at a steady 20°C.

Stack effect is often overlooked in smoke control design with some guidance, such as EN12101-6-2006 Annex B (informative), even suggesting to intentionally reduce or remove the impact stack effect during the commissioning of smoke control systems: "B.2 Where stack effect is likely to be a significant factor, this may be minimized by operating the pressure differential system for a period of one hour before testing so that the external air and shaft temperatures can equalize."

This report highlights alarming observations where the impact of stack effect in tall buildings undermined the active smoke control systems and illustrates how, if not suitably designed for, means of escape and fire rescue operations may be compromised.

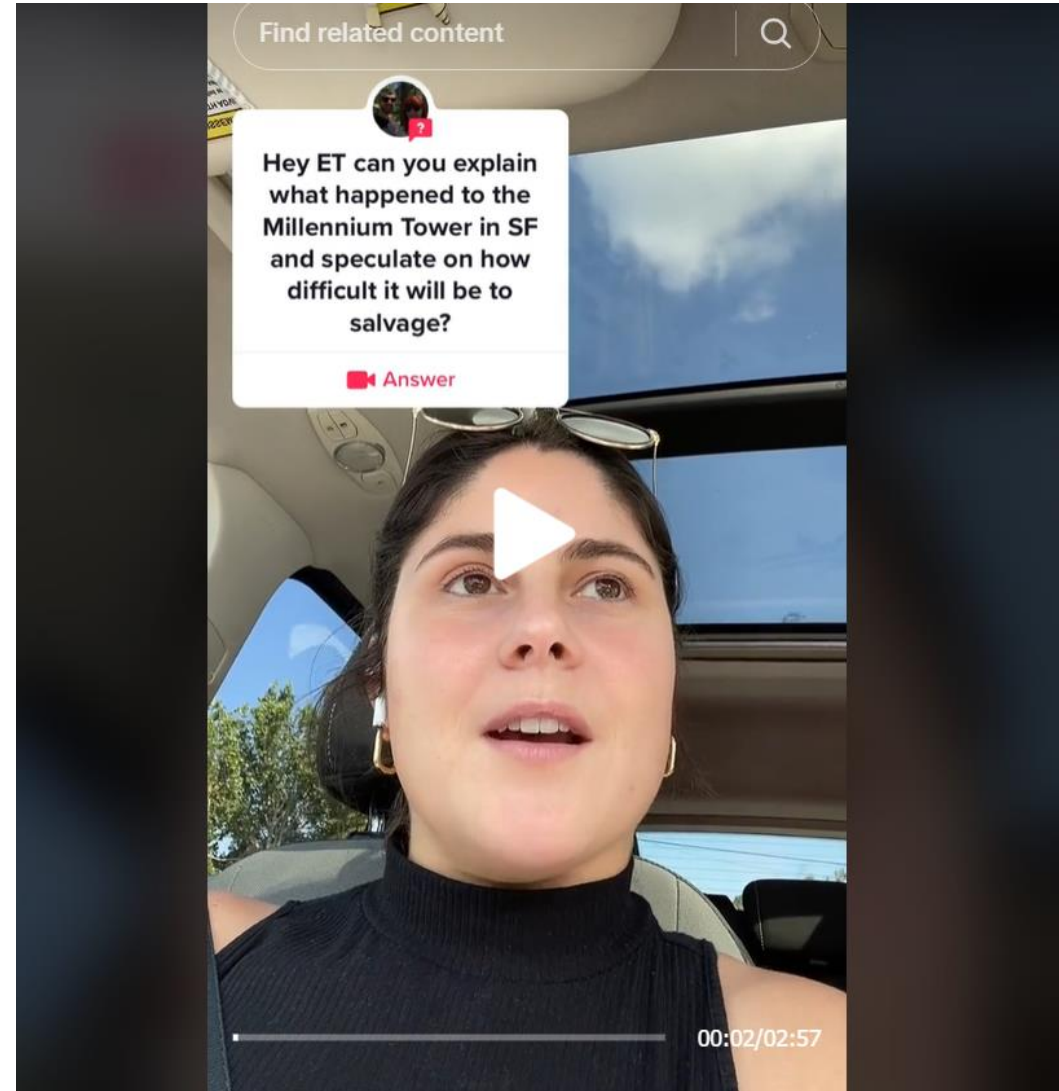
## Observations

Responding to reports of various fire system faults, recent investigations were carried out during winter and spring months at several tall buildings.



# Communications Tool 2: Social Media

- LinkedIn: **20% increase** in followers on the platform from 2022 to 2023.
- 346, 581 impressions per year.
- Finding missing Millennials with TikTok... video short series.



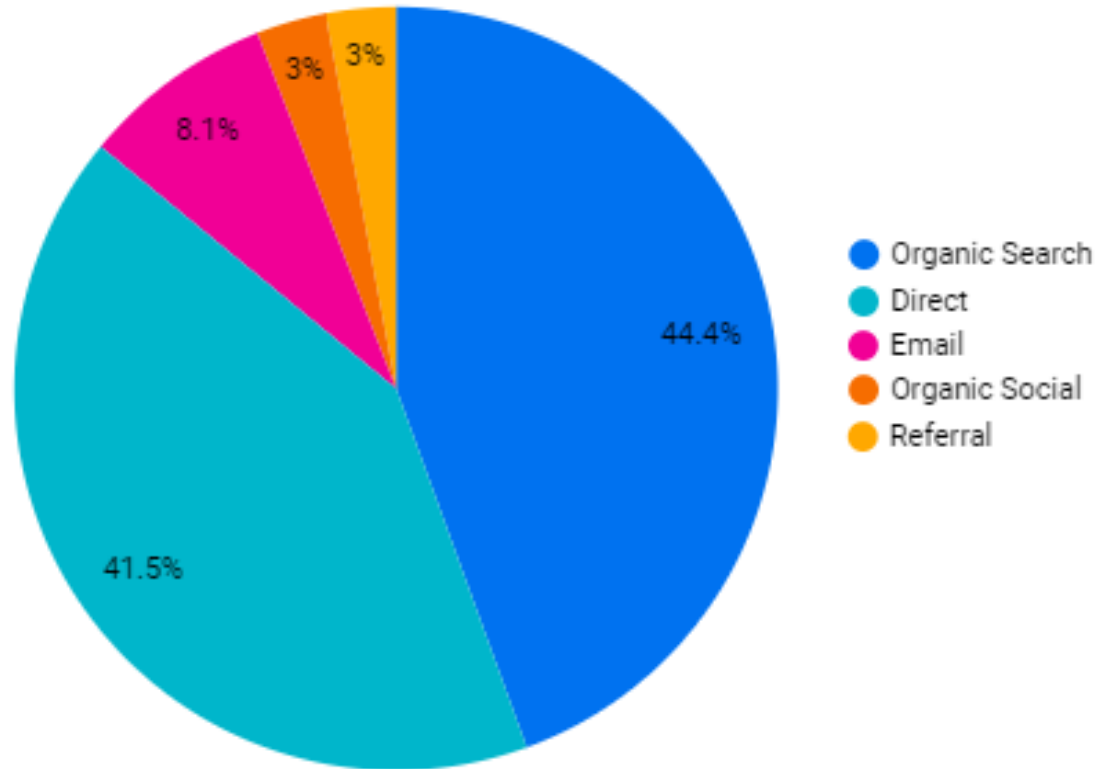
# Bridges – LinkedIn

- **Pay per follower/ pay per click** Bridges campaign on LinkedIn (£500)
- Co-ordination with Bridge Owners Forum & ICE LinkedIn accounts.



# Communications Tool 3: Website & SEO

How do reporters get to us?



- Number 1 way people get to CROSS website is via a search engine.
- SEO (Search Engine Optimisation) is critical
- Improved by use of keywords, increasing citation use, enhanced link building.






# Bridges takeover of CROSS website in July

- CROSS website take over with special bridges banner in July
- CROSS Theme page – bridges
- SEO (search engine optimization, improving our position in Google searches) and keywords.

CROSS Theme Page

## Safety of structures in the climate emergency


Region: CROSS-UK, CROSS-AUS, CROSS-US



In the current climate emergency and the race to achieve zero emissions, we must ensure our structures remain safe as we develop and implement any climate-motivated innovation or change of approach.

This Theme Page will be used to both collate content around this topic and to allow professionals to share safety issues for others to learn from.

In 2019, engineering consultancies around the world began to respond to government declarations of a climate emergency by declaring their own [Climate and Biodiversity Emergency](#), which CROSS supports. One of the commitments of the organisations signed up to in the declarations is to share knowledge and research on an open source basis.

 **Share your experiences of climate emergency related safety issues**

CROSS are seeking safety reports related to this topic to add to the knowledge hub below.

Our secure and confidential safety reporting system gives professionals

[Share this page](#)

[Bookmark this page](#)

**Categories this page belongs to**

Follow the links below to see more content on the same category

**Safety area**

[Fire safety](#)

[Structural safety](#)

**Design**

[Sustainability](#)

**Content type**

[CROSS Theme Page](#)

**CROSS regions**

[CROSS-UK](#)

[CROSS-AUS](#)

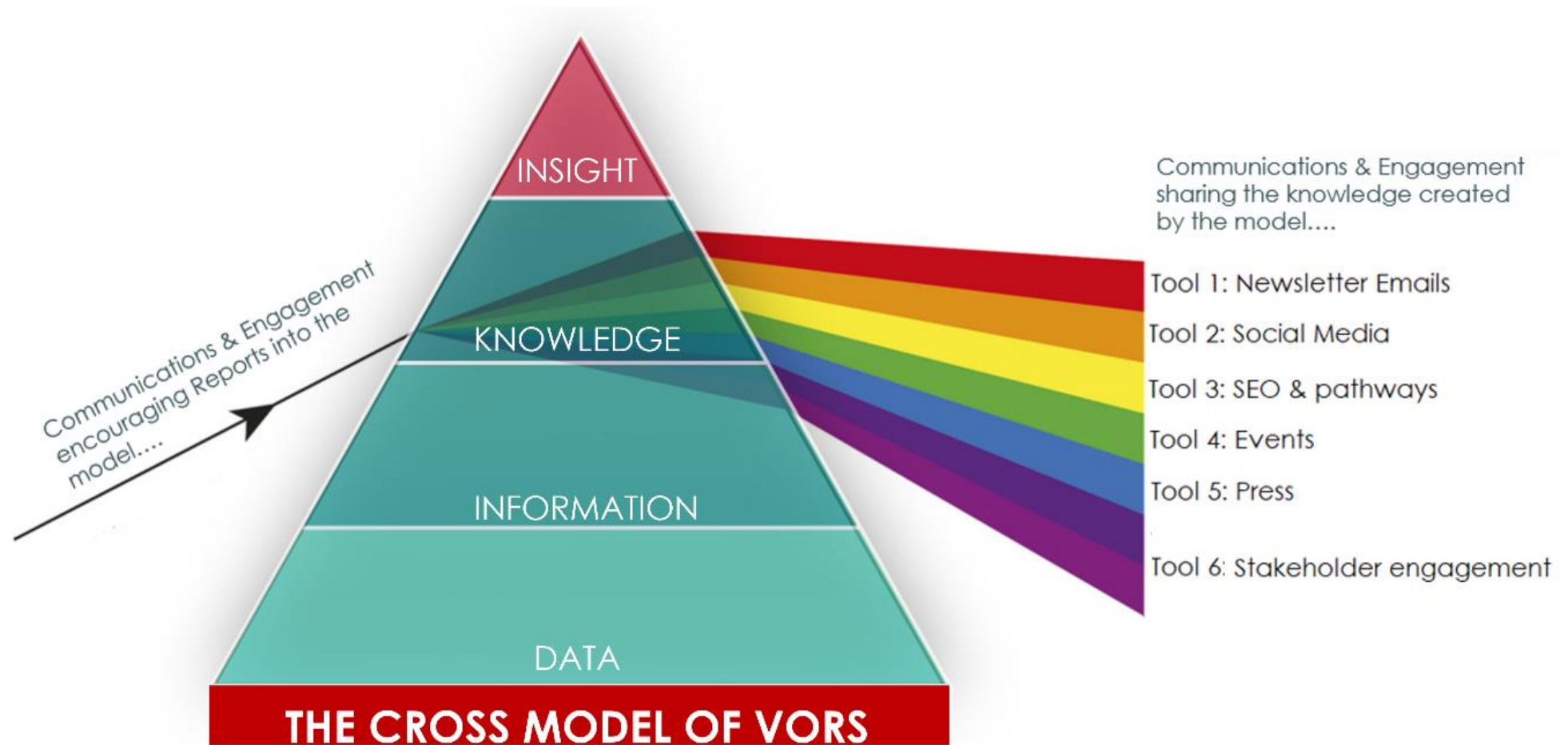
[CROSS-US](#)

**Related resources**

[The Institution of Structural Engineers \(IStructE\) - Climate emergency](#)

The climate emergency is the greatest threat to our planet.







# Communications Tool 4: Events

- The CROSS team typically undertake 3 speaking engagements per month including presentations, webinars and similar events.
- Standard slide decks on bridges– on CROSS and how to report which can be dropped into your own presentations.



# Bridges events



## Welcome to Bridges 2024

Conference (13 March)

Round Table Discussion & Seminar Day (14 March)

14:25

### Collaborative Reporting for Safer Structures (CROSS)

14:25 - 14:50

- An introduction to confidential and voluntary safety reporting and CROSS.
- A brief history of the development of CROSS and its mission.
- Examples of CROSS Safety Reports and how lessons learned are shared.
- Examples of CROSS Safety Alerts, including, Reinforced Autoclaved Aerated Concrete (RAAC).
- How to become involved and contribute.

#### Speakers



**Paul Livesey**  
Scheme Manager  
Collaborative Reporting for Safer Structures (CROSS)



# Communications Tool 5: Press

- Engagement with trade and technical publications.
- Currently, CROSS submits monthly articles **to International Fire Protection Magazine** and **The Structural Engineer**. Safety Reports are also regularly reproduced in the **Building Engineer** and **Fire & Risk Management Magazine**.
- Last year Safety Reports also received coverage in **NCE Magazine, Construction News, Construction Management, Building Design, Construction Index** and **Inside Housing**.



# Press campaign on Bridges

- NCE & The Structural Engineer – in May for the launch (material will be needed by beginning of April)
- Joint statement – ‘partnership between the Bridge Owners Forum, the UK Bridges Board and CROSS promoting reporting to CROSS.’
- Engagement with ICE, ICE Proceedings and ICE Training, possible NCE Podcast.
- Send statement to trade publications and publish on CROSS, BOF, UKBB, and ICE websites.



# Communications Tool 6: Stakeholder Engagement

- Joint statement can also act as letter to be sent to all members of BOF, UKBB, key individuals, regulators and government departments.



11 October 2023

## CROSS-UK PRESS STATEMENT ABOUT FIRE AND STRUCTURAL COLLAPSE AT LUTON AIRPORT MULTI-STOREY CAR PARK

Dr Alastair Soane, Principal Consultant for CROSS-UK (Collaborative Reporting for Safer Structures UK) comments:

"Fires in car parks are not uncommon, but a fire of this magnitude is rare.

"A full investigation will be required to understand what has happened. We do not yet know the reasons for this fire and structural damage to this multi-storey car park.

"While we await further news from the site regarding the cause of this fire and the impact on the structure it is inappropriate to speculate.

"When details on the fire are available, we will help to disseminate lessons learned so that similar events can be prevented in future."

CROSS operates a confidential reporting system which allows professionals working in the built environment to report on fire and structural safety issues.

These are then published anonymously to share lessons learned, create positive change, and improve safety. Past CROSS reports have raised concerns around the standards of fire protection to the structure of car parks, and the impact of novel fuel sources, such as Lithium-ion batteries. These can be found on CROSS-UK website:

### ALERT

[Fire in multi-storey car parks | CROSS \(cross-safety.org\)](https://www.cross-safety.org/): 1 February 2018 – This examined the severe fire at the Liverpool Echo Arena MSCP on 31st December 2017 which gutted the seven-storey building and where up to 1,400 cars were destroyed. This fire was unprecedented in scale because, unusually, the initial fire in one car rapidly spread to other cars. This Alert drew attention to the fact that similar events could occur again, and all those in the car parking business must be aware of the risks.

### REPORTS

[Fire risks in multi-storey car parks | CROSS \(cross-safety.org\)](https://www.cross-safety.org/): 14 October 2020 – This report examined the concerns by a reporter to CROSS who was concerned by the reluctance of the industry to voluntarily take on board and proactively react to the lessons learnt from the fire at the Echo Arena car park in Liverpool.

[Fire resistance of multi-storey car parks | CROSS \(cross-safety.org\)](https://www.cross-safety.org/): 1 October 2019 – A reporter to CROSS had visited a recently constructed car park which contained

some of the same design issues discussed in the 1 February 2018 Alert on Fire in Multi-Storey Car Parks (see above). The reporter was concerned that the car park they visited could survive for significantly more than 15 minutes in a fire without collapsing.

[Fire protection to car park steel frame | CROSS \(cross-safety.org\)](https://www.cross-safety.org/): 26 October 2022 – A reporter was concerned about the fire protection of a steel framed car park above a retail unit.

Related to these reports is the Institution of Structural Engineers recently published Car Park Guidance which addressed the risks associated with fire in car park design, construction and maintenance. <https://www.istructe.org/resources/guidance/car-park-design/>

- Ends -

Please contact: Helen Thompson on 07930 34 55 43

**About CROSS:** <https://www.cross-safety.org/uk>  
Collaborative Reporting for Safer Structures (CROSS) is a trusted provider of free safety information, helping built environment professionals to make structures safer. It is an independent, confidential, and voluntary scheme for reporting concerns about fire and structural safety. Voluntary submissions by built environment professionals are anonymised and deidentified, so learning can be shared within a no-blame culture.

CROSS Expert Panel volunteers analyse and provide comments on anonymised submissions. The resulting Safety Reports are published and made freely available to all interested parties.

In addition to Safety Reports, CROSS provides a range of independent, quality, and free safety information. Further details about CROSS content is available on its website.

CROSS operates internationally, currently in the UK, Australasia (since 2018) and the USA (since 2019).

It is an initiative by the Institution of Structural Engineers (IStructE) and the Institution of Civil Engineers (ICE). It is supported by the Institution of Fire Engineers (IFE) and the Health and Safety Executive (HSE).





# Policy Position Paper

## Embodied carbon regulation – alignment of industry policy recommendations

Around 1 in 10 tonnes of the UK's total greenhouse gas emissions are so-called "embodied carbon" emissions, related to the production and use of construction materials. They total 64 million tonnes CO<sub>2</sub>e per year, more than the country's aviation and shipping emissions combined.

Despite their magnitude, embodied carbon emissions are unregulated in the UK. Similar legislation has already been implemented in several European Countries, the state of California, and is in the latter stages of debate for cross-EU introduction – all demonstrating the feasibility for the UK to do the same.

Several construction industry initiatives have been launched in recent years, calling on the government to move to reduce embodied carbon emissions in construction. Collectively, these initiatives are supported by hundreds of businesses, including a number of the largest UK housebuilders, developers, contractors and financial institutions. These organisations see such regulation as key to bringing consistency and accelerated action in this area – and many of their statements of support are shown at [www.part-z.uk/industry-support](http://www.part-z.uk/industry-support).

These UK industry initiatives have all called for reforms to regulation, though dates and details have varied as collective industry knowledge around embodied carbon has evolved. Now, at the start of 2024, a general election year, these initiatives are joining together to call on the next government with one voice.

**For more information, contact:** Will Arnold, Head of Climate Action, The Institution of Structural Engineers, [will.arnold@istructe.org](mailto:will.arnold@istructe.org)

**The undersigned groups call on party leaders to make the following manifesto commitments:**

### Key ask:

- "Our government will move to reduce embodied carbon emissions in building construction within two years of taking office."

### Specific steps:

- Within six months of taking office: Policy signalled confirming the dates and interventions below.
- By 2026: Mandate the measurement and reporting of whole-life carbon emissions for all projects with a gross internal area of more than 1000m<sup>2</sup> or that create more than 10 dwellings.
- By 2028: Introduce legal limits on the upfront embodied carbon emissions of such projects, with a view to future revision and tightening as required.

Signed by:



The Institution of  
Structural Engineers



RIBA  
Architecture.com



CIOB  
The Chartered  
Institute of Building



# Campaign Timeline – kick off engagement

March:

- Joint statement written + signed off
- Begin presenting at Bridges' events and conferences

April:

- Bridge theme page goes live on CROSS website

May:

- Launch 'partnership/ campaign' in TSE themed edition
- Launch in NCE Magazine
- Joint statement sent to trade press
- Letter sent to key stakeholders



# Campaign Timeline – kick off engagement

## June

- Pay per click/pay per follower Bridges campaign on LinkedIn

## July

- Special edition of the CROSS Newsletter on Bridges
- NCE podcast

## August

- Bridges takeover of the CROSS website
- SEO optimisation for bridges





Communications  
Goal 1:  
Encourage  
bridges sector to  
submit reports

*(Tell, Submit a  
Report)*

Communication  
Goal 2: Publish  
& promote  
critical safety  
information on  
bridges

*(Visit, read)*

Communication  
Goal 3: Urge  
action after an  
individual reads  
CROSS content

*(Subscribe,  
Follow, Share,  
Change)*

Communication Tool	Target Audience	Frequency	Deliverables
Newsletter & Email	Existing CROSS network  IStructE & ICE members  Engineers and inspectors in the bridges sector	Quarterly	<ul style="list-style-type: none"> <li>4 CROSS-UK subscriber Newsletter emails</li> <li>3 CROSS-US or CROSS-AUS Newsletter emails</li> <li>4 IStructE auto-enrolment Newsletter emails</li> <li>SPECIAL BRIDGES EDITION OF NEWSLETTER</li> </ul>
Social media	Engineers and inspectors in the bridges sector	Weekly	<ul style="list-style-type: none"> <li>Pay-per-click/Pay-per-follow campaign on LinkedIn.</li> <li>Co-ordination of partners LinkedIn accounts</li> </ul>
Website & SEO	Wider audience of professionals and others involved in bridges who are not already aware of CROSS	Daily	<ul style="list-style-type: none"> <li>Bridges Theme page</li> <li>Website takeover on bridges</li> <li>SEO refresh for bridge terms</li> <li>Joint statement on CROSS website, link to BOF, UKBB &amp; ICE website website</li> </ul>
Events	Wider audience of professionals and others involved in bridges who are not already aware of CROSS	Monthly	<ul style="list-style-type: none"> <li>CROSS presentations at Bridges Conferences and events</li> <li>Tailored slides on CROSS &amp; Bridges</li> </ul>
Press	Engineers and inspectors in the bridges sector  IStructE & ICE members  General public	Monthly	<ul style="list-style-type: none"> <li>Continued engagement with trade and technical press on bridges</li> <li>Joint statement circulated to trade press</li> <li>Joint podcast</li> <li>Launch in special themed edition of TSE in May</li> <li>Launch in NCE in May</li> </ul>
Stakeholder Engagement	Industry, Our parent Institutions, Organisations, Regulators, Government	Quarterly	<ul style="list-style-type: none"> <li>Joint statement turned into a letter to be sent to all BOF and UKBB members</li> <li>Horizon scanning – any trends that emerge turned into CROSS Safety Alerts.</li> </ul>

# After kick off...

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- Obtain funding for continuing operations
- Establish panel of bridge experts
- Continue programme to obtain reports
- Process reports
- BOF and UKBB to decide under which circumstances bridges can be identified and if so to whom
- Publish anonymised reports on CROSS website
- Analyse reports for trends
- Action taken by bridge community



# Your report will make a difference

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**Submit a bridge report! Share your experiences to help others and create a safer built environment**

[www.cross-safety.org/uk/submit-a-report-uk](https://www.cross-safety.org/uk/submit-a-report-uk)

