



# SAFETY REPORT 2026

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While every effort has been made to provide reliable and accurate information, we would welcome any corrections to information provided by the author which may not be entirely accurate. Therefore and for this reason, NASC or the author can't accept any responsibility for any misinformation posted.

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“Together, we will continue to build on the progress achieved and ensure that health, safety and best practice remain at the heart of what we do”



# PRESIDENT'S WELCOME

As President of the National Access & Scaffolding Confederation (NASC), I am proud to introduce the 2026 NASC Safety Report, which again demonstrates the commitment of our members to maintaining high standards across the scaffolding and access sector.

The publication of the Safety Report is a significant moment in the NASC calendar and has been for many years. The longevity of the data we have and the tradition of annual reporting of RIDDORs is one of NASC's core underlying strengths and one that reflects a strength of our membership. While one accident is one too many, we have to recognise that scaffolding work is conducted in high-risk environments. But it is worth reflecting on how far NASC members have come in terms of health & safety.

Importantly, there were no operative fatalities recorded among NASC contractor members in 2025. While this is a positive outcome, we remain mindful that scaffolding is an industry where every accident has the potential to change lives. Behind every statistic is an individual, a family and a workforce affected by that incident. That is why safety can never become routine or taken for granted.

The results contained within this year's report are encouraging in their own right. But taking a look back through the historical data highlights the progress we have made. Despite continued growth in NASC membership and the number of operatives employed across member companies, accident rates remain historically low. Reaching more than 20,000 operatives within NASC membership is a major milestone and reflects the trust placed in NASC standards, guidance and training throughout the industry.

The findings within this report reinforce the importance of maintaining focus on the key causes of injury within our industry, particularly slips and trips, manual handling and falls from height. These remain the areas where continued vigilance, training, supervision and adherence to guidance are essential. NASC's Technical and Health & Safety Committees continue to work tirelessly to develop practical guidance, training resources and campaigns that help members reduce risk and improve performance on site.

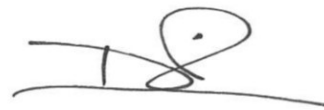
Over the past year, NASC has continued to evolve the way we support the industry. From the launch of new digital platforms

and guidance resources to increased engagement through live demonstrations, safety events and collaborative initiatives, our goal remains clear: to provide members with the tools, knowledge and leadership needed to deliver safe, professional scaffolding operations.

What continues to set NASC apart is our commitment to standards and accountability. NASC remains the only UK scaffolding trade body to independently audit all contractor members against stringent membership and compliance criteria. The strong safety performance outlined here is a reflection of that commitment and highlights the professionalism demonstrated every day by our members and their operatives.

Thank you to NASC members who contributed accident data for the 2026 Safety Report. Your participation is essential to the accuracy and depth of the report and helps provide valuable insights into industry safety performance. By sharing accident data and lessons learned, you contribute to a stronger culture of shared learning and continuous improvement across the sector.

We appreciate your support and ongoing commitment to making our industry safer for everyone. I would also like to thank our committees, staff and other industry partners for their ongoing dedication to improving safety standards across the sector. Together, we will continue to build on the progress already achieved and ensure that health, safety and best practice remain at the heart of everything we do.



**David Brown**  
President, NASC

**"NASC's committees continue to work tirelessly to develop practical guidance, training resources and campaigns that help members reduce risk"**

# COMPARISON OF NASC AND HSE ACCIDENT STATISTICS

## Comparison of NASC Accident Statistics, with construction industry accident fatality statistics, supplied by the HSE

Since 1975, contractor members of the National Access & Scaffolding Confederation (NASC) have been required to submit an annual return detailing accidents that were reportable under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) during the previous calendar year.

In line with RIDDOR reporting criteria and HSE guidance, NASC's Safety Reports are based on RIDDOR reportable accidents: specified injuries (major) and those incidents resulting in the incapacitation of a worker for more than seven consecutive days and fatalities.

The table below presents RIDDOR accident statistics for NASC contractor members over the last ten years, presented alongside the overall construction industry fatality statistics provided by the HSE.

The HSE reported that the construction industry fatality statistics were the highest recorded out of all industry sectors in 2025. The construction industry (with 35 fatal injuries) was followed by the agriculture, forestry and fishing industries (23) and the transportation and storage industries (15).

### Comparison of NASC RIDDOR Accident Statistics, with construction industry accident fatality statistics (supplied by the HSE)

| 2015/16      |                  |            | 2016/17      |                  |            | 2017/18      |                  |            | 2018/19      |                  |            | 2019/20      |                  |            |
|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|
| Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day |

### Statistics derived from the NASC annual returns of reportable accidents

| Number of NASC Operatives | 2015/16 |    |    | 2016/17 |    |    | 2017/18 |    |    | 2018/19 |    |    | 2019/20 |    |    |
|---------------------------|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|
| NASC                      | 0       | 33 | 63 | 0       | 27 | 69 | 0       | 17 | 72 | 0       | 22 | 91 | 0       | 13 | 61 |

### Construction industry statistics provided by HSE from RIDDOR reports

| Construction Industry General Statistics | 2015/16 |  |  | 2016/17 |  |  | 2017/18 |  |  | 2018/19 |  |  | 2019/20 |  |  |
|--|---------|--|--|---------|--|--|---------|--|--|---------|--|--|---------|--|--|
|  | 43      |  |  | 30      |  |  | 38      |  |  | 30      |  |  | 40      |  |  |

**NOTE:** The general construction statistics and the scaffolding fatalities include all those reported by NASC members. The NASC reporting period runs from January - December. The HSE reporting period runs from April - March. Since 2013, the HSE no longer supply NASC with separate specified and over-7-day injury information for construction

**NOTE:** The HSE now use the phrase specified injury rather than major injury: [hse.gov.uk/riddor/reportable-incidents.htm](https://www.hse.gov.uk/riddor/reportable-incidents.htm)



| 2020/21      |                  |            | 2021/22      |                  |            | 2022/23      |                  |            | 2023/24      |                  |            | 2024/25      |                  |            | 2025/26      |                  |            |
|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|--------------|------------------|------------|
| Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day | Fatal Injury | Specified Injury | Over 7 day |

|        |    |    |        |    |    |        |    |    |        |    |    |        |    |    |        |    |    |
|--------|----|----|--------|----|----|--------|----|----|--------|----|----|--------|----|----|--------|----|----|
| 16,084 |    |    | 15,620 |    |    | 17,315 |    |    | 16,667 |    |    | 19,442 |    |    | 20,168 |    |    |
| 0      | 21 | 60 | 1      | 16 | 73 | 0      | 13 | 54 | 0      | 20 | 67 | 1      | 35 | 37 | 0      | 28 | 54 |

|    |  |  |    |  |  |    |  |  |    |  |  |    |  |  |  |  |  |
|----|--|--|----|--|--|----|--|--|----|--|--|----|--|--|--|--|--|
| 39 |  |  | 30 |  |  | 45 |  |  | 51 |  |  | 35 |  |  |  |  |  |
|----|--|--|----|--|--|----|--|--|----|--|--|----|--|--|--|--|--|

**NOTE:** The HSE state that the numbers for 2020/21 and to a lesser extent 2021/22 are affected by the impacts of the coronavirus pandemic. While 2019/20 falls largely outside of the pandemic period, disruption to data collection processes in early 2020 may be a contributory factor to changes in data in 2019/20. This should be considered when comparing across time periods. For more details see our HSE reports on the impact of the coronavirus pandemic on health and safety statistics: [Statistics - Impact of the coronavirus pandemic on health and safety statistics hse.gov.uk](https://www.hse.gov.uk/statistics/coronavirus).

# NASC ACCIDENT STATISTICS IN 2025

NASC, the UK's leading trade body for scaffolding and access, has been collecting data from our members since 1975. Annual NASC Safety Reports are made available on our website, enabling accessibility for everyone:

[nasc.org.uk/insights/safety-reports](https://nasc.org.uk/insights/safety-reports)

For many years, NASC and its contractor members, working within the construction and industrial sectors have played a central role in driving sustained improvements in health and safety across the scaffolding industry.

NASC members' clients and enforcement bodies, such as the HSE, have also played a crucial role in driving up health and safety standards.

Despite this progress, complacency has no place in safety management. NASC and its members remain fully committed to continuous improvement and to striving for excellence in health and safety performance.



## FATALITIES AND INJURIES TO OPERATIVES

### Injuries to operatives

NASC contractor members reported 82 RIDDORs in 2025, from a combined workforce of 20,168 operatives, employed by 332 NASC contractor members.

Surpassing 20,000 operatives represents a major milestone for NASC membership and highlights the growing emphasis being placed on maintaining the highest safety standards throughout the industry.

A key indicator of the safety performance of NASC contractor members are our Accident Incident Rates (AIR) and our Accident Frequency Rates (AFR). These show the number of RIDDOR accidents per 1000 operatives and per 100,000 work hours respectively.

Data from NASC contractor members has given an AIR of 4.07 and an AFR of 0.21. These correspond to approximately one in 250 operatives suffering a RIDDOR accident, with one RIDDOR accident per 470,000 work hours.

While every RIDDOR accident is regrettable, NASC members continue to lead from the front and strive to eliminate harm.

Further analysis of the specific circumstances of the RIDDOR accidents behind this data can be found later in our report.

### Fatalities to operatives

There were no fatalities to operatives working for NASC contractor members in 2025.

### Analysis

NASC publishes its Safety Report as a freely available document, allowing its members, safety professionals and others within the construction industry to analyse the safety report's data. With this data they can identify incident trends, highlight areas for improvement, and target better results in the coming years.

Internally, NASC H&S and Technical committees will analyse the RIDDOR data, producing guidance, videos, posters, toolbox talks, bulletins and digital content to raise awareness of the hazards and risks in our industry, and drive and foster health and safety leadership.

NASC Standards, Contractual, and Audit Committees will use the analysis to drive stronger standards. In particular, they will seek to build on the stringent audit process, ensuring that contractor members continue to follow NASC guidance, adhere to relevant legislation, and maintain the high quality and safety that NASC members are known for, within the scaffold industry.

NASC and its members are committed to playing a leading role in improving the scaffolding industry's health and safety record. As such, incident data will also be shared with the Health & Safety Executive (HSE) and other bodies to support them in the development of further guidance and health & safety campaigns.

**NASC key recommendations can be found in the Key Findings and Next Steps section.**

**Table 1: NASC Accident Figures – Yearly Summary**

| Year        | Number of Companies | Number of Operatives | Accidents | Incidence Rate | Frequency Rate | Fatalities | Fatal Incidence Rate |
|-------------|---------------------|----------------------|-----------|----------------|----------------|------------|----------------------|
| 1984        | 44                  | 5930                 | 421       | 70.99          | 3.55           | 1          | 0.17                 |
| 1985        | 45                  | 5420                 | 423       | 78.04          | 3.9            | 3          | 0.55                 |
| 1986        | 45                  | 6840                 | 523       | 76.46          | 3.82           | 3          | 0.44                 |
| 1987        | 47                  | 6842                 | 497       | 72.65          | 3.63           | 2          | 0.29                 |
| 1988        | 47                  | 8094                 | 576       | 71.16          | 3.56           | 1          | 0.12                 |
| 1989        | 40                  | 7640                 | 550       | 71.99          | 3.6            | 0          | 0                    |
| 1990        | 29                  | 8435                 | 447       | 52.99          | 2.65           | 2          | 0.24                 |
| 1991        | 53                  | 7090                 | 530       | 74.75          | 3.74           | 1          | 0.14                 |
| 1992        | 54                  | 6603                 | 283       | 42.86          | 2.14           | 1          | 0.15                 |
| 1993        | 62                  | 6321                 | 283       | 44.77          | 2.24           | 1          | 0.16                 |
| 1994        | 70                  | 7520                 | 264       | 35.11          | 1.76           | 1          | 0.13                 |
| 1995        | 71                  | 7525                 | 267       | 35.49          | 1.77           | 1          | 0.13                 |
| 1996        | 68                  | 6816                 | 248       | 36.38          | 1.82           | 1          | 0.15                 |
| 1997        | 87                  | 8943                 | 330       | 36.9           | 1.85           | 2          | 0.22                 |
| 1998        | 81                  | 7871                 | 232       | 29.48          | 1.47           | 0          | 0                    |
| 1999        | 105                 | 10679                | 258       | 24.16          | 1.21           | 0          | 0                    |
| 2000        | 110                 | 10779                | 253       | 23.47          | 1.17           | 1          | 0.09                 |
| 2001        | 119                 | 11950                | 243       | 20.3           | 1.017          | 2          | 0.17                 |
| 2002        | 122                 | 10721                | 189       | 17.63          | 0.88           | 1          | 0.09                 |
| 2003        | 125                 | 11810                | 197       | 16.68          | 0.83           | 1          | 0.08                 |
| 2004        | 138                 | 10499                | 198       | 18.86          | 0.94           | 1          | 0.1                  |
| 2005        | 145                 | 11238                | 213       | 18.95          | 0.95           | 0          | 0                    |
| 2006        | 148                 | 11994                | 169       | 14.09          | 0.7            | 0          | 0                    |
| 2007        | 152                 | 14029                | 174       | 12.4           | 0.62           | 0          | 0                    |
| 2008        | 174                 | 13760                | 170       | 12.35          | 0.62           | 0          | 0                    |
| 2009        | 201                 | 13124                | 139       | 10.59          | 0.53           | 0          | 0                    |
| 2010        | 201                 | 14686                | 121       | 8.24           | 0.41           | 0          | 0                    |
| 2011        | 201                 | 13716                | 145       | 10.57          | 0.53           | 0          | 0                    |
| 2012        | 201                 | 14098                | 134       | 9.5            | 0.48           | 1          | 0.07                 |
| 2013        | 200                 | 13749                | 96        | 6.98           | 0.35           | 0          | 0                    |
| 2014        | 202                 | 14988                | 105       | 7.01           | 0.35           | 0          | 0                    |
| 2015        | 199                 | 14954                | 96        | 6.42           | 0.32           | 0          | 0                    |
| 2016        | 211                 | 17005                | 96        | 5.65           | 0.28           | 0          | 0                    |
| 2017        | 223                 | 16443                | 89        | 5.41           | 0.28           | 0          | 0                    |
| 2018        | 225                 | 16758                | 113       | 6.74           | 0.35           | 0          | 0                    |
| 2019        | 226                 | 17138                | 74        | 4.32           | 0.22           | 0          | 0                    |
| 2020        | 229                 | 16084                | 81        | 5.04           | 0.24           | 0          | 0                    |
| 2021        | 237                 | 15620                | 90        | 5.76           | 0.27           | 1          | 0.06                 |
| 2022        | 239                 | 17315                | 67        | 3.87           | 0.2            | 0          | 0                    |
| 2023        | 249                 | 16667                | 87        | 5.22           | 0.27           | 0          | 0                    |
| 2024        | 303                 | 19442                | 73        | 3.75           | 0.2            | 1          | 0.05                 |
| <b>2025</b> | <b>332</b>          | <b>20168</b>         | <b>82</b> | <b>4.07</b>    | <b>0.21</b>    | <b>0</b>   | <b>0</b>             |

**Method of Calculation**      **Incidence rate =**  $\frac{\text{No. of reported accidents} \times 1000}{\text{Average No. of Operatives}}$       **Frequency rate =**  $\frac{\text{No. of reported accidents} \times 100,000}{\text{Average No. of hours worked}}$

# CAUSES OF ACCIDENTS

The 2025 statistics, detailed in Tables 2.1, 2.2 and 3, show the number and cause of accidents to members of the public, third parties, and NASC operatives.

## Members of the public

There was one incident involving a member of the public which was reported to the HSE as a RIDDOR by a NASC contractor member.

Following review of the information supplied to NASC, the incident did not appear to meet the RIDDOR reporting criteria. However, as the report was made to both the HSE and NASC, it is included in the statistics.

## Third parties

In 2025, there were no incidents involving injuries to third parties reported.

## Operatives – overall injuries

Of the 82 RIDDOR accidents suffered by NASC member operatives during 2025, 28 were recorded as specified injuries, with the remaining 54 recorded as over 7-day RIDDORs.

- Slips & trips on the same level were the most common cause of injury, with 25 accidents reported.
- Manual handling was the second most common cause of injury to operatives, with 20 injuries reported.
- Falls from height (persons) were the third most common cause of accidents with 17 injuries reported.

These three were also the most common causes of injury to scaffolding operatives in the previous year's report (2025), reinforcing how important safe working practices for working at height and manual handling are within the scaffolding industry.

Slips & trips overtaking manual handling as the most common cause of injury suggests that there are improvements to be made concerning site conditions and that more could be done regarding inspecting the environment prior to starting work. For example, 72% of slips & trips made mention of non-scaffolding materials or environmental hazards as the cause, while only 28% identified the scaffold or scaffolding materials as the cause of the injury.

Despite the increase in membership organisations and corresponding increase in operative numbers there has been a reduction in falls from height compared to last year's report.

Despite being three considerably different types of accident, one thing that unites them is the resulting type of injury suffered. Across the combined 62 RIDDOR accidents of these three categories, almost half (48%) resulted in at least one fractured bone. Across all 82 RIDDOR accidents, there were 38 incidents involving fractures, meaning that slips & trips, manual handling and falls from height were the cause of 79% of incidents involving fractures.

Some of these RIDDOR incidents included operatives working in contravention of NASC safety guidance.

Falls from height by persons accounted for eight (29%) of the specified injuries. Slips & trips on the same level were also responsible for eight (29%), manual handling five (18%), falls of material four (14%), work equipment one (4%), with the remaining two (8%) categorised under "Other".

## Operatives – over 7-day

The causes of the 54 over 7-day RIDDOR accidents were slip & trips on the same level with 17 (31%) incidents, manual handling 15 (28%), falls from height (persons) nine (17%), falls from height (materials) four (7%), work equipment two (4%) and the remaining seven (14%) categorised under "Other".

## Operatives – fatalities

There were no fatalities to operatives working for NASC contractor members in 2025.

## Categorisation

Falls from height accidents were also split within these subcategories.

### Scaffolds

- Scaffolds
- Scaffolds in each company's yard

### Working Platforms

- Roofs
- Floors and slab edges
- Open structural steelwork
- Scaffolders' step as defined in section 4.3.1. of SG4

### Ladders and other means of access

- Staircases in buildings
- Scaffold staircases
- Scaffold ladders
- Hoists
- Cradles

### Wagons

- Lorry or trailers
- Lorry or trailer in each company's yard

### Breakage (e.g. broken boards leading to falls)

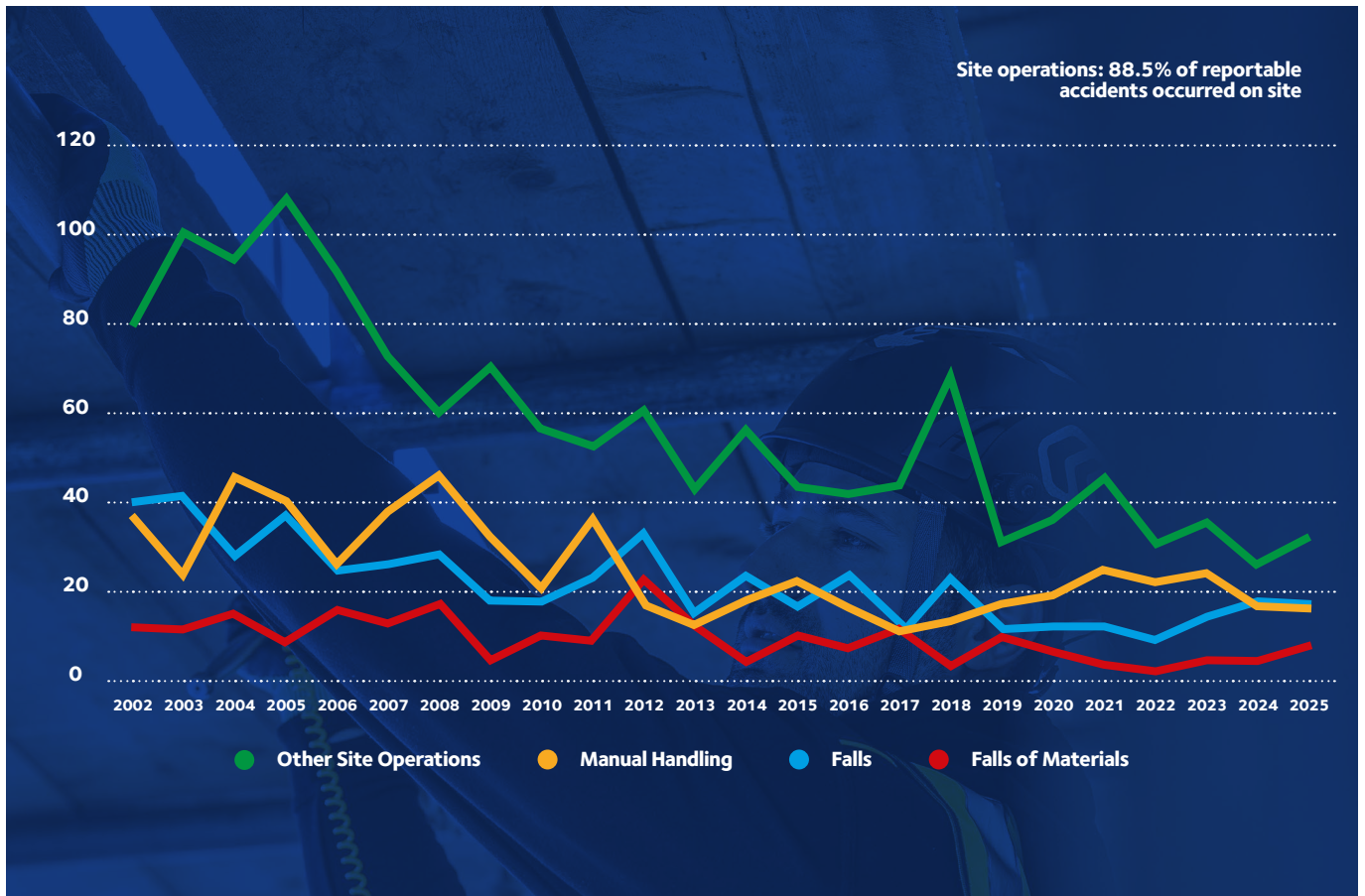
- Scaffolds – internal falls where boards have snapped or displaced.
- Scaffold collapse causing fall of operative from scaffold.

### Other

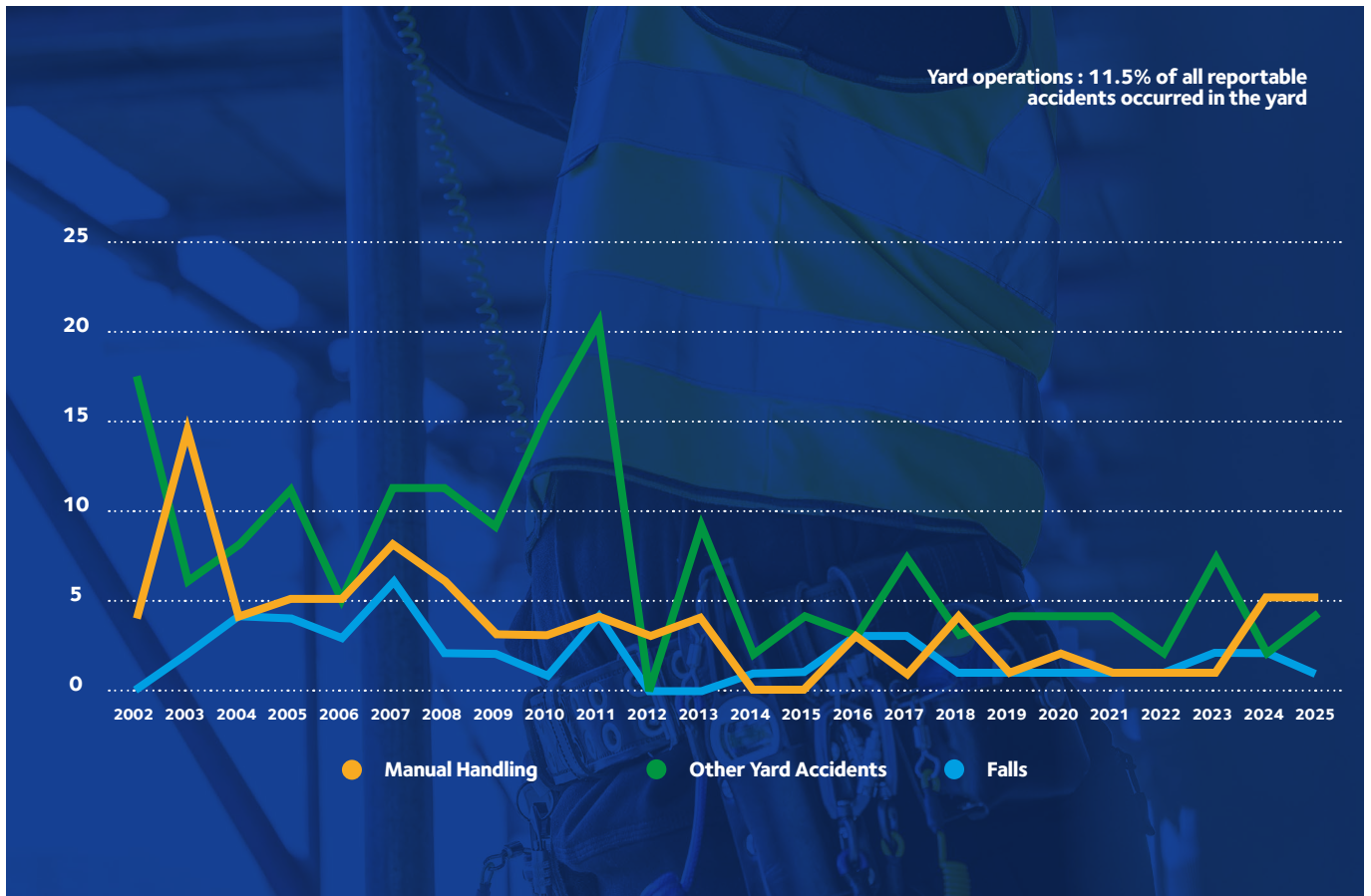
- Other – members to specify in accident returns.

## Operatives – specified injuries

**Table 2.1: NASC Accident Figures – Causes of Accidents to Operatives on Sites**



**Table 2.2: NASC Accident Figures – Causes of Accidents to Operatives in Yards**



**Table 3: NASC Accident Figures – Causes of Accidents to Members of the Public, Third Parties and Operatives**

|                                   | Members of the Public |                |          | Third-Party Injuries |                    |            |          | Operatives |                    |            |           |
|-----------------------------------|-----------------------|----------------|----------|----------------------|--------------------|------------|----------|------------|--------------------|------------|-----------|
|                                   | Fatal                 | Hospital visit | Total    | Fatal                | Specified injuries | Over 7 Day | Total    | Fatal      | Specified injuries | Over 7 Day | Total     |
| <b>FALLS</b>                      |                       |                |          |                      |                    |            |          |            |                    |            |           |
| Scaffolds                         | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 7                  | 3          | 10        |
| Working Platforms                 | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 1          | 1         |
| Ladders & other means of access   | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 1                  | 4          | 10        |
| Wagons                            | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Breakage e.g. broken board        | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 1          | 1         |
| Other                             | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| <b>SUB TOTAL</b>                  | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 8                  | 9          | 17        |
| <b>FALLS OF MATERIALS</b>         |                       |                |          |                      |                    |            |          |            |                    |            |           |
| Scaffolds                         | 0                     | 1              | 0        | 0                    | 0                  | 0          | 0        | 0          | 2                  | 3          | 6         |
| Working Platforms                 | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Ladders & other means of access   | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 6         |
| Wagons                            | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Breakage e.g. broken board        | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Other                             | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 2                  | 1          | 3         |
| <b>SUB TOTAL</b>                  | 0                     | 1              | 0        | 0                    | 0                  | 0          | 0        | 0          | 4                  | 4          | 9         |
| <b>OTHER ACCIDENTS</b>            |                       |                |          |                      |                    |            |          |            |                    |            |           |
| Manual Handling                   | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 5                  | 15         | 20        |
| Slips and trips on the same level | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 8                  | 17         | 25        |
| Harmful Substance                 | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Work equipment                    | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 1                  | 2          | 3         |
| Electricity                       | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Fire/Explosion                    | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 0                  | 0          | 0         |
| Other                             | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 2                  | 7          | 9         |
| <b>SUB TOTAL</b>                  | 0                     | 0              | 0        | 0                    | 0                  | 0          | 0        | 0          | 16                 | 41         | 57        |
|                                   | <b>0</b>              | <b>1</b>       | <b>0</b> | <b>0</b>             | <b>0</b>           | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>28</b>          | <b>54</b>  | <b>83</b> |

**NOTE:** Non-fatal accidents to members of the public or others who are not at work must be reported if they result in an injury and the person is taken directly from the scene of the accident to hospital for treatment of that injury. Examinations and diagnostic tests do not constitute treatment in such circumstances.

# ANALYSIS OF ACCIDENTS

This section breaks down the total number of accidents reported by the age and CISRS skill level of the injured operatives. The table on pages 14 and 15 cross references this data against types of injuries suffered, which assists NASC’s H&S Committee in targeting common trends.

In 2025, both the 21 – 30 and 41 – 50 age groups experienced the most RIDDOR accidents, with 25 incidents each. This was followed by the 31 – 40 age group with 12 incidents; 61+ with eight; 51 – 60 with seven; and 16 – 20 with five.

A breakdown of the main three RIDDOR accident types by age group is shown below:

### Falls from height - Persons

| Bracket | No. falls from height - Persons | % of falls from height - Persons |
|---------|---------------------------------|----------------------------------|
| 16-20   |                                 | 0%                               |
| 21-30   | 4                               | 24%                              |
| 31-40   | 1                               | 6%                               |
| 41-50   | 7                               | 41%                              |
| 51-60   | 2                               | 12%                              |
| 61+     | 3                               | 18%                              |

### Slips and trips

| Bracket | No. slips and trips | Percentage of slips and trips |
|---------|---------------------|-------------------------------|
| 16-20   | 1                   | 4%                            |
| 21-30   | 8                   | 32%                           |
| 31-40   | 5                   | 20%                           |
| 41-50   | 7                   | 28%                           |
| 51-60   | 2                   | 8%                            |
| 61+     | 2                   | 8%                            |

### Manual handling

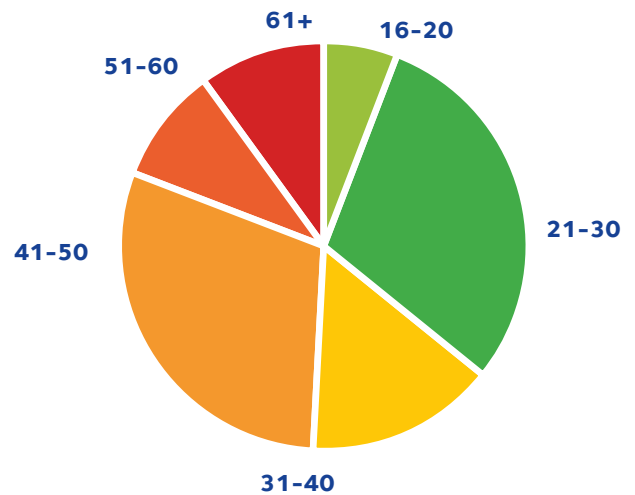
| Bracket | No. slips and trips | Percentage of slips and trips |
|---------|---------------------|-------------------------------|
| 16-20   | 4                   | 20%                           |
| 21-30   | 6                   | 30%                           |
| 31-40   | 3                   | 15%                           |
| 41-50   | 4                   | 20%                           |
| 51-60   | 2                   | 10%                           |
| 61+     | 1                   | 5%                            |

CISRS stated that in 2025 the percentage of CISRS cards in the UK scaffolding industry were as follows: Advanced 23%, Scaffolder 44%, Trainee 9%, and Labourer 24%.

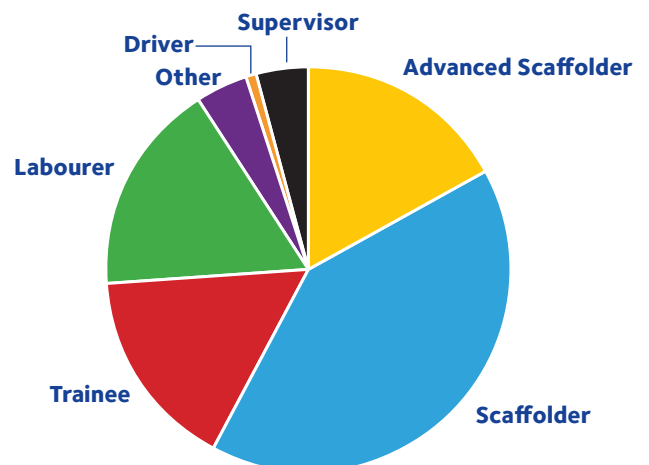
See “Accidents by CISRS Grade”, which are colour coded by CISRS card.

A breakdown of the number of RIDDOR accidents suffered by age and each role is shown below:

### Accidents by age



### Accidents by role



**Table 4: Operatives by Age, Grade of Scaffolder and Type of Accident**

| Age           | Grade      | Falls from Height |          |          |          |          |          |          |          |          |          |          |          | Fall Materials |          |          |          |
|---------------|------------|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------|----------|----------|----------|
|               |            | Scaffold          |          | WP       |          | Ladder   |          | Wagons   |          | Breakage |          | Other    |          | Scaffold       |          | WP       |          |
|               |            | SI                | 7D       | SI       | 7D       | SI       | 7D       | SI       | 7D       | SI       | 7D       | SI       | 7D       | SI             | 7D       | SI       | 7D       |
| 16 - 20       | ADVANCED   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SCAFFOLDER |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | TRAINEE    |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | LABOURER   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | DRIVER     |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SUPERVISOR |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | OTHER      |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
| 21 - 30       | ADVANCED   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SCAFFOLDER | 1                 |          |          |          |          | 1        |          |          |          |          |          |          |                |          |          |          |
|               | TRAINEE    | 1                 |          |          |          | 1        |          |          |          |          |          |          |          |                |          |          |          |
|               | LABOURER   |                   |          |          |          |          |          |          |          |          |          |          |          | 1              |          |          |          |
|               | DRIVER     |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SUPERVISOR |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | OTHER      |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
| 31 - 40       | ADVANCED   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SCAFFOLDER |                   |          |          |          |          |          |          |          |          |          |          |          | 1              | 1        |          |          |
|               | TRAINEE    |                   | 1        |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | LABOURER   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | DRIVER     |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SUPERVISOR |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | OTHER      |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
| 41 - 50       | ADVANCED   | 2                 | 1        |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SCAFFOLDER | 1                 |          |          |          |          | 2        |          |          |          |          |          |          | 1              |          |          |          |
|               | TRAINEE    | 1                 |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | LABOURER   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | DRIVER     |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SUPERVISOR |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | OTHER      |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
| 51 - 60       | ADVANCED   |                   |          |          |          |          |          |          |          |          | 1        |          |          |                |          |          |          |
|               | SCAFFOLDER |                   |          |          | 1        |          |          |          |          |          |          |          |          |                |          |          |          |
|               | TRAINEE    |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | LABOURER   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | DRIVER     |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SUPERVISOR |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | OTHER      |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
| 61+           | ADVANCED   |                   |          |          |          |          | 1        |          |          |          |          |          |          |                |          |          |          |
|               | SCAFFOLDER |                   | 1        |          |          |          |          |          |          |          |          |          |          | 1              |          |          |          |
|               | TRAINEE    |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | LABOURER   |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | DRIVER     |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | SUPERVISOR | 1                 |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
|               | OTHER      |                   |          |          |          |          |          |          |          |          |          |          |          |                |          |          |          |
| <b>TOTALS</b> |            | <b>7</b>          | <b>3</b> | <b>0</b> | <b>1</b> | <b>1</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>3</b>       | <b>2</b> | <b>0</b> | <b>0</b> |

**Key**

**SI** Specified (major) injuries  
**7d** Over 7 Day Injury  
**MHO** Manual Handling Operations  
**ST** Slips & Trips on the same level  
**Elec** Electrical Injury  
**WE** Work Equipment

**HS** Harmful Substance  
**WP** Workings Platforms  
**OTH** Other  
**FAT** Fatality

| Fall Materials |    |       |    | MHO |    | WE |    | HS |    | ST |    | Elec |    | Fire |    | Other |   | TOTAL |
|----------------|----|-------|----|-----|----|----|----|----|----|----|----|------|----|------|----|-------|---|-------|
| Wagons         |    | Other |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   |       |
| SI             | 7D | SI    | 7D | SI  | 7D | SI | 7D | SI | 7D | SI | 7D | SI   | 7D | SI   | 7D |       |   |       |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     | 1  |    |    |    |    |    | 1  |      |    |      |    |       |   | 2     |
|                |    |       |    |     | 1  | 1  |    |    |    |    |    |      |    |      |    |       |   | 2     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    | 1  |    |    |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       | 1 | 1     |
|                |    |       | 1  |     | 1  | 1  |    |    |    |    | 2  |      |    |      |    |       | 1 | 8     |
|                |    |       |    | 1   |    | 2  |    |    |    |    | 1  | 2    |    |      |    |       |   | 8     |
|                |    |       |    |     |    | 2  |    |    |    |    | 2  | 1    |    |      |    | 1     |   | 7     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    | 1  |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    | 1  |    |    |    |    |    | 1    |    |      |    |       |   | 2     |
|                |    |       |    |     | 1  | 1  |    |    |    |    | 1  | 2    |    |      |    |       | 1 | 8     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    |    |    |    |    |    |    | 1    |    |      |    |       |   | 1     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    | 1  |    |    |    |    | 3  |      |    |      |    |       | 1 | 8     |
|                |    |       |    | 1   |    | 2  |    |    |    |    | 1  | 1    |    |      |    |       | 1 | 10    |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    | 1  |    | 1  |    |    |    | 1    |    |      |    |       | 1 | 4     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    | 1    |    |      |    | 1     |   | 2     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    | 2  |    |    |    |    |    | 1    |    |      |    |       | 1 | 5     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    | 1    |    |      |    |       |   | 1     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    | 1  |    |    |    |      |    |      |    |       |   | 2     |
|                |    |       |    |     |    |    |    |    |    |    |    | 1    |    |      |    |       |   | 3     |
|                |    |       |    |     |    | 1  |    |    |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 0     |
|                |    |       |    |     |    |    |    |    |    |    |    |      |    |      |    |       |   | 1     |
|                |    |       |    |     |    |    |    |    |    |    |    | 1    |    |      |    |       |   | 1     |
| 0              | 0  | 1     | 2  | 5   | 15 | 1  | 2  | 0  | 0  | 8  | 17 | 0    | 0  | 0    | 0  | 2     | 7 | 82    |

|  |    |  |     |
|--|----|--|-----|
| Total number of falls (operatives):                                      | 17 | Number of falls under 4m:  | 14  |
| Number of falls from scaffolds and working platforms (SC/WP):            | 11 | Number of falls at 4m or above:                                      | 3   |
| Number of falls from ladders (or staircases, hoists, stair towers etc.): | 5  | Highest reported fall of operatives:                                 | 22m |
| Number of falls from wagons:   | 0  | Additional reported falls from scaffolds arrested by safety harness: | 1   |
| Number of falls from places other than shown above:                      | 1  |  |     |

Please note that details and numbers of accidents represent data available at time of compilation.

# INJURIES TO THIRD PARTIES AND MEMBERS OF THE PUBLIC

Every year the NASC identifies all accidents and injuries that relate to third parties (non-scaffolding trades working on the same site or yard) or to members of the general public.

## INFORMATION ON RIDDOR REPORTING

### Members of the public

Non-fatal accidents to members of the public or others who are not at work must be reported as a RIDDOR if they result in an injury and the person is taken directly from the scene of the accident to hospital for treatment to that injury.

Examinations and diagnostic tests do not constitute 'treatment' in such circumstances (HSE).

### Third Parties

NASC members are asked to provide details of any third-party accidents arising from scaffolding operations, or where the scaffold itself was identified as a contributory factor to the accident.

Accidents to third parties which are NOT related to scaffolding operations or where scaffolding is NOT a contributing factor, and where others complete the RIDDOR report, are not required to be reported to the NASC.

**NOTE:** An example of a non-scaffolding RIDDOR is a bricklayer tripping over his own toolbox on a scaffold, with the bricklaying employer reporting the RIDDOR to the HSE.

### Members of the public

There was one incident reported to NASC involving a member of the public for 2025.

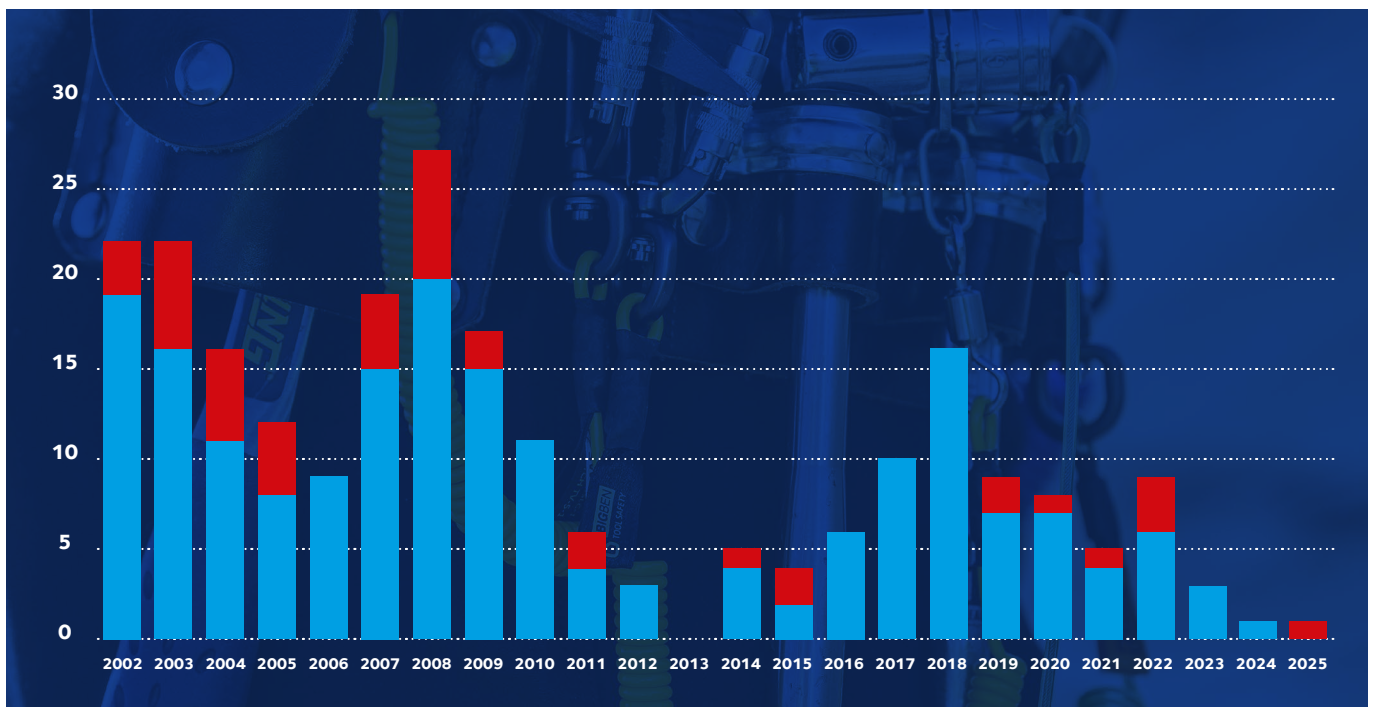
The details of the incident stated that a piece of a brick guard fell from a height of around 2m and struck a member of the public on the head. It was reported that no injury was sustained but through coordination with their customer and due to a member of the public being involved, and erring on the side of caution, they took the decision to make a RIDDOR report.

Based on the details received, this incident does not appear to satisfy the requirements of RIDDOR reporting as stated in HSE guidance. However, as the report was made to both the HSE and NASC, it is included in the statistics.

### Injuries to third parties

There were no RIDDOR accidents affecting third parties reported to NASC for 2025.

**Table 5: Accident Figures - Third Parties and Members of the Public**



# FREQUENCY OF ACCIDENTS BY COMPANY SIZE

As part of the annual reporting process, NASC also identifies the total number of accidents reported relative to the size of the individual member companies.

Table 6 shows the distribution of RIDDOR accidents among operatives employed by companies of different sizes during 2025.

Most incidents were suffered by operatives working for small companies with between 21 and 50 operatives (26) and small – medium companies with between 51 and 100 operatives (25).

Interestingly, the very small (1–20) and medium (10– 200) company bands contributed RIDDOR accidents at a similar ratio as the small and small – medium companies, despite experiencing a lower absolute number of RIDDOR accidents.

The ratio of the number of RIDDORs from a company size banding relative to the workforce across that company banding can be shown as follows:

These categories – very small; small; small to medium; and medium – contribute approximately 50% more RIDDOR accident reports than would be expected for the proportion of their workforce.

In comparison, these categories – medium; medium to large (201–1000); large (1001+) – contribute approximately 75% fewer than would be expected for the proportion of their workforce.

Differences in the organisational structure between the smaller and larger companies could be one reason behind this disparity. Larger companies are more likely to have dedicated safety teams, access to more resources, and greater levels of supervision and management over their workforce.

| Company size                | Ratio of RIDDORS to workforce |
|-----------------------------|-------------------------------|
| 1 - 20 (VERY SMALL)         | 1.60                          |
| 21 - 50 (SMALL)             | 1.52                          |
| 51 - 100 (SMALL - MEDIUM)   | 1.44                          |
| 101 - 200 (MEDIUM)          | 1.63                          |
| 201 - 1000 (MEDIUM - LARGE) | 0.27                          |
| 1001+ (LARGE)               | 0.21                          |

**Table 6: Frequency of Accidents by Company Size**

| Company Size              | Number of companies | All company Employees | All company Subcontractors | All company Total | Number of Accidents to Workers (non-fatal) | Total Operative Fatalities | Accidents to members of Public (non-fatal) | Fatalities to members of the public | Number of accidents 3rd parties | Sum of 3rd party Fatalities |
|---------------------------|---------------------|-----------------------|----------------------------|-------------------|--|----------------------------|--|-------------------------------------|---------------------------------|-----------------------------|
| 1 - 20 (very small)       | 121                 | 1134                  | 381                        | 1515              | 10   | 0                          | 0  | 0                                   | 0                               | 0                           |
| 21 - 50 (small)           | 126                 | 3061                  | 1085                       | 4146              | 26   | 0                          | 0  | 0                                   | 0                               | 0                           |
| 51 - 100 (small-medium)   | 57                  | 2986                  | 1218                       | 4204              | 25   | 0                          | 0  | 0                                   | 0                               | 0                           |
| 101 - 200 (medium)        | 16                  | 1399                  | 688                        | 2087              | 13   | 0                          | 1  | 0                                   | 0                               | 0                           |
| 201 - 1000 (medium-large) | 9                   | 3174                  | 439                        | 3613              | 4  | 0                          | 0  | 0                                   | 0                               | 0                           |
| 1001+ (large)             | 3                   | 4403                  | 200                        | 4603              | 4  | 0                          | 0  | 0                                   | 0                               | 0                           |
| <b>TOTAL</b>              | <b>332</b>          | <b>16157</b>          | <b>4011</b>                | <b>20168</b>      | <b>82</b>                                  | <b>0</b>                   | <b>1</b>                                   | <b>0</b>                            | <b>0</b>                        | <b>0</b>                    |

# ANALYSIS OF INJURIES TO OPERATIVES

The following tables and charts give a breakdown of all the injuries reported, including identifying the type of injury sustained, the part of the body affected, and the age range of those injured.

Table 7.1 shows that the most common injuries sustained were fractures by quite a wide margin, occurring in 46% of all RIDDOR accidents (NOTE: in addition to the 33 fractures listed in the table, an additional five occurrences are represented under the multiple injuries). The areas of the body most affected by these fractures were the feet / ankles, hands / wrist and finger(s) and thumb(s) categories. This is consistent with the most common accident types being related to slips & trips, manual handling and falls from height.

The most common body parts injured were feet and ankles (14), leg / hip / groin (13) and finger(s) and thumb(s) (10). In total, lower body injuries (waist down) occurred in 41% of all the RIDDOR accidents (NOTE: this includes other relevant categories such as knee injuries, as well as lower body injuries categorised under multiple injuries).

## Falls from height - persons

There were 17 falls from height by persons (shown in Table 7.2), which resulted in a variety of injuries. The most common were fractures, occurring in 47% of falls from height and predominantly affecting the feet / ankles and leg / hip / groin.

## Manual handling

There were 20 instances of manual handling injuries reported for 2025.

The most common injuries here were fractures to the upper limbs, occurring in 75% of the reported manual handling RIDDOR accidents.

## Slips & trips on the same level

There were 25 instances of slips & trips on the same level reported for 2025.

The most common injuries were sprains and strains of the lower limbs, occurring in 40% of the reported slips & trips RIDDOR accidents.

## Pie charts and targets

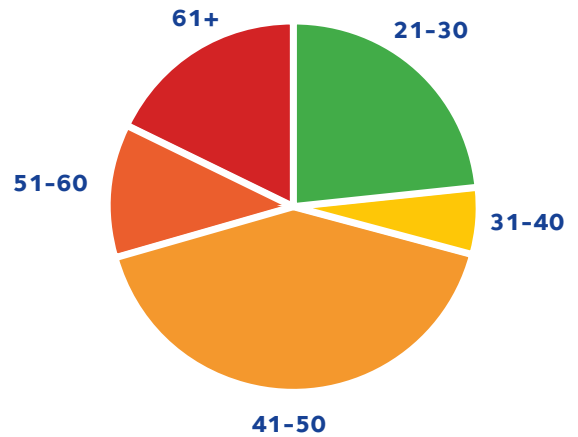
NASC guidance **SG4 Preventing Falls in Scaffolding Operations**, its User Guide and Poster target the first chart.

SG4 guidance strongly recommends wearing a harness at all times while working at height and attaching when exposed to the risk of a fall, as as even low-level falls can be mitigated.

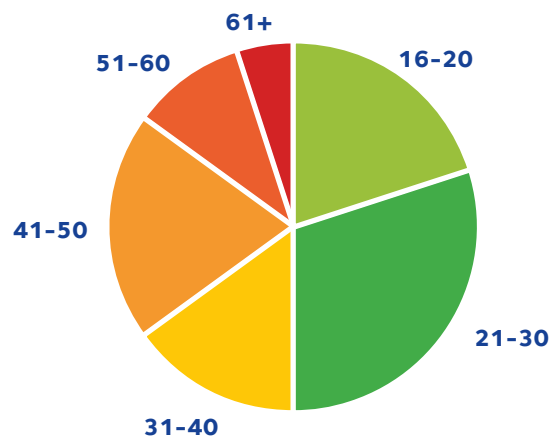
NASC guidance **SG6 Management of Manual Handling in the Scaffolding Industry**, the SG6 User Guide, and the SG6 Video and poster target the middle chart.

NASC guidance **SG31 Management of Slips and Trips** targets the final pie chart.

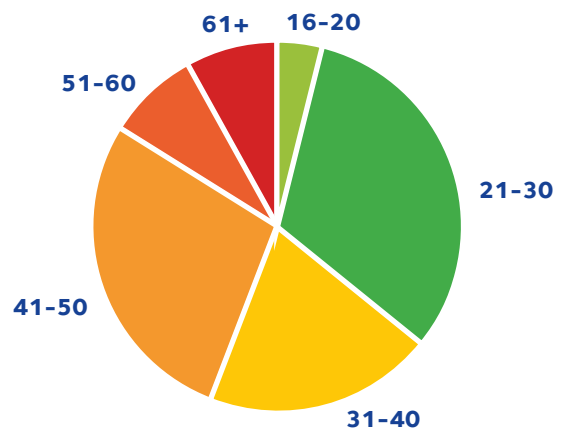
**Injuries resulting from falls from height (age range)**



**Injuries resulting from manual handling (age range)**



**Injuries resulting from slips and trips (age range)**



**NOTE:** Where there are no green, amber, red, etc. slices in the three separate pie charts, this means that there were no injuries to that demographic last year.

**Table 7.1: All Injuries**

|                                  | Eyes     | Face     | Head     | Neck / Shoulder | Ribs / Chest / Stomach | Back     | Arm      | Hands / Wrist | Finger(s) and thumb(s) | Leg / Hip / Groin | Knee     | Feet / Ankles | Multiple | Grand Total |
|----------------------------------|----------|----------|----------|-----------------|------------------------|----------|----------|---------------|------------------------|-------------------|----------|---------------|----------|-------------|
| Amputation                       |          |          |          |                 |                        |          |          |               | 1                      |                   |          |               |          | 1           |
| Bruising                         |          |          |          | 1               |                        |          |          |               |                        | 2                 |          |               |          | 3           |
| Laceration                       |          |          |          |                 |                        |          | 1        |               | 3                      | 3                 |          |               |          | 7           |
| Cut                              | 1        |          |          |                 |                        |          |          |               |                        |                   |          | 1             |          | 2           |
| Dislocation                      |          |          |          | 1               |                        |          |          |               |                        | 1                 |          |               |          | 2           |
| Fracture                         |          |          | 1        | 1               | 3                      | 2        | 2        | 4             |                        | 3                 |          | 6             |          | 22          |
| Fracture (fingers, thumbs, toes) |          |          |          |                 |                        |          |          |               | 6                      |                   |          |               | 2        | 8           |
| Fracture (multiple)              |          |          |          |                 |                        |          |          |               |                        | 2                 |          |               | 1        | 3           |
| Penetration                      |          |          |          |                 |                        |          | 2        | 1             |                        |                   |          |               |          | 3           |
| Permanent Sight Loss             | 1        |          |          |                 |                        |          |          |               |                        |                   |          |               |          | 1           |
| Sprain                           |          |          |          |                 |                        | 1        |          | 1             |                        |                   | 1        | 6             |          | 9           |
| Strain                           |          |          |          | 2               |                        |          |          |               |                        | 2                 | 1        |               |          | 5           |
| Unconscious                      |          |          | 3        |                 |                        |          |          |               |                        |                   |          |               |          | 3           |
| Multiple                         |          | 1        |          | 2               |                        |          | 1        | 2             |                        |                   |          | 1             | 1        | 8           |
| Other                            |          |          |          |                 |                        |          | 2        |               |                        |                   | 1        |               | 2        | 5           |
| <b>Grand Total</b>               | <b>2</b> | <b>1</b> | <b>4</b> | <b>7</b>        | <b>3</b>               | <b>3</b> | <b>8</b> | <b>8</b>      | <b>10</b>              | <b>13</b>         | <b>3</b> | <b>14</b>     | <b>6</b> | <b>82</b>   |

**Table 7.2: Fall from Height Injuries**

|                     | Head     | Neck / Shoulder | Arm      | Hands / Wrist | Feet / Ankles | Leg / Hip / Groin | Multiple | Grand Total |
|---------------------|----------|-----------------|----------|---------------|---------------|-------------------|----------|-------------|
| Bruising            |          |                 |          |               |               | 1                 |          | 1           |
| Fracture            |          |                 |          | 1             | 1             | 1                 |          | 3           |
| Fracture (multiple) |          |                 |          |               |               | 2                 | 1        | 3           |
| Laceration          |          |                 |          |               |               | 2                 |          | 2           |
| Strain              |          | 1               |          |               |               |                   |          | 1           |
| Unconscious         | 2        |                 |          |               |               |                   |          | 2           |
| Multiple            |          | 1               |          | 1             |               |                   | 1        | 3           |
| Other               |          |                 | 1        |               |               |                   | 1        | 2           |
| <b>Grand Total</b>  | <b>2</b> | <b>2</b>        | <b>1</b> | <b>2</b>      | <b>1</b>      | <b>6</b>          | <b>3</b> | <b>17</b>   |

**Table 7.3: Falling Material Injuries**

|                                  | Head     | Face     | Neck / Shoulder | Back     | Ribs / Chest / Stomach | Arm      | Finger(s) and thumb(s) | Feet / Ankles | Grand Total |
|----------------------------------|----------|----------|-----------------|----------|------------------------|----------|------------------------|---------------|-------------|
| Cut                              |          |          |                 |          |                        |          |                        | 1             | 1           |
| Fracture                         | 1        |          |                 | 1        | 1                      | 1        |                        |               | 4           |
| Fracture (fingers, thumbs, toes) |          |          |                 |          |                        |          | 1                      |               | 1           |
| Multiple                         |          | 1        | 1               |          |                        |          |                        |               | 2           |
| <b>Grand Total</b>               | <b>1</b> | <b>1</b> | <b>1</b>        | <b>1</b> | <b>1</b>               | <b>1</b> | <b>1</b>               | <b>1</b>      | <b>8</b>    |

**Table 7.4: Manual Handling Injuries**

|                                  | Neck / Shoulder | Arm      | Hands / Wrist | Finger(s) and thumb(s) | Leg / Hip / Groin | Feet / Ankles | Multiple | Grand Total |
|----------------------------------|-----------------|----------|---------------|------------------------|-------------------|---------------|----------|-------------|
| Fracture                         | 1               | 1        | 2             |                        | 1                 | 3             |          | 8           |
| Fracture (fingers, thumbs, toes) |                 |          |               | 4                      |                   |               | 1        | 5           |
| Laceration                       |                 |          |               | 3                      | 1                 |               |          | 4           |
| Penetration                      |                 | 1        | 1             |                        |                   |               |          | 2           |
| Multiple                         |                 |          | 1             |                        |                   |               |          | 1           |
| <b>Grand Total</b>               | <b>1</b>        | <b>2</b> | <b>4</b>      | <b>7</b>               | <b>2</b>          | <b>3</b>      | <b>1</b> | <b>20</b>   |

**Table 7.5: Slip & Trip Injuries**

|                                  | Head     | Neck / Shoulder | Back     | Ribs / Chest / Stomach | Arm      | Hands / Wrist | Finger(s) and thumb(s) | Leg / Hip / Groin | Knee     | Feet / Ankles | Multiple | Grand Total |
|----------------------------------|----------|-----------------|----------|------------------------|----------|---------------|------------------------|-------------------|----------|---------------|----------|-------------|
| Dislocation                      |          | 1               |          |                        |          |               |                        |                   |          |               |          | 1           |
| Fracture                         |          |                 | 1        | 2                      |          |               |                        | 1                 |          | 2             |          | 6           |
| Fracture (fingers, thumbs, toes) |          |                 |          |                        |          |               | 1                      |                   |          |               |          | 1           |
| Sprain                           |          |                 | 1        |                        |          | 1             |                        |                   |          | 6             |          | 8           |
| Strain                           |          | 1               |          |                        |          |               |                        | 2                 | 1        |               |          | 4           |
| Unconscious                      | 1        |                 |          |                        |          |               |                        |                   |          |               |          | 1           |
| Multiple                         |          |                 |          |                        | 1        |               |                        |                   |          | 1             |          | 2           |
| Other                            |          |                 |          |                        | 1        |               |                        |                   |          |               | 1        | 2           |
| <b>Grand Total</b>               | <b>1</b> | <b>2</b>        | <b>2</b> | <b>2</b>               | <b>2</b> | <b>1</b>      | <b>1</b>               | <b>3</b>          | <b>1</b> | <b>9</b>      | <b>1</b> | <b>25</b>   |

**Table 7.6: Other Causes**

|                                  | Eyes     | Neck / Shoulder | Arm      | Hands / Wrist | Finger(s) and thumb(s) | Leg / Hip / Groin | Knee     | Multiple | Grand Total |
|----------------------------------|----------|-----------------|----------|---------------|------------------------|-------------------|----------|----------|-------------|
| Amputation                       |          |                 |          |               | 1                      |                   |          |          | 1           |
| Bruising                         |          | 1               |          |               |                        | 1                 |          |          | 2           |
| Laceration                       |          |                 | 1        |               |                        |                   |          |          | 1           |
| Cut                              | 1        |                 |          |               |                        |                   |          |          | 1           |
| Dislocation                      |          |                 |          |               |                        | 1                 |          |          | 1           |
| Fracture                         |          |                 |          | 1             |                        |                   |          |          | 1           |
| Fracture (fingers, thumbs, toes) |          |                 |          |               |                        |                   |          | 1        | 1           |
| Penetration                      |          |                 | 1        |               |                        |                   |          |          | 1           |
| Permanent Sight Loss             | 1        |                 |          |               |                        |                   |          |          | 1           |
| Sprain                           |          |                 |          |               |                        |                   | 1        |          | 1           |
| Other                            |          |                 |          |               |                        |                   | 1        |          | 1           |
| <b>Grand Total</b>               | <b>2</b> | <b>1</b>        | <b>2</b> | <b>1</b>      | <b>1</b>               | <b>2</b>          | <b>2</b> | <b>1</b> | <b>12</b>   |

# KEY FINDINGS AND NEXT STEPS

Data collected from our members for the year 2025 show that scaffolding operatives still face challenges in the three areas of slips & trips, manual handling and falls from height (persons).

Photo: Scaffom-Rux

## Introduction

2025 was another strong year for NASC, seeing expansion for the organisation in multiple areas.

NASC contractor membership continued to grow over the previous calendar year by around 10%, to a new total of 332.

Surpassing 20,000 operatives working for contractor member organisations represents a major milestone for NASC membership and highlights the growing emphasis being placed on maintaining the highest safety standards throughout the industry.

The NASC team has expanded across every department, in particular our Operations team growing to include a new Quality Manager role and more Compliance Officers. This enables us to continue to evolve our audit standards and to ensure the membership remains compliant with NASC standards.

The impact of NASC on the standards of the scaffolding industry further developed overseas, as we engaged internationally with other scaffolding trade bodies. Visitors from all over the globe attended ScaffEx25, where the International Access and Scaffolding Association (IASA) was established, with NASC as a founding member.

Looking forwards, NASC will remain at the forefront of the scaffolding industry, producing and refining guidance while continuing to hold its members to the highest standards in the scaffolding industry.

## Statistics

NASC has been publishing contractor member accident statistics annually since 1975, highlighting the standards of its members while remaining transparent about the risks involved in the scaffolding industry and working at height.

This year's safety report shows a slight increase to our AIR and AFR compared to 2024's figures, at 4.07 and 0.21 respectively. When compared against the average for the last ten years, an AIR of 5.2 and an AFR of 0.26, this still represents strong safety performance. NASC member RIDDOR figures have consistently been lower than comparable construction industry statistics and this year proved to be no exception.

As was the case last year, slips & trips, manual handling and falls from height remain the three key areas where safety

standards can be improved. The Technical team are tasked with implementing NASC's strategy, and our technical and health & safety professionals work tirelessly with the nine committees to create and update guidance, as the industry grows and evolves.

## Slips & Trips

There has been a small increase in the number of slips & trips, with 25 incidents recorded in 2025, up from 21 in 2024. This increase means that slips & trips have overtaken manual handling as the leading cause of injuries to scaffolding operatives.

Customers' ground conditions continues to be an issue, but while many incidents were attributed to scaffolding operatives slipping and tripping on poor ground conditions, it remains the responsibility of scaffolding contractors to ensure the safety of their operatives and others affected by their work. This reinforces the importance of robust planning, risk assessment, setting to work procedures and supervision.

## Manual Handling

There has been a marginal reduction in manual handling injuries, decreasing from 22 incidents in 2024 to 20 in 2025. While it is always great to see fewer injuries, manual handling remains one of the most common causes of injury within the sector.

The ongoing use of **SG6 Management of Manual Handling in the Scaffolding Industry**, alongside the User Guide, poster and the digital video released in 2024, continues to promote good practice.

## Falls from Height – Persons

In 2025, there were 17 reported accidents, a decrease from the 19 falls in 2024. Falls from height remain the accident type with the greatest potential to cause harm, highlighting the importance of scaffolders working in compliance with **SG4 Preventing Falls in Scaffolding Operations**.

NASC has increased its efforts to raise awareness of SG4 across both the scaffolding and construction industries, demonstrating the practical implementation of the guidance at various exhibitions and safety events. These live demonstrations, along with new initiatives such as the Scaffolders Safe Zone poster, raise the profile of NASC guidance and allow it to reach a wider audience.

# DRIVING CONTINUOUS IMPROVEMENT

Throughout 2025 and the start of 2026, NASC began various projects aimed at evolving how it supports its members and the industry, how it delivers information and guidance and how it can continue to improve the safety and standards within scaffolding.

The new NASC and CISRS websites were launched in January 2026, to consolidate the information, services and support we offer all under one hub. New features allow us to improve the accessibility and distribution of our guidance, while conditional content delivery allows us to show users the content and information most relevant to them.

Also launched in early 2026, in conjunction with our new website, was our new mobile application ScaffPal. This provides users with all our great new features, on the go. For the first time, all NASC guidance and our ePortal software are available anytime, anywhere, right at your fingertips

Both the website and our ScaffPal app have lots more exciting features planned throughout 2026 and beyond. These will be the tools of the trade as NASC evolves from a publisher of guidance documents into a digital knowledge and industry intelligence organisation.

Guidance continues to be reviewed and expanded with updates to SG11, TG9 and TG30 and others on their way. Our selection of popular User Guides is being expanded with a TG4 User Guide, giving scaffolding operatives easy access to important guidance on testing of scaffolding anchors.

Supporting our main guidance documents are an ever-growing range of posters, taking key concepts from our guidance library and enabling them to be displayed anywhere the information might be useful. Free samples of these are often available at events where NASC exhibits, so if you're interested, drop by and see us!

Regarding events, NASC successfully delivered its first live demonstration of SG4 at an exhibition, specifically how to safely use a scaffolders step to create a scaffolders safe zone. This was well received and generated good engagement and positive feedback from attendees and organisers. Further demonstrations will be delivered to continue raising awareness and promoting best practice across the industry.

NASC has also collaborated with other organisations to create the NASC Safety Day, an annual event for members which brings together experts from across the scaffolding industry and other industries that support it. The day delivers various demonstrations and talks covering a wide range of safety topics, effectively bringing NASC guidance to life in practical form. The first event was rolled out in 2025 and was well received, with the second event coinciding with the launch of this report.

Working in collaboration with its partner company CISRS, NASC is helping to develop and promote a range of new training courses as well as reviewing and improving existing learning material. A new digital learning platform ScaffAcademy is under development which will support existing CISRS practical learning and provide a new modern method of learning option for training centers.

Finally, none of this would be achievable without the committees and our members. Through their involvement with our nine committees, members contribute directly to the development of guidance, standards, and wider industry initiatives. This ensures that NASC's output is grounded in real site experience, aligned with current industry needs, and responsive to emerging challenges. By working collectively, the committees help maintain high standards, drive continuous improvement, and strengthen the voice of the industry.

# NASC ARCHIVE ACCIDENT FIGURES FROM 1975 TO 1982

In 1975, a year after the Department of Employment’s report Safety of Scaffolding was published, NASC started to collect member accident statistics and continues to do so to this day (see Table 1 on page 9 for the latest figures).

These archive figures are a reminder of where we were as a scaffolding industry and of the importance of leading and driving health & safety today.

| Year | Number of Companies | Number of Operatives | Accidents | Incidence Rate | Frequency Rate | Fatalities | Fatal Incidence Rate |
|------|---------------------|----------------------|-----------|----------------|----------------|------------|----------------------|
| 1975 | 33                  | 5,879                | 494       | 84.03          | 4.52           | 1          | 0.17                 |
| 1976 | 36                  | 6,286                | 568       | 90.36          | 5.17           | 0          | 0.00                 |
| 1977 | 36                  | 6,772                | 700       | 103.37         | 4.11           | 2          | 0.29                 |
| 1978 | 40                  | 7,244                | 596       | 82.27          | 3.85           | 2          | 0.27                 |
| 1979 | 44                  | 8,510                | 655       | 76.97          | 3.26           | 3          | 0.35                 |
| 1980 | 46                  | 8,160                | 532       | 65.20          | 3.26           | 3          | 0.36                 |
| 1981 | 50                  | 7513                 | 496       | 66.02          | 3.3            | 4          | 0.53                 |
| 1982 | 41                  | 6,833                | 546       | 79.91          | 4              | 0          | 0                    |
| 1983 | 46                  | 6809                 | 480       | 70.49          | 3.52           | 3          | 0.44                 |

## Method of Calculation

$$\text{Incidence rate} = \frac{\text{No. of reported accidents} \times 1000}{\text{Average No. of Operatives}}$$

$$\text{Frequency rate} = \frac{\text{No. of reported accidents} \times 100,000}{\text{Average No. of hours worked}}$$

# HEALTH AND SAFETY COMMITTEE COMMENT

During 2025 membership of NASC continued to grow. Members are dealing with the challenges of a volatile construction industry through greater use of sub-contractors to provide a more flexible workforce (+41% across total membership).

Training support for NASC members remains at the forefront of activities. With smaller companies continuing to join, training remains a priority to be supported and delivered across both employed and sub-contract operatives.

The rollout and expansion of TG30 builds on the successful suite of TG20 guidance. SG4 remains a key focus and is reflected in the 11% reduction in falls from height.

Focus continues on manual handling, slips & trips and falls from height. We saw a reduction in manual handling accidents in 2025 of 9%. Slips & Trips have shown a 19% increase in reported accidents. In 2026, renewed focus will also be on safety relating to falling materials.

NASC's audit process requires membership evidence of competence through the use of a CISRS-qualified workforce. Over the past 12 months the industry has shifted towards digital systems and a requirement to increasingly keep digital records of compliance covering statutory inspections, handovers and RAMS. This approach supports knowledgeable, trained operatives with quick reference data available to managers for action.

Mental Health and Wellbeing are now a much more embedded part of NASC's culture, and training having greater reference to stress, fatigue, wellbeing and mental health as part of broader health and safety responsibilities.

Our NASC safety statistics for 2025 support the ongoing focus on health and safety, reflecting the expectations of major contractors for stronger evidence of competence.

The statistics for 2025 support the ongoing downwards trend in accident rates, with knowledge, training and competence qualifications for the workforce remaining the cornerstone of NASC's approach.



**Alan Harris**  
NASC Health & Safety Committee Chair

# NASC SUPPORT AND GUIDANCE

NASC works with key industry bodies, such as the HSE, Build UK, and National Federation of Builders to keep ahead of developments in the rapidly evolving construction industry and to align strategies. For instance, NASC's H&S objectives are aligned with HSE's 10-year plan and objectives.

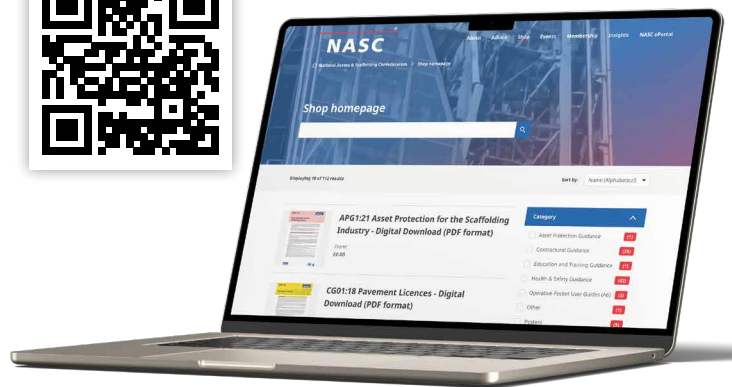
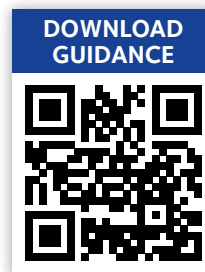
Strategically, NASC has close ties with BSI, CEN and Europe (through UEG) to achieve common goals.

## NASC core safety objectives are

- Encouraging best practice and innovation by creating and updating relevant safety guidance (generally on a five-year cycle) to prevent major incidents, injuries and harm.
- Supporting members in their drive for an incident-free record by producing guidance, four User Guides (A6 pocket sized booklets: SG4, SG6, TG4, TG20), bulletins, posters, videos and arranging H&S and technical advice lines.
- Ensuring relevant guidance targets ill health risks, including stress, to safeguard mental health wellbeing.
- Continuously auditing NASC members to ensure legislation and best practice is followed.
- Enabling everyone to access NASC guidance (contractor members can use the ePortal to rapidly access 100+ guidance notes).
- Supporting the UK's record as one of the safest countries to work in.

## PLEASE VISIT THE NATIONAL ACCESS & SCAFFOLDING CONFEDERATION (NASC) WEBSITE [NASC.ORG.UK](http://NASC.ORG.UK)

Safety, Technical, Contractual, Purchasing Guidelines, Asset Protection, Environmental and Sustainability Guidance can be purchased and downloaded via this link: [nasc.org.uk/shop](http://nasc.org.uk/shop)



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