

An aerial photograph of a large-scale construction project. The entire site is covered in a dense, complex network of metal scaffolding. In the background, there are some buildings, including one with a pink facade and another with a blue facade. The foreground shows the intricate steel framework of the scaffolding, with some wooden planks and construction materials visible. The overall scene is one of intense industrial activity.

NASC

Scaffolding Insider

THE VOICE OF SCAFFOLDING AND ACCESS

AUGUST 2026

SCAFFOLDING'S BIGGER STORY

The amazing applications of scaffolding

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SOLUTIONS**

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FROM THE EDITOR

The earth completes a lap of the sun, trees shed their leaves, the MOT is due, the FA Cup is won – and Scaffolding Insider is printed. These are all annual events, and I'll leave you to decide which is most important.

But whether you hold the magazine in your hands or are reading it online, I really hope you enjoy this bumper edition, which is issued and printed to coincide with ScaffEx, where the whole industry comes together.

Of course, we have a detailed look at what you can find at ScaffEx – and with eight conference sessions, nine demonstrations, 75 exhibitors and the biggest night of the year with the Scaffolding Excellence Awards, you'll probably need to do a bit of planning this year. It really is an outstanding line-up at the conference with a focus on real-world issues and ensuring delegates take away knowledge that will help them in their day-to-day work, whether that's running the business, designing the scaffold or delivering the job on site. Have a look on pages 11-14 for all the latest information – and find out which celebrities are taking you through the Scaffolding Excellence Awards this year.

ScaffEx really will have representatives from the complete scaffolding ecosystem, which is very fitting considering our main story this month, which celebrates just what a wide range of applications scaffolding has. On pages 16-19, we lead with the impressive story of Tone Scaffolding Services' work on the refurbishment of Gate 3 at the Barking Creek Barrier, one of London's critical tidal flood defence structures. Then we revisit some of the remarkable projects that have graced these pages over the past almost-three years. As the article says, from tidal barriers and nuclear power stations to film sets, hospitals and heritage sites, scaffolding has a remarkable story to tell.

On pages 8-9, we look at fraud. No, it's not as exciting as ScaffEx and those amazing projects but it's critically important that scaffolding businesses are aware of it. It's on the rise and while it can sometimes be low-level, it can also be fatally damaging to a business. Please do read this important article and take the steps you need to be as fraud-proof as possible.

On pages 21-23, we have another practical feature, this time taking a look at trucks in the scaffolding sector, including all the important criteria to consider in choosing your next one.

There's lots more too – I hope you enjoy the issue and ScaffEx26. See you there.



Nick Campion
Editor

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NASC EVOLVES DYNAMIC AUDIT PROCESS

NASC has introduced a more dynamic approach to member auditing, designed to reflect performance, support continuous improvement and maintain confidence in NASC standards across the scaffolding and access sector.

For many years, NASC contractor members have been assessed through a consistent audit cycle, typically alternating between a site audit and a desktop audit. That structure has provided a familiar framework for members and has helped underpin the organisation's role in raising and maintaining standards across the industry.

This latest development makes the audit system more responsive to the needs of members and the wider market by introducing a risk-based audit profile. This will help NASC identify where additional support, guidance or engagement may be beneficial, while also recognising businesses that continue to demonstrate strong and consistent compliance with the standards expected of membership.

Under the revised approach, audit reports will distinguish more clearly between major and minor non-conformances. This additional clarity will contribute to each member's audit profile and support a more proportionate view of overall performance. Members will continue to receive their audit report and annual certificate as evidence that they meet NASC membership requirements.

The change also reflects the increasing expectation, across construction and related industries, that assurance should be focused not only on scheduled audit points but on the consistency of standards throughout the year. Therefore NASC has also introduced a form of mystery shopping.



The intention is not to create an additional burden for members, but to provide a further means of checking that the standards demonstrated during audit are embedded in day-to-day practice. Similar techniques are used in other sectors to help organisations test consistency and identify opportunities for improvement outside formal audit windows.

In practice, members may be subject to visual site checks where a compliance officer is already in the area, where a previous audit has highlighted areas requiring closer attention, or where a verified complaint or credible concern has been raised, including through public or social media channels. These checks will focus on observable site standards such as scaffold condition, safe access and working at height, edge protection, housekeeping, materials storage, PPE, workforce behaviour, public safety and whether work appears to align with the relevant design, compliance sheet or guidance.

Findings from mystery shopper reviews contribute to the organisation's broader risk-based picture of each member. NASC also recognises the need for proportionate handling, including safeguards around verified complaints, consistency of assessment and the right for members to challenge outcomes through existing appeal routes.

Nickie Battersby, Head of Operations, said: "NASC is proud to deliver the new risk-based audit programme, marking an important step in raising standards, strengthening assurance, and focusing our efforts where we know they will have the greatest impact."

DIGITAL DEVELOPMENTS

NASC's digital transformation is continuing at pace, with a series of new and imminent services designed to make it easier for scaffolders, employers, learners and members to access the information they need.

Further development of ScaffPal is underway, with the app set to become even more useful for operatives. A digital CISRS Card is coming soon, giving cardholders a convenient way to access their credentials through their phone. CISRS certificates are also being brought into ScaffPal, putting more of an operative's essential training information in one place.

The developments build on the wider programme of digitalisation across NASC and CISRS, which has already included the launch of new websites and apps.

For NASC members, another recent addition is the Find a Member service on the NASC website. The online directory makes it easier for potential customers and other users to find NASC members, with searches available by company

name or postcode.

Importantly, searches can also include the additional postcode areas that members serve, rather than being limited to the location of their registered office.

Members can personalise their own listing, giving them the opportunity to make the most of the directory and ensure prospective customers see accurate and useful information about their business.

CISRS has also launched a new online Centre Directory, making the search for training simpler. Learners and employers can use the service to identify their nearest CISRS centre offering the particular course they need, reducing the time spent searching for suitable training provision.



IMMEDIATE ACCESS TO KNOWLEDGE

NASC members and CISRS Centres can now find everything they are looking for on the NASC and CISRS websites easily and in seconds, thanks to the launch of an AI-powered assistant, which gives a completely new way to access the knowledge, guidance and expertise built up across both organisations.

For decades, NASC and CISRS have developed an extensive knowledge base covering technical guidance, health and safety, standards, training, competence and the many practical issues faced by scaffolding businesses day to day. Until now, finding a specific answer has meant knowing which document to look in and working through it. The new assistant changes that.

Members and CISRS Centres can now ask a question in their own words and quickly find the relevant information from across the NASC and CISRS knowledge base.

The AI assistant draws exclusively from NASC and CISRS resources. That includes member and centre-only guidance that is not publicly available, meaning that the answers come from the industry's own body of knowledge rather than from the open internet.

The practical benefit is time. Rather than searching through multiple documents and webpages to find one piece of information, the assistant brings the relevant knowledge

together in one place, making it easier to find, easier to navigate and available whenever it is needed.

Mark Collinson, Head of Technical at NASC, said: *"The guidance has always been there, but knowing exactly where to look for it has not always been straightforward, particularly for smaller businesses without a dedicated technical resource. This gives members a much quicker route to the right information, and it always points back to the source document so you can check it for yourself. It is not a replacement for reading the guidance properly, but it makes finding the right part of it far easier for everyone."*

To locate the AI assistant, click the round icon in the bottom right of the screen: red on the NASC website and orange on the CISRS website, the icon appears as per the image shown here.



Mark Collinson



THREE NEW GUIDANCE DOCUMENTS IMMINENT

NASC's technical team are currently finalising four new guidance documents for release, with three of them being entirely new additions to the NASC library.

The three new documents all address the same underlying issue: how scaffolding businesses find, fund and bring on the people they need.

EG2 Adult Work Experience Guidance covers work experience for adults, an area with different considerations to placements for school and college age candidates, from insurance and site access through to what a meaningful placement should actually involve.

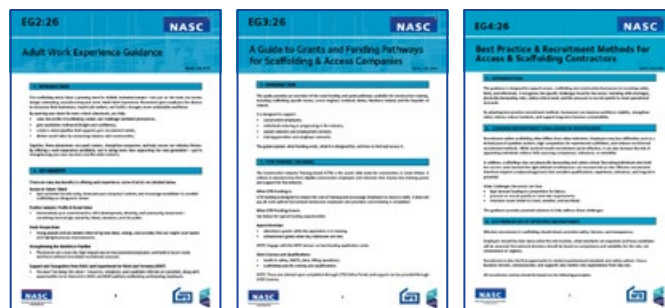
EG3 Funding and Grants sets out what funding and grant support is available to scaffolding businesses and how to go about accessing it. For smaller firms in particular, funding that exists but goes unclaimed is a recurring frustration, and this document is designed to make the landscape easier to navigate.



Rob Boardman

EG4 Best Practice Recruitment Methods looks at recruitment itself. With the skills gap consistently named by members as one of the biggest challenges facing the sector, this covers practical approaches to attracting candidates and the methods that are working for firms across the industry.

Alongside the three new documents, an updated version



of SG20 Consultation and Participation with the Workforce is due for release, bringing existing guidance on workforce engagement into line with current practice.

Rob Boardman, Head of Training & Education at NASC, said: *"Guidance on how to erect a scaffold safely will always be central to what we do, but our members tell us that finding and keeping good people is one of the hardest parts of running a scaffolding business today."*

"These documents are a direct response to that. They are practical rather than theoretical, and they are aimed at giving members something they can actually use, whether that is running a work experience placement properly or working out what funding they might be entitled to."

NASC will be releasing the new guidance set in September.

NOTE: NASC has now added a blue box entitled 'Guidance note index' on the first page of the online shop. Clicking on that allows users to download the latest index, the pages of which are colour coded in line with the guidance colours.

TOP FIVE: SG28 SSOW FOR TIMBER FRAME BUILDINGS

NASC has produced comprehensive guidance on Safe Systems of Work for scaffolders working with timber frame buildings. Here are the top five key messages from the guidance:

1. Timber frame scaffolds always require a bespoke scaffold design

- o timber frame scaffolds are not covered by TG20 or TG30
- o a competent scaffolding designer must provide project-specific designs with calculations for every project.

2. Scaffold stability is the critical risk during early construction

- o the design must consider the risk of overturning
- o before the timber frame can provide support, scaffold stability must be achieved through measures such as kentledge, buttresses, rakers, stair towers, loading bays, or designed ties into timbers
- o collapse and overturning risks and required control measures must be in place and considered throughout all construction phases.

3. Planning and coordination between all parties is essential

- o clients, principal designers, principal contractors, timber frame engineers, scaffold designers, and scaffold contractors must collaborate during the tender/pre-construction phase
- o design requirements, access arrangements, tie locations, lift heights, loading bays, and safe systems of work must be agreed before work starts.

4. Fall prevention should prioritise collective protection

- o In line with the Work at Height Regulations, collective measures such as guardrails take precedence over personal fall protection
- o Scaffolders must work in compliance with SG4 Preventing falls in scaffolding operations
- o NASC and Structural Timber Association (STA) recommend double internal guardrails on all lifts to protect scaffolders and timber frame installers.

5. Safe access, inspection, and change control are mandatory

- o access and egress arrangements should be planned from the outset, with stair towers preferred over ladders where practicable (but note that it is the customer who ultimately decides on requirements based on their own risk assessment)
- o any design changes affecting scaffold stability must be reviewed by key people e.g. temporary works, the scaffolding designer
- o RAMS, inspections, handovers, tie testing records, and other key documents must be maintained throughout the project lifecycle.



TG30 DOWNLOADS HIT RECORD FIGURES

TG30 compliance sheet downloads have hit their highest ever level, with June and July the two busiest months since the guidance was released in November 2024.

Almost 800 TG30 compliance sheets were downloaded in June, followed by a further 700 in July. Last month also saw the NASC ePortal pass a key milestone, with the total number of TG30 compliance sheets downloaded since launch surpassing 10,000. The figures point to the system scaffolding compliance sheets becoming a standard part of how members work.

TG30 compliance sheets allow system scaffold configurations to be confirmed as compliant without the need for bespoke design, saving time at the planning stage and giving a clear, documented basis for what has been built. They are available through the **NASC ePortal**



REGIONAL MEETINGS

NASC's Regional Meetings are well attended and valuable to members. All members are encouraged to attend their local meeting for learning and networking opportunities. The next three are:

North West Regional Meeting

20 October 2026

– Manchester Radisson Blu Hotel

Northern Ireland & Ireland Regional Meeting

19 November 2026

– Belfast Voco Hotel

West Midlands Regional Meeting

10 December 2026

– Manufacturing Technology Centre, Coventry

GOLD FOR JR SCAFFOLD

JR Scaffold has been recognised with the prestigious Gold Award from the Ministry of Defence Employer Recognition Scheme (ERS), placing the company among a select group of employers recognised for their outstanding commitment to supporting the Armed Forces community.

The Gold Award represents the highest level of recognition within the Ministry of Defence Employer Recognition Scheme and is awarded to organisations that demonstrate an exceptional and ongoing commitment to supporting members of the Armed Forces community.

For JR Scaffold, the accolade marks another significant milestone in the company's continued commitment to being



a Forces-friendly employer and building on the foundations established through its previous ERS Bronze and Silver Award achievements.

LARGE EEM FRAMEWORK

Efficiency East Midlands (EEM) has opened bidding for a new fire safety, fire doors and building remediation framework worth up to £800m for public-sector buildings across England and Wales.

The four-year framework is expected to run from February 2027 to February 2031 and will replace EEM's existing arrangement, which is due to expire in November 2026. Up to 80 contractors can be appointed across 10 lots, with a maximum of eight firms on each lot and the option for EEM to appoint reserve bidders.

HSE CALLS FOR VIEWS ON ASBESTOS

HSE is carrying out a statutory review of the Control of Asbestos Regulations 2012 and is seeking views from workers, businesses and asbestos surveyors through two online surveys covering how asbestos is identified before work starts and the practical challenges surveyors face when locating asbestos-containing materials and providing information to dutyholders. The surveys close at 11:59pm on 16 September 2026. Add your views [here](#)



MOBILE CRANE LEGAL WIN

Mobile crane operators have secured a major legal victory in a long-running dispute with West Midlands Police after prosecutors dropped more than 60 linked cases involving alleged breaches of abnormal-load movement restrictions.

West Midlands Police had alleged that the cranes travelled during prohibited periods and that, as a result, they were no longer protected by the road transport exemptions available under the Special Types General Order 2003 (STGO).

The police case argued that, once those exemptions were lost, the vehicles became subject to the Construction and Use Regulations 1986, meaning lower permitted weight limits applied and the cranes were therefore overloaded.

However, the test case ended without evidence being offered by the prosecution, after which more than 60 further pending cases based on the same issues were withdrawn.

Heavy Transport Association chair Chris Britton welcomed the result, describing it as important not only for the defendants but for the wider mobile crane and abnormal-load community.

BLENCOWE GOES UNDER

Blencowe Scaffolding, which was founded in 1964 and operates in the south of England, has filed a notice to appoint an administrator. Blencowe Scaffolding Ltd is based in three main locations: Salisbury, Basingstoke and Eastleigh.

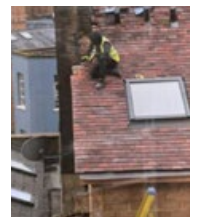
The company has clients across the UK. With more than 100 staff, the family-run business's workforce is at risk.

NO EDGE PROTECTION LEADS TO PROSECUTION

A construction company and a director have been fined after workers lives were put at risk with unsafe roof work in central London. B&O Developers Ltd and Sanjay Swaminarayan were fined following an investigation by the HSE after members of the public raised concerns about unsafe working practices during an extension and refurbishment job on Kings Cross Road.

There were no control measures to protect them from falling, such as edge protection, and no safe means of access to the roof. Measures which had been identified in the roofing subcontractor's risk assessment as necessary controls, including scaffolding around the roof, were not in place.

B&O Developers pleaded guilty to breaching Regulation 4(1) of the Work at Height Regulations 2005 and was fined £4,020 and a surcharge of £1,608. Sanjay Swaminarayan pleaded guilty to breaching Section 33(1)(a) of the Health and Safety at Work (etc) Act 1974 and was fined £2300, a surcharge of £1,108, and ordered to pay costs of £8,000.



FINAL VIADUCT ON HS2 BIRMINGHAM APPROACH

HS2 has launched the final and longest viaduct on the challenging approach to Birmingham Curzon Street station.

The move marks the start of a major engineering operation to span six live tracks, including three freight and three passenger lines. Work to complete the crossing is due to run until next summer.



FRAUD IN SCAFFOLDING: THE HIDDEN RISK THAT CAN BRING A BUSINESS DOWN

From staged vehicle accidents and phantom passengers to payroll abuse, payment diversion and compromised supplier emails, fraud is a growing risk for scaffolding businesses.

Fraud is often seen as a problem for banks, online retailers or large corporations. In reality, it is just as relevant to scaffolding contractors, suppliers and labour providers. Fast-moving projects, temporary sites, subcontracted labour, high-value kit, company vehicles and frequent supplier payments all create openings for criminals, opportunists and dishonest insiders.

Recent NASC guidance identifies fraud as an increasing risk across purchasing, payments, IT systems, payroll, equipment, tendering, training records, materials and fleet operations. HMRC has also warned construction employers to watch for organised labour fraud, including unusual subcontractor chains, inconsistent paperwork and rates that appear too good to be true.



Luigi Maggio

Luigi Maggio of NASC Insurance Services says scaffolding firms should see fraud as a practical business risk, not an abstract compliance issue. He picks out accident fraud as a particular focus: “We have seen a significant upturn in staged accidents and fictitious allegations of claims involving company vehicles,” he says. “In many cases there

will be a phantom passenger involved, implying there were more people in the vehicle, and personal injury claims are submitted in addition to potential hire costs.”

Why scaffolding firms are exposed

Scaffolding businesses operate with tight margins, urgent deadlines and a mix of permanent staff, agency labour and subcontractors. Multiple sites, vehicle movements, supplier payments and several layers of approval can make it harder to pause and check. Fraudsters know that pressure can override caution.

For smaller contractors, the exposure can be sharper still. One director or office manager may handle procurement, invoices, fleet paperwork and bank payments – which makes false invoices, changed bank details or suspicious claims easier to miss.

The most common fraud risks

Motor fleet claims fraud: Company vehicles are central to scaffolding operations. Staged collisions, exaggerated hire charges, fictitious injuries and phantom passengers can turn a minor incident into a costly claim.

“The risk of this can be reduced by installing vehicle



OVERLAY PICTURE CREDIT: Clement Proust - Unsplash
PICTURE CREDIT: Bermix-Studio - Unsplash

trackers and dashcams, which are used as evidence to defend against fraudsters and provide evidence to both police and insurers,” says Luigi Maggio of NASC Insurance Services. He also advises firms to secure third-party details immediately, notify incidents quickly, photograph vehicles and carry bump cards.

Invoice, mandate and bank account manipulation

fraud: Criminals impersonate suppliers, intercept email chains or send convincing invoices asking for payment to a new account. Maggio describes this as “one of the biggest concerns in relation to fraud”, particularly where email systems are compromised and large payments are diverted.

NASC has issued brand new guidance: **CG28 Fraud Awareness and Prevention for Scaffolding Contractors and Suppliers.**

This is an invaluable tool for companies to use to avoid this worrying trend. Here are five key messages from CG28:



1. Fraud can affect every part of the scaffolding supply chain and can lead to financial loss, safety risks, and reputational damage.
2. Verify before you trust – always check supplier details, payment requests, qualifications, and bank account changes independently.
3. Strong controls prevent fraud – use approved suppliers, purchase orders, segregation of duties, and regular audits.
4. Cyber awareness is essential – protect systems with strong passwords, multi-factor authentication, software updates, and staff training.
5. Report concerns early – encourage a culture of vigilance, investigate suspicious activity promptly, and report serious fraud to the appropriate authorities.

Often the change is subtle: an authentic-looking footer, a familiar name and an email address altered by a single letter.

Payroll and timesheet fraud: Hours may be exaggerated, overtime inflated, ghost workers added to payroll or agency invoices submitted for operatives who were never on site.

Employee dishonesty and internal finance fraud: Funds may be diverted into personal accounts, fuel cards misused or payments authorised without scrutiny. *"There are a broad range of risks from use of fuel cards, payroll fraud, payment diversion and other finance matters," Maggio says. "There have been examples of over-inflated subcontractor applications being made and paid, or company funds diverted into personal accounts."*

Procurement and supplier fraud: False or inflated invoices, duplicate billing, ghost suppliers and collusion between employees and suppliers can all drain cash. In a busy depot, checks on purchase orders, deliveries and subcontractor applications can easily be rushed.

Equipment, training and materials fraud: Tube, boards, fittings and harnesses are portable and valuable, while forged competence cards or counterfeit products can turn commercial fraud into a safety risk.

Labour supply chain and CIS fraud: HMRC advises construction businesses to be alert to labour suppliers with little trading history, no physical address, inconsistent paperwork, unusually long chains or prices that look too good to be true.

What fraud can cost

The immediate cost is financial: stolen payments, replacement materials, legal fees and higher insurance premiums. But the wider damage can be worse, from project delays and strained client relationships to reputational harm and cashflow pressure.

There are regulatory implications too. Under the Economic Crime and Corporate Transparency Act, larger organisations face a new 'failure to prevent fraud' offence, while clients, principal contractors and insurers are increasingly likely to expect stronger controls from subcontractors.

Expert-backed prevention measures

The strongest controls are usually practical. If a supplier says their bank details have changed, do not rely on the email. Call a known contact using a number already held on file. For

large payments, consider sending a small test amount and confirming receipt before transferring the balance.

In purchasing and finance, separate duties wherever possible. Match purchase orders, delivery notes, subcontractor applications and invoices before payment, and review duplicate invoice numbers, round-sum charges and suppliers with similar names. Maggio recommends dual approval for payments and monthly reconciliation so transactions can be cross-checked before problems escalate.

Internal policy is just as important as technology. *"Provide all employees with some cyber and crime fraud training so there is awareness of what to look for," Maggio says. "Ensure internal policies are in place to audit suppliers and only authorise changes with director sign-off."*

For labour, keep clean records. Site sign-in sheets, inductions, supervisor approvals and agency invoices should reconcile with timesheets and payroll. Labour providers should be checked for trading history, VAT registration, contracts and payment arrangements.

For equipment and vehicles, record what leaves the yard, where it goes, who signs for it and when it returns. Stock checks, site audits, trackers and dashcams can deter theft, identify weak points and defend disputed claims.

Insurance can provide another layer of protection. Fidelity guarantee cover can respond to dishonest acts by employees, while cyber insurance may help with compromised systems. But prevention remains the priority: clear processes, prompt reporting and a culture where staff can challenge unusual requests.

A practical checklist for scaffolding businesses

- Verify all bank detail changes by phone using trusted contact details.
- Use two-person approval for new suppliers and high-value payments.
- Match purchase orders, delivery notes and invoices before paying.
- Reconcile timesheets, site attendance, inductions and agency invoices.
- Use dashcams, vehicle trackers, photographs and bump cards to defend suspicious motor fleet claims.
- Record equipment issue and return, and audit stock regularly.
- Train staff to challenge urgent or unusual payment requests.
- Consider fidelity guarantee and cyber insurance as additional protection, while keeping prevention controls in place.
- Report suspected fraud promptly to the bank, police or **Report Fraud**.

Fraud in scaffolding is not just an accounts problem. It can affect safety, compliance, reputation and the ability to keep projects moving. The best-protected businesses build a culture of verification, record-keeping and challenge. In a sector where speed matters, a short pause before money, materials or labour are committed can make all the difference.



PICTURE CREDIT: Kampus 8 - Unsplash

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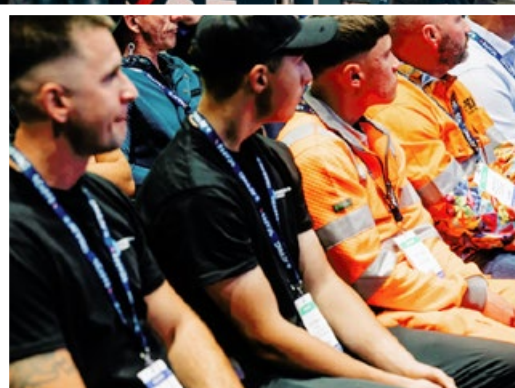
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manufacturers to meet The Work at Height Regulations
2005, TG30 provides clear, concise, site-specific
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SCAFFEX26

– WHERE THE SCAFFOLDING WORLD MEETS

After months of anticipation, ScaffEx26 is here. The Conference, Exhibition and Awards – all bigger and better than ever – await thousands of visitors to descend on Manchester Central on 10-11 September.

From live demonstrations of safer working practices and an exhibition hall packed with new products and technology to award-winning engineering and honest conversations about the challenges facing scaffolding businesses, ScaffEx26 has been designed to send delegates home with more than a bag full of brochures.

Here, Scaffolding Insider previews some of the highlights to look out for over the two days.

At the heart of the show, the exhibition in the main hall will showcase products, equipment, technology and services spanning every part of the scaffolding and access industry. Alongside them, the Demo Zone will put products and systems through their paces, while the Skills and Safety Zone will turn NASC guidance and industry best practice into practical demonstrations.

Then there is a two-day Conference, tackling everything from recruitment, occupational health and business growth to digital training, technical innovation and some extraordinary recent scaffolding projects. The Conference programme has a concerted focus on practical advice, real-world experience and honest discussion about the issues shaping the future of the scaffolding and access sector. The Conference has been built around one simple objective: giving every delegate ideas they can put into practice immediately, whether they are working on site, managing contracts or running a business.

The programme opens with **Thriving in Uncertainty**

– **Insights from Across the Supply Chain**, a Question Time-style debate bringing together voices from across construction and industry to tackle the commercial realities of the sector. Richard Beresford of the National Federation of Builders, Danny Dwyer of PHD Access, Chris Abbey from Altrad UK and Rob Wright of Lindum Group will discuss everything from fair payment and contract terms to workforce pressures and stronger relationships between contractors and clients. Rather than avoiding difficult subjects, the session is designed to encourage open discussion about what needs to change across the whole supply chain.

Business growth is another major theme. **What Nobody Tells You About Starting Your Own Scaffolding Firm** brings together people who have built successful businesses themselves. James Brierley of Rose System Scaffolding, Lee Marley, and KAS Scaffolding directors Shane Wood and Adam Millgate, will share honest accounts of the realities behind starting, growing and scaling a scaffolding company, covering everything from financial pressures to company culture and what they wish they had known earlier.

Other themes include recruitment and retention, safety and innovation, and learning and technology. Technical excellence also runs throughout the programme, and two





Project Showcase sessions will give delegates behind-the-scenes access to award-winning schemes.

First is 25 Canada Square, Canary Wharf, delivered by GKR Scaffolding. Tony Lane, Operations Director, and Peter Cullen, Health and Safety Director, will explain the thinking behind the project. The second is Manchester Town Hall, delivered by BrandSafway, presented by Steven Darley and Craig Parry.

Completing the trio is Tyne Bridge, Newcastle, delivered by Infrastructure Site Services. Managing Director Christian Farquhar will take delegates behind the project.

The aim of the sessions is not simply to admire the finished scaffolds. The speakers will examine the engineering decisions, planning, design innovation and problem-solving behind them, and delegates may just hear the ideas that contribute to their next successful project.

ScaffEx26's final major technical session takes something the scaffolding industry has been doing for decades and asks how much further it can go. **Dawn of a New Era: Innovation in Temporary Roofing** will examine ambitious recent projects in which temporary roofs have done far more than keep a little rain off the job.

As spans increase and sites become more complex, the engineering, erection methodology and logistics behind those roofs become more demanding too. The session will use recent projects to explore how the latest approaches are responding. The projects provide an opportunity to get into the decisions behind the structures.

Get hands-on with 68 exhibitors

The exhibition element of ScaffEx26 promises to be the biggest showcase of products and services the UK scaffolding and access industry has ever seen.

With 68 exhibitors filling Manchester Central, visitors will be able to get hands-on with the latest equipment, compare products side by side and speak directly to the people designing, manufacturing and supplying the solutions that keep the industry moving forward.

Of course, there will still be plenty of steel and aluminium on display, but this is far from an exhibition devoted solely to scaffolding systems or components. Delegates will find manufacturers and suppliers alongside design engineers, software developers, training providers, safety specialists, workforce and recruitment businesses, transport solutions, financial and professional services and trade organisations.

More than 20 exhibitors are suppliers of scaffolding products, with a strong presence from system scaffolding businesses and manufacturers. That gives visitors a rare opportunity to compare systems, components and specialist solutions in a single location. You can achieve in one day what would take weeks and months out in the real world.

Principal sponsor Layher will be among the major names present, showcasing scaffold solutions alongside its growing range of digital technology, while other big names suppliers include AT-PAC, Scafom Rux, Ulma and Condor.

Alustar will show its aluminium system scaffolding, while George Roberts will be displaying its wide range of



scaffolding components, as well as safety, roofing and wider site solutions. ADI Scaffold Products is promising to display an 'Aladdin's cave' of scaffold brackets, fixings and anchoring solutions, backed by technical support, load data and design information. Alimak Group UK will be showing its STS 300 scaffold transportation system, designed to support more efficient movement of scaffolding materials on site. At Buckley Design Solutions, visitors will be able to meet engineers, examine live scaffold design drawings and inspect 3D-printed models of projects.

Safety remains at the heart of the show. Exhibitors will be presenting the newest PPE, fall protection equipment, anchor systems, inspection tools and site safety products, alongside practical accessories that make everyday work safer and more efficient.

Software developers will be demonstrating everything from scaffold design, inspections and digital handovers to inventory management, workforce planning and project management systems.

The show is designed for business owners as much as scaffolders. Recruitment specialists, payroll providers, HR consultants, health and safety advisers, insurance specialists, training organisations and engineering consultancies will all be on hand to discuss the services that help scaffolding companies grow, recruit and operate more effectively. For owners and directors, particularly those running small and medium-sized scaffolding companies, those conversations could prove every bit as valuable as seeing a new component or system.

It really is the whole scaffolding ecosystem on display. It's not often that you can physically compare products from multiple suppliers in one place before making purchasing decisions – and also speak to each of them about your

What's your problem?

Being a scaffolder or running a scaffolding company is one long problem-solving exercise – and ScaffEx26 is the perfect place to solve problems.

What challenges are you facing right now?

Perhaps too much time is being lost moving materials around site. Maybe estimating takes too long, equipment disappears between projects or inspection records remain frustratingly difficult to manage. Perhaps your business wants to move into system scaffolding or temporary roofing, improve its design capabilities, recruit its next generation of scaffolders or find a better way of managing training and competence but you don't know where to start.

Whatever the issue, use ScaffEx26 to investigate how other people are solving it.

Ask suppliers to demonstrate rather than simply describe. Compare competing approaches. Talk to engineers about the difficult job sitting on your desk. Ask software companies to show exactly how their systems would handle a process your business currently does manually. Talk to training providers about the gaps in your workforce and manufacturers about the site problems their latest products are intended to solve.

Spend time in the Skills and Safety Zone and look for working practices you can take back to site. Use the Demo Zone to see technology operating rather than relying on a sales sheet. Pick the conference sessions most relevant to the challenges facing your business.

Some of the things you discover at ScaffEx26 could change the way a particular scaffold is erected. Others might change the way an entire scaffolding business operates. Because the best measure of ScaffEx26 won't be how much you manage to see over these two days – it will be what you do differently when you get back to work.

specific requirements – as well as seeing in one place every aspect of the industry and the products and services that might just transform your business.

Also look out for a fascinating exhibition celebrating the history of scaffolding over the past 100 years, showcasing historic equipment, photographs and memorabilia that illustrate scaffolding's heritage. Visitors will also be able to get an early look at the shortlisted entries for the 2026 Scaffolding Excellence Awards, with an exhibition showcasing many of the outstanding projects, innovations and achievements that have earned companies recognition.

Of course, one of the biggest benefits of any exhibition isn't something you can display on a stand. ScaffEx26 brings together thousands of contractors, suppliers, designers, manufacturers and clients under one roof, creating countless opportunities to catch up with existing contacts, make new connections and exchange ideas with people from every part of the sector.

Best practice in action

The Skills and Safety Zone will give visitors the opportunity to watch demonstrations based around the latest NASC guidance, industry best practice and the everyday situations scaffolders encounter on site.

Rather than simply reading what good practice should look like, delegates will be able to see it demonstrated and discussed by people who understand the practical realities of the job.

For experienced scaffolders, it is an opportunity to refresh knowledge and compare established working practices against the latest guidance. For supervisors and managers, it provides material that can be taken back to teams and incorporated into toolbox talks, briefings and site conversations. For newer entrants, it offers the chance to see the principles behind good scaffolding practice demonstrated in a live environment.

The important point is that safety is not being treated as a separate subject from the work itself. It is part of how that work is planned, communicated and carried out.



Products brought to life

A few steps away, the Demo Zone hosts nine sessions across the two days, with exhibitors and industry organisations given 45 minutes to demonstrate products, systems and technology in considerably greater depth than is normally possible during a quick conversation on a stand.

On Thursday, the programme begins with Constructionline Marketplace, followed by sessions from Baton and Avontus. Later in the afternoon, AT-PAC turns the focus to weather protection and its Scaffix temporary roof system. Thursday's programme concludes with a session showcasing NASC's own ePortal and in particular the TG30 compliance sheet software for users of system scaffolding.

On Friday, Layher's SIM2Field XR App uses augmented reality to take digital scaffold models into the working environment, and SpanSet follows with a demonstration of its GOTCHA 2 rescue kit, bringing the focus firmly back to working at height and rescue preparedness. Then ScaffPlan will demonstrate a connected, end-to-end workflow for scaffolding and temporary works, before the final session comes from Stocadro.

The Demo Zone is an opportunity to see what those developments actually do rather than simply hearing what they promise.



ScaffEx Show Guide

See the A5 show guide in your delegate bag at ScaffEx26 for detailed information about the conference programme and exhibitors.

Scaffolding Excellence Awards

ScaffEx26 concludes with the Scaffolding Excellence Awards on the evening of 11 September, hosted by comedian and broadcaster Dara Ó Briain, providing an opportunity for the industry to celebrate outstanding achievement after two days focused on learning, collaboration and raising standards.

This is the night that has quickly become the highlight of the year for many NASC members, prompting cheers of happiness and tears of joy as the winners are announced. This year's awards saw a huge increase in the number of entries and judges described the standard as incredibly high.

The Awards will be presented by Dara Ó Briain, who will be joined by Countdown presenter Rachel Riley MBE, actress and presenter Kym Marsh and former England cricketer Phil Tufnell.

Ó Briain is best known for hosting the BBC comedy panel show Mock the Week and has presented programmes including Robot Wars and Stargazing Live; he also has a long-running stand-up career.

Rachel Riley MBE is best known as the numbers expert



on Channel 4's Countdown and comedy spin-off 8 Out of 10 Cats Does Countdown. Kym Marsh became widely known as a member of pop group Hear'Say before moving into acting, including more than a decade in Coronation Street. Former England cricketer Phil "Tuffers" Tufnell took 121 Test wickets for England, before building a broadcasting career through programmes including A Question of Sport and I'm a Celebrity... Get Me Out of Here!, alongside his work as a cricket commentator and pundit.

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SCAFFOLDING'S BIGGER STORY

From tidal barriers and nuclear power stations to film sets, hospitals and heritage sites, scaffolding has a remarkable story to tell.

A clear theme has been emerging recently around NASC HQ: scaffolding is an extraordinarily broad church. For the industry's reputation today, and for its ability to attract the next generation of starters tomorrow, we need to tell that story more clearly, more confidently and more often.

That breadth will be firmly in focus this September, when ScaffEx brings together every corner of the scaffolding sector. Scaffolding Insider is marking the moment too, revisiting a handful of wide-ranging projects we have featured before, alongside a brand new exceptional project from Tone Scaffolding. This is scaffolding, in all its remarkable breadth and complexity. What a story the industry has to tell.

AGAINST THE TIDE

Tone Scaffolding Services Ltd was appointed by Balfour Beatty to deliver the full scaffold access package for the refurbishment of Gate 3 at the Barking Creek Barrier, one of London's critical tidal flood defence structures. The project became one of the most technically demanding and logistically challenging scaffolding operations undertaken by the company, involving the design, erection, adaptation and dismantling of a large, suspended access scaffold system within a live operational tidal environment.

The scaffold package was substantial in both scale and complexity. The primary scaffold arrangement consisted of engineered support structures positioned from the east and west concrete piers of the barrier, supporting a large, suspended access scaffold system beneath and around the tidal gate structure. The arrangement allowed specialist contractors to safely undertake abrasive blasting, steel repairs and protective coating works to areas that would otherwise have been extremely difficult to access.

One of the key engineering challenges involved the restricted tidal working environment and the operational limitations imposed by the live barrier structure. Scaffold erection sequences had to be carefully planned around tide movements, restricted lifting operations and narrow working windows. Several lower scaffold sections and modular beam arrangements were specifically designed to be removable and reinstalled within short operational shutdown periods to accommodate barrier requirements.

Bespoke support brackets were fabricated to assist with the safe landing and positioning of bridging beam sections during erection, significantly reducing manual handling risks and improving overall installation control. The scaffold structure itself underwent ongoing modifications as refurbishment works progressed through different phases. Independent advanced scaffold inspectors carried out additional inspections throughout the erection and adaptation process to ensure continued compliance with scaffold design criteria and operational safety requirements.

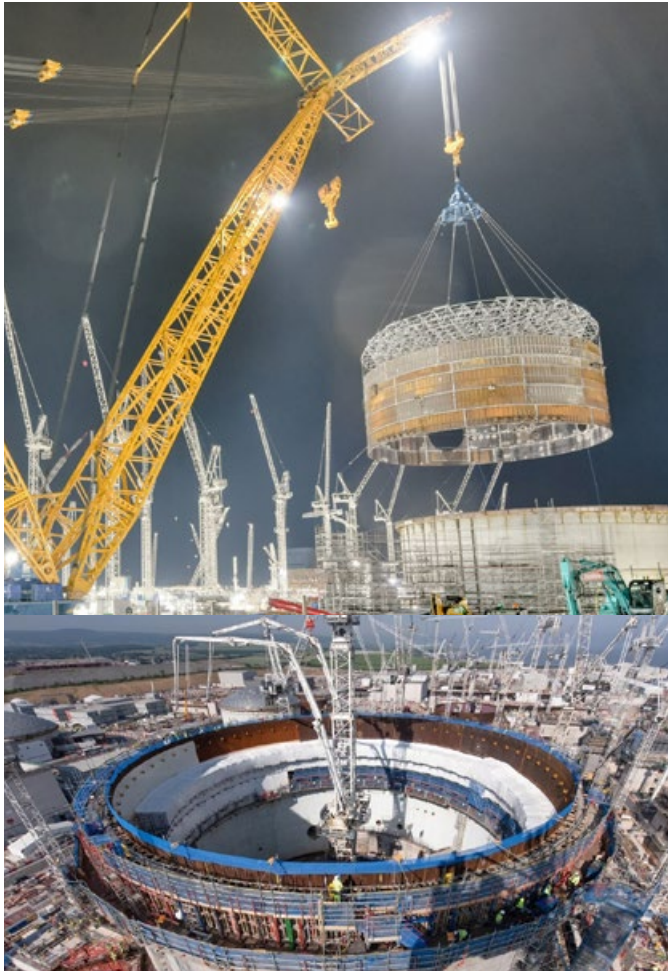
Environmental management was also front and centre. Full encapsulation systems were installed around the scaffold structure to contain blasting residues, coatings and debris during refurbishment activities. Purpose-built guttering and waste collection systems were incorporated throughout the



scaffold arrangement to ensure contaminated water and debris were safely collected and directed into controlled holding tanks, preventing uncontrolled discharge into the surrounding tidal environment.

Operations were temporarily suspended following the discovery of nesting crows and peregrine falcons on and around the barrier structure. Tone Scaffolding worked closely with the Environment Agency and the principal contractor to revise work sequencing, reduce disturbance around protected nesting areas and maintain compliance with environmental protection requirements.

The completed scaffold solution provided safe and reliable access throughout the refurbishment programme while supporting the long-term resilience and maintenance of critical flood defence infrastructure protecting the surrounding area.



THE NUCLEAR OPTION

KAEFER UK & Ireland is responsible for delivering the Containment Liner & Concrete Coating Package for the Hinkley Point C nuclear power plant build. This involves delivering part of the 10,000 perfectly painted concrete rooms; self-supporting scaffolding and steel liners that weigh more than a jumbo jet; specialist access and temperature-controlled environmental encapsulation – all this on a barely imaginable scale. The containment liners are 57 metres tall and 47 metres in diameter. More than 20,000m² of steel required abrasive blast cleaning and protective coating application, with little margin for error and a finish as smooth as glass, as these liners will surround and protect the nuclear reactors.

Design has to be perfect, and KAEFER has to respond to a variety of technically and operationally challenging situations which have pushed the limits of what is possible with scaffolding. These have included the modification of a 16m high freestanding scaffold to be used as guide to mitigate the lateral loads for the lift of the 340 tonne liner, which allows the client to lift the liner without striking the scaffold.

Working with the containment liners presented unique challenges. These cylindrical, tall structures aren't able to support scaffolding in the traditional way with bracing or tying, as the steel needs to be free from defects at the end of the coating process. So, KAEFER had to develop a self-supporting, curved scaffolding system to provide access.

In addition to 3D modelling, KAEFER brought another

significant innovation to the project: movable suspended scaffolding. Using a bespoke design focusing on buildability and minimising the need to work at height, the scaffolding was erected at ground level and then lifted into position, 35 metres high, by 'Big Carl', the world's largest construction crane.

TAKE IT TO THE BRIDGE

Infrastructure Site Services (ISS) is undertaking the scaffolding element of the High Level Bridge part refurbishment scheme for AmcoGiffen over the River Tyne between Newcastle Upon Tyne and Gateshead.

The project has presented several challenges – primarily redistributing the load imposed by the scaffold back to the main arches of the bridge. The solution was to install ladder beam details along the profile of the arches, carrying a 750mm X beam detail above the existing footpaths. The footpath was then core drilled to allow drop tubes hung from the X beam detail to carry matching longitudinal 750mm X beams below the bridge without clashing with any of the structural steel beneath the road deck. 450mm beams have then been underslung to create a complete underdeck with zero contact points across the elements of the bridge to be worked on. The beam and hanger detail has then provided a structural backdrop onto which ISS could shrink wrap and final seal the scaffold to create complete containment for blasting and painting works to begin. An elegant and efficient solution to a complex problem.



THE GOLDEN TICKET

Wonka was a 2023 film starring Timothée Chalamet, which gave the backstory behind the man who would become the most famous chocolatier of them all. Warwick-based Sky Scaffolding played a key role in ensuring this latest interpretation of Roald Dahl's much-loved character was delivered safely.

The production of the Wonka movie required innovative solutions to overcome a variety of technical challenges. One of the most notable was the construction of a large temporary roof scaffold, which played a crucial role in



ensuring the safety and efficiency of the filming process.

The set design required a 53m x 46m weatherproof structure for a crossroads with retail units. The scaffold also had to support lighting, camera gear, catwalk, and 20 trapeze artists at a height of 14m.

In collaboration with leading scaffold designer Rob Hastings, Managing Director of SDC Scaffold Design Consultants Ltd, Sky Scaffolding developed an enhanced design that featured a central roof situated along the main direction of the set, flanked by two smaller roofs on either side to create a cross-like formation.

HIGH FLIERS

ADVANCED NI Scaffolding was tasked to erect a cantilever scaffolding under the helipad at the Royal Victoria Hospital in Belfast for inspection and maintenance work. The company also erected protection decks to ground level for safe access to the emergency department.

The project featured the installation of independent scaffolding with a cantilever drop, all within a fully operational hospital environment.

To prevent any risk of falling objects, all tools and

materials were securely tethered throughout the project. This practice significantly reduced the potential for accidents and ensured that the working environment remained safe for all. This was made more difficult as Advanced NI would get only a 15-minute warning alarm should a helicopter need to come in with critically ill patients.

The team implemented an extensive safety management plan that included daily safety briefings, rigorous inspections, and real-time monitoring to ensure full compliance with safety regulations.





BLenheim PALACE – RAISING THE BEAST

Allen & Foxworthy's work on the Blenheim Palace roof and ceiling restoration project was subject to many constraints, such as only being permitted to use 7-tonne trucks to transport equipment from a compound 1.5 miles away from the Palace on the other side of the vast estate, and ensuring no disruption to the thousands of visitors daily, including maintaining daily access to the main public entrance

Blenheim Palace's old water management system required special attention, including finding the best way of dealing with the huge amount of rainwater coming off 2,467m² of temporary roof. The solution involved the installation of 110m of box gutter at roof eaves, with 14 outlets and 95m of downpipes, collected into 110m of drainage pipe that then ran vertically 20m down the scaffold to two 1600 litre holding tanks.

A specialist DESSA Uni Roof system provided protection over the roof and ceilings, with the final design spanning 48m. Due to site constraints, it was not possible to build by crane so the parties involved developed a design that allowed the roof to be erected safely in situ.

SCAFFOLDING PERFECTION 87 FLOORS UP

Proplant Scaffolding worked with Alimak Group who had been briefed to replace the two-tonne hydraulic cylinders of the Building Maintenance Unit (BMU) at Level 87 of The Shard, the tallest building in Western Europe. The client required the construction of a bespoke two-tonne lifting gantry from Level 87 up to Level 91, where the BMU is located, a cantilevered access scaffold from Level 81 to Level 87 to allow access to the BMU's hanging arm.

The project presented various challenges due to the work location and the scaffold loadings required. The main lifting gantry at Level 87 could not be based out directly on the building's steel frame because of restricted loading. Instead, the structure was supported by the existing BMU steels, which could accommodate the necessary loads. Proplant introduced 780mm alloy beams to span the BMU support



frame, forming scaffold towers up to six metres high, and used spin beams at high level to connect the scaffold towers. This allowed the installation of further 780mm alloy beams and ensured overall structural integrity.

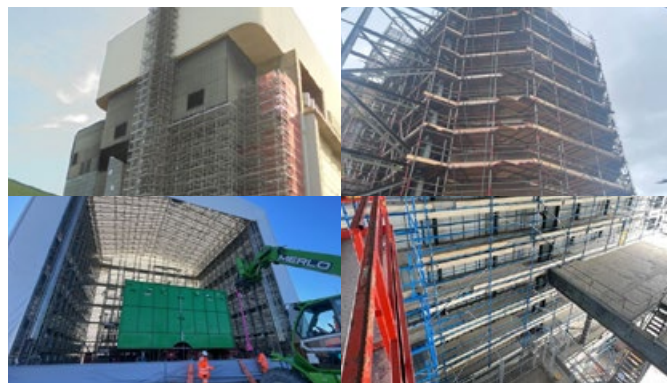
A temporary platform was installed on the top lift for the safe installation of the connecting beams and Type 27 Niko tracks with T24 double load trolleys. The Niko track was designed to cantilever over the building's side, providing access to the hanging arm section. Access towers were built to each side of the BMU's hanging arm for cylinder removal, with cantilevered beams extending from Level 81 over the building's side – constructed above London Bridge railway.

Logistics posed significant challenges. The lifts available were passenger-sized, limiting material lengths to 7ft and necessitating spliced scaffold joints, increasing risk and the need for tethering. Bespoke trolleys were designed and fabricated to move materials efficiently through the restricted lift routes. All deliveries were scheduled at night when the building was least occupied, with materials transported through viewing galleries and a complex sequence of lifts and staircases.

KEEPING THE LIGHTS ON

Just last month (see Scaffolding Insider July), we ran a feature looking at four projects at power stations, each with their unique logistical, safety, environmental and engineering challenges – read about them at:

<https://nasc.org.uk/insights/magazine.html>





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FIT FOR THE JOB:

A BUYER'S GUIDE TO SCAFFOLDING TRUCKS IN THE UK

For a scaffolding business, the truck isn't just transport – it's a mobile piece of plant that has to withstand the rigours of daily use, carrying tubes, boards and fittings to and from sites, squeeze down streets never designed for goods vehicles, and still turn a profit on every run. Get the spec wrong and it shows up in fuel bills, driver turnover and damaged bodywork. Get it right, and the truck becomes one of the most reliable assets in the yard.

This guide sets out what's available, how the major players differ, and where the line falls between light vehicles that anyone can drive and the heavier trucks that need a specific driving licence.

HGV or LGV?

Historically, and still today, the everyday industry language is: Pick-ups (flatbed vehicles up to 3,500 kgs); 7.5 tonners (rigid goods vehicles with a 7,500 kgs weight limit); HGVs (any goods vehicle over 7,500 kgs); and Artics (articulated HGVs).

More formally, LGV (Light Goods Vehicle) referred to anything under 3.5 tonnes gross vehicle weight – vans and pick-ups are driveable on an ordinary car licence. HGV (Heavy Goods Vehicle) licences cover anything above that. The DVLA has since adopted LGV (Large Goods Vehicle) as its official replacement term for HGV licence categories too, but most people in the trade still use the term HGV for the bigger trucks and LGV for the smaller, car-licence-driveable vehicles, which is how we use the terms in this article.

The practical breakpoints are:

- Up to 3.5 tonnes GVW (Gross Vehicle Weight) – drivable on a standard category B car licence.
- 3.5–7.5 tonnes GVW – requires a category C1 licence. But note: anyone who passed their car test before 1 January 1997 usually has 'grandfather rights' covering this automatically.
- Over 7.5 tonnes (rigid) – requires a full category C licence, commonly called 'Class 2'.
- Articulated combinations – require category C+E, the top tier, sometimes called 'Class 1'.

Lorry drivers will typically need to complete 35 hours of training every five years to retain their driver Certificate of Professional Competence (CPC). Driver/Labourers can sometimes have a 'Tools of the trade' exemption e.g. driving does not constitute the driver's principal activity, and the vehicle is only carrying materials/equipment to be used by the driver in the course of their work. These Driver/Labourers are often called 'incidental drivers'. Read more about this in NASC's SG30 Management of Road Transport (pages 6–7).



PICTURE CREDIT: Daimler Truck

For scaffolding contractors, this licensing ladder shapes fleet strategy as much as anything the manufacturers offer. A 7.5-tonner keeps recruitment simple, since a large pool of older scaffolder/drivers already hold C1 entitlement. Moving up to a 12-, 18- or 26-tonne rigid opens up serious payload gains but narrows the driver recruitment pool to those with a full Class 2 licence – and pushes the operator into further compliance and maintenance obligations.

Smaller LGVs and 7.5-tonners

The 7.5-tonne rigid remains the backbone of the scaffolding sector. It's compact enough to fit onto some residential driveways, narrow enough to negotiate side streets, and still accessible to drivers without a full HGV licence. Payload is everything at this weight, and manufacturers compete hard on it.

Isuzu has built a strong following with its N-Series. The Isuzu N75 offers a payload allowance that can outstrip European-heritage competitors of the same gross weight, thanks to a lighter chassis, and Isuzu markets a notably narrow cab that helps on tight streets. Scaffolders specifying the N75 tend to favour a longer wheelbase and a 21ft dropside body.

Mitsubishi FUSO's Canter has a similar reputation for leading payload at 7.5 tonnes, alongside driver-friendly external dimensions.

Mercedes-Benz's Atego remains the default choice for many established fleets, offered widely in 7.5-tonne and 12-tonne configurations. It's typically specified with a day cab (sometimes with a third seat for a labourer), a low cargo bed which keeps the loading height comfortable, and a choice of manual or automatic transmission.

Iveco's Eurocargo, built in various weights from around 7.5 tonnes upward, has a long-standing reputation for reliability and affordability, and continues to be specified with scaffold-specific dropside bodies.



PICTURE CREDIT: Law Trucks



PICTURE CREDIT: truckpages.co.uk



PICTURE CREDIT: Mac Trucks

DAF's LF range covers a similar bracket and is offered with factory-fitted, ready-bodied scaffold conversions (commonly built by bodybuilders such as Bevan Group and Premier Bodies).

12–18 tonne and heavier HGVs

As contracts get bigger and payload requirements grow, many companies step up to a 12-, 18- or 26-tonne rigid. The trade-off is straightforward: significantly more carrying capacity and fewer trips back to the yard, at the cost of requiring a fully licensed Class 2 driver and a larger, less manoeuvrable vehicle with a higher load bed.

At 18 tonnes, DAF's LF is frequently specified with an 220–230bhp engine, a six-speed manual or automatic gearbox, and steel parabolic suspension – a configuration that, with a Bevan-built scaffold body fitted, can offer a payload above 11 tonnes. A tight turning circle and short front overhang help offset the extra bulk in built-up areas.

Mercedes-Benz extends its Atego range up to 18 tonnes,

while its heavier Econic model has found a niche among scaffolders operating in dense urban areas, for reasons covered below.

MAN's TGL and TGM ranges are also used, with the manufacturer suggesting a rough rule of thumb on power: around 160bhp for a 7.5-tonner on urban work (rising to 190bhp for rural routes), climbing to roughly 220bhp at 12 tonnes and 250bhp at 15–18 tonnes.

At the top end, 26-tonne rigids – from Mercedes, DAF, Volvo, Scania and Iveco – typically appear in scaffolding fleets that need to move very large quantities of scaffold equipment in one trip, often on bigger commercial or infrastructure contracts.

Bodywork

The chassis matters, but the body is where a truck earns its keep.

Whilst dropsides are a common configuration, scaffold is loaded in a variety of ways, depending on the type

What Is FORS, and Does Your Fleet Need It?

FORS – the Fleet Operator Recognition Scheme – is a voluntary UK accreditation for commercial vehicle operators, launched by Transport for London in 2008 and now used well beyond the capital. It benchmarks fleets against standards for legal compliance, vehicle safety, driver training and environmental performance, and today covers thousands of operators and tens of thousands of vehicles.

A significant part of the standard concerns vulnerable road user safety – blind-spot minimisation, sensors, cyclist-safety signage and driver awareness training.

Accreditation runs across three tiers, each building on the last:

- **Bronze** – the entry level, focused on legal compliance and basic operating practice (correct licensing, maintenance records, vehicle safety equipment).

- **Silver** – adds ongoing driver training and a stronger focus on fuel efficiency and continuous improvement.
- **Gold** – the top tier, demonstrating best-in-class safety performance and environmental responsibility.

Bronze must be held before applying for Silver, and Silver before Gold.

Many construction, utilities and public-sector contracts now specify a minimum FORS level in the tender documents. For a small operator running a couple of local 7.5-tonners, Bronze accreditation may be worth little beyond an occasional tender requirement. For a fleet regularly bidding on London or larger commercial contracts, FORS – often Silver or Gold – is increasingly a precondition of even being considered for the work at all.



PICTURE CREDIT: Mac Trucks



of vehicle, the type of equipment and the contractor's operations. Longer components, such as 21ft tubes and 13ft boards, are generally loaded towards the rear of the vehicle, with smaller components such as 5ft tube and fittings typically carried towards the front.

Some contractors also use purpose-built racks to organise and contain scaffold materials. While these can improve organisation and access, their additional weight reduces the available payload of the vehicle, and will require a design that also considers safe access to the rack for workers to load and unload. See SG30 (page 14) for further guidance.

Load security should also be considered as part of the loading arrangement. The use of cargo nets, rear containment nets and sheets is becoming increasingly common to provide additional security and containment of scaffold materials during transport.

Given the punishment scaffold lorry bodies take from tube, fittings and boards being loaded onto the beds during a dismantle, body-builders favour lightweight alloy for the bulkhead, dropsides and side rails, combined with a much tougher floor – commonly a thick, slip-resistant plywood deck with a phenolic face, laminated and mounted on a galvanised steel subframe. Edge protection systems, fall-arrest points, scaffold tube sockets, tool boxes and lashing rings are close to standard fitment on a purpose-built scaffold body.

Lorry loader fitted trucks are an increasingly common alternative to a plain dropside, particularly at 18–26 tonnes. A lorry loader mounted at the rear of the cab (Hiab, Fassi,

Guidance to Keep Handy

The key reference document when it comes to safe use of trucks is NASC's SG30 Management of Road Transport and Safe Loading for the Scaffolding Contractor. It gives practical guidance on managing road transport risk, including operator licensing, driver competence, defect reporting, working from vehicles, and safe loading and unloading of scaffold materials. NASC recommends that directors/senior managers also attend an Operator Licence Awareness Training (OLAT) 1-day course, to have the necessary knowledge to manage and oversee transport activities.

For wider fleet culture and work-related road risk, **Driving for Better Business** also offers free employer resources, including policy tools, gap analysis and driver guidance that can help scaffolders tighten day-to-day vehicle management.



Palfinger, Bonfiglioli or Atlas being the common brands) lets a two-person team load and unload tube bundles, packs of boards and fitting bins rapidly without manual handling. The trade-off is added cost, weight, and a more complex vehicle to maintain, and there are also the additional legal requirements under the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER) – so lorry loaders tend to appear on larger trucks working bigger or more remote sites.

Hooklift, Cablelift and other demountable systems offer a third approach: rather than driving a laden dropside truck to and from every site, the truck drops a loaded bed of tubes, fittings and boards then goes off to complete other work before returning to collect the empty (or re-loaded) bed later (this approach is also common with articulated HGV trailers). It suits scaffolders juggling multiple concurrent jobs from a single vehicle, and stops an expensive asset from spending most of its life not in active use.

Where Scaffolders Buy Trucks

New scaffold trucks are usually bought through franchised truck dealers, specialist body-builders or converters who can supply a chassis with a purpose-built dropside, tube sockets, edge protection systems, fall-arrest points and, where needed, a lorry loader. Used vehicles tend to come from specialist commercial dealers, online truck marketplaces and converted ex-fleet rigs, with buyers checking payload, body condition, Euro 6 compliance, MOT history and whether the dropside or lorry loader specification suits scaffolding work. Specialist suppliers include Mac's Truck Sales, which lists new and used scaffold bodies from 7.5-tonne rigs up to 26- and 32-tonne crane-equipped trucks, and Law Trucks, which carries used DAF, Mercedes-Benz and other dropside scaffold trucks for contractors looking to buy second-hand.

Urban safety

For scaffolders working in London and other major cities, vehicle choice increasingly must account for cyclist and pedestrian safety. Transport for London's Direct Vision Standard (DVS) rates HGVs over 12 tonnes on how much a driver can see directly through the cab windows, rather than via mirrors and cameras, and restricts low-rated vehicles from entering the city without extra safety equipment.

This has pushed some operators toward low-entry cab designs more usually associated with refuse collection, such as the Mercedes-Benz Econic. Its deep, panoramic windscreen, glazed folding side door and low seating position let the driver make direct eye contact with cyclists and pedestrians at junctions, and it can achieve DVS's highest rating. A lifting, steering rear axle also helps a comparatively large vehicle manoeuvre around busy sites and yards. It's a more expensive and unconventional choice for scaffolding, but one that's gained real traction among operators with heavy city-centre workloads.



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SCAFFOLDING STARS

With the announcement of the winners due on 11 September, Scaffolding Insider offers a run-down of all the shortlisted entries to the Scaffolding Excellence Awards. The Awards are an opportunity for the industry to celebrate outstanding achievement and the evening has quickly become the highlight of the year for many NASC members. This year's awards saw a huge increase in the number of entries and judges described the standard as incredibly high.

The Awards will be presented by Dara Ó Briain, who will be joined by Countdown presenter Rachel Riley MBE, actress and presenter Kym Marsh and former England cricketer Phil Tufnell.

Apprentice of the Year

Lloyd McNicholas, JDC Scaffolding

Lloyd has grown into a trusted, safety-focused apprentice at JDC Scaffolding, applying his learning confidently on site, spotting issues early and taking responsibility for both his own work and wider scaffold operations.

Taylor Brown, Connolly Scaffolding

Taylor has progressed rapidly from having no site experience to becoming a confident, proactive apprentice with strong practical ability, problem-solving skills and a mature approach to safety.

Tyler Boddy, SRT Scaffolding Services

Tyler has shown strong commitment since joining SRT Scaffolding Services, applying classroom learning on site, seeking feedback and developing the confidence to plan ahead, identify issues and support project delivery.

Leo Bradbury, High Peak Scaffolding

Leo combines natural scaffolding aptitude, maturity and initiative with broad additional training, including plant qualifications, and receives consistently strong supervisor feedback that marks him out as someone gangs want to keep.

Project of the Year – Small

JMAC Industrial & Access Services – Forth Rail Bridge

JMAC delivered a Category 3 scaffold access solution across 128 metres of the Forth Rail Bridge, overcoming live railway constraints, limited possessions, heritage conditions and incomplete historic drawings.

Advanced NI Scaffolding Services – Cutts Bridge, Coleraine

Advanced NI delivered a fully encapsulated access scaffold, birdcage working platform and temporary roof system to facilitate essential bridge refurbishment works while maintaining safe access and protecting the works from the elements.

Zenith S.A.S. – Glasgow Cathedral

Zenith adapted rapidly at Glasgow Cathedral when severe internal steel corrosion expanded the brief from external spire access to a full internal scaffold, producing a redesigned, conservation-sensitive solution within two weeks.

SRT Scaffolding Services – St John the Baptist church, Harleston

SRT delivered the design and installation of a complex internal birdcage scaffold within the grade II listed church to provide safe, unrestricted access for a range of restoration specialists whilst protecting the historic fabric of the building and accommodating known structural weaknesses.



Winners 2025 – Who will it be this year?

Project of the Year – Medium

Brand Access Solutions – Henry Cotton Building, Liverpool

Brand Access Solutions delivered a complex access scaffold and temporary roof solution at the Henry Cotton Building to support the removal of the existing roof and the construction of two additional floors.

CCS Scaffolding – VRAS Headhouse, HS2, Acton

CCS was tasked to deliver a scaffold to provide a weatherproof solution for the application of a specialist fire protection membrane to the Headhouse steelwork, a critical life-safety installation.

Chris Sedgeman Scaffolding – Project Poldhu

When Storm Goretti tore 40m² of roof from Poldhu Care Home, it created two emergencies: a live care home open to the sky and a private home struck by its neighbour's roof. Chris Sedgeman Scaffolding mobilised within days, working at risk to help make both buildings safe.

Rise Scaffold Services – Mannington Hall, Norfolk

Rise delivered crane-free scaffold and temporary works for a Grade I listed moated building, combining a roll-out temporary roof with a bespoke floating pontoon scaffold that avoided loading the protected moat bed or penetrating historic fabric.

Project of the Year – Large

Alandale Plant and Scaffolding – 1 Undershaft, London

Alandale delivered and maintained a fully sheeted 120m tube-and-fitting demolition scaffold around 1 Undershaft, managing live City logistics, asbestos constraints, 15 design revisions and strict sequencing on a 24-month top-down demolition.

Brand Access Solutions – Jenners Department Store, Edinburgh

Brand Access Solutions supported the restoration of Edinburgh's Category A-listed Jenners building with a fully integrated system supporting multiple work fronts simultaneously throughout the restoration programme.

JR Scaffold Services – The Walton Building, Glasgow

JR Scaffold Services delivered a rolling temporary roof installed over a curved and geometrically irregular hospital building with no available crane access and significant foundation restrictions caused by an underground service tunnel network.

MR Scaffolding Services – 5 Aldermanbury Square, London

MR Scaffolding Services delivered the 72metre 5 Aldermanbury Square scaffold in a constrained City of London setting, overcoming restricted hours, public interface risks, oversailing licence requirements and a 6mm tie penetration limit.

Tone Scaffolding Services – Barking Creek Barrier Gate, London

The Barking Creek Barrier Gate 3 refurbishment required a bespoke suspended scaffold system capable of providing safe access around a live tidal flood barrier while maintaining the operational capability of the barrier throughout the programme.

Project of the Year – Major**Crossway Scaffolding – Skinner Street, Leeds**

This full-height scaffolding solution for a 31-storey residential tower in the centre of Leeds was a complex temporary works design due to its scale, progressive construction sequence, changing restraint conditions and exposure to high wind loading.

GKR Scaffolding – Project Picnic, London

GKR completely enclosed the Grade II listed Ritz Hotel during its major redevelopment, balancing heritage, guest operations, constrained Piccadilly logistics and a bespoke façade-printed sheeting installation.

Infrastructure Site Services – Floors Castle, Kelso

Infrastructure Site Services delivered scaffold and temporary roofs for the conservation of Floors Castle, solving low ground-bearing capacity and limited building load capacity through piling, ladder-beam interfaces and real-time design collaboration.

JDC Scaffolding – Barkers, Kensington

JDC delivered a 55m x 26m x 28m birdcage scaffold within the Barkers of Kensington atrium; the design incorporated suspended and bridged scaffold sections to avoid excessive point loading on existing floors.

Lee Marley Group – Oval Village Gas Holder, London

Lee Marley Group delivered a 44m fully encapsulated scaffold around the Oval Village Gas Holder, a curved reinforced-concrete structure inside a Grade II listed frame; while 25,000m² of shrink-wrapping was installed to contain the works.

Design of the Year**Agile Design Consultancy – 5 Aldermanbury Square, London**

The brief required the safe removal, storage and reinstatement of 6m-high façade panels while the building remained fully occupied by thousands of staff. Agile Scaffold Design pioneered a strategy never previously used within the scaffolding sector.

Benchmark Scaffolding – HMCTS Court Building, Salisbury Square, London

The project involved the design of a façade access scaffold to the new HMCTS Court Building. Conventional scaffold tie locations could not be accommodated, so the design team developed a bespoke tension tie system capable of passing through a 3mm stone joint.

Creator Scaffold Designs & Temporary Works Consultancy – Floors Castle, Kelso

Creator produced an encompassing design package that included a fully encapsulated freestanding temporary roof scaffold over the main castle, individual temporary roofs over all four turrets and a roof-based birdcage to the main roof.



Winner of Project of the Year – Major 2025 – ISS

Zenith S.A.S. – Glasgow Cathedral

Zenith designed a fully independent dual scaffold system for Glasgow Cathedral's 29m spire, combining external and internal structures with separate load paths to satisfy strict conservation requirements and avoid invasive tying.

Product of the Year**AT-PAC – Raised Ledger System**

AT-PAC's Raised Ledger System solves a common system-scaffold hazard by creating a flush, trip-free working platform without custom carpentry, event-deck expense or heavy beam work.

Smart Scaffolder – SMART Estimator

SMART Estimator combines 3D scaffold modelling with live estimating, replacing manual take-offs and spreadsheets with faster, more accurate, transparent and scalable quantity and pricing workflows.

SpanSet – DSL3 fall arrest lanyard

SpanSet's DSL3 improves fall protection by combining the familiarity of an energy-absorbing lanyard with an auto-retracting mechanism that removes slack, reduces trip hazards and cuts free-fall distance.

Velo Tech Systems – V-Deck

Velo Tech Systems' V-Deck is a lightweight modular hanging scaffold platform that offers major time, weight and safety advantages on difficult-access projects while remaining compatible with traditional scaffolding.

Service of the Year**George Roberts**

George Roberts presents a reliability-led national hire and sales service built on major stockholding, a 17-acre Super Depot, rapid logistics, technical support and lifecycle assistance for scaffolding contractors.

ITP

ITP combines long-standing containment-sheeting expertise with contractor support, regulatory guidance, in-house printing, R&D and independently tested fire-protection products.

Southern Hoist Services

SHS has been providing innovative access solutions for more than 30 years, combining outstanding service, industry leadership, training outcomes, innovation and social value, including its Pink Ladies fleet.

Worldwide Scaffold & Access

Worldwide Scaffold & Access's ScaffoldCycle is a managed marketplace for used scaffolding equipment, combining digital listings with operational support and a circular-economy focus.

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SILVERSTONE'S NEW LANDOSTAND

Scafom-rux delivers the RINGSCAFF solution behind Silverstone's newest spectator landmark

For Formula 1 fans, Stowe Corner needs little introduction. Approached at more than 186 mph from the Hangar Straight, it combines heavy braking with one of the circuit's fastest right-hand turns, making it a favourite viewing point for spectators. From the 2026 British Grand Prix onwards, more than 16,000 spectators will be able to experience that action from the new Landostand: a permanent grandstand that has become one of the circuit's most striking new features.

Behind the scenes, Scafom-rux UK supplied the RINGSCAFF modular system that forms the grandstand's structural substructure, working closely with GL events UK from the early planning stages through to construction.

Months of preparation

Long before the first standards and ledgers arrived at Silverstone, planning was already well underway. Scafom-rux began working with GL events UK in October 2025, helping prepare the project months ahead of the first deliveries to site in February 2026.

Construction started in early March. Over the following weeks, teams of between 10 and 16 installers assembled the structure while deliveries continued in line with the build programme to ensure that materials arrived when and where they were needed.

More than a standard scaffold package

The Landostand required around 300 tonnes of RINGSCAFF material – approximately 40,000 individual components – to create its supporting structure.

Not every component came straight from the catalogue. The stand's curved layout and detailed design called for a substantial number of bespoke parts, manufactured specifically for the project. To help keep installation moving, Scafom-rux supplied colour-coded components to make it easier for installation teams to identify specialist parts quickly during assembly. The result was a supply package tailored to the demands of one of the largest grandstand projects undertaken at Silverstone in recent years.

A grandstand built to stay

Unlike many event structures erected for a single race weekend, the Landostand has been designed as a permanent addition to Silverstone. Located at Stowe Corner, it provides seating for more than 16,000 spectators, with the option to expand capacity in the future.

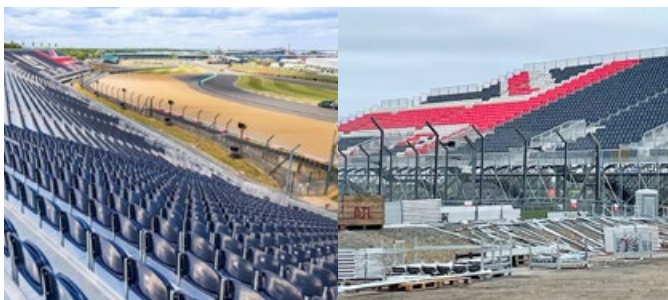
Even before the British Grand Prix weekend, the scale of the new grandstand was attracting attention around the circuit. Chris Mansell, Managing Director of Seating and Stadia at GL events UK, said: *"Seeing people drive past the circuit, stop, and get out of their car to take a photo of the stand is always an incredibly proud moment. I'm also very proud of the team for pulling together and managing such a large project with minimal impact on day-to-day business operations – it's amazing to be a part of something so iconic."*

With the 2026 British Grand Prix complete, the Landostand has already become part of the Silverstone landscape. For Scafom-rux, the project adds another high-profile reference for RINGSCAFF – one that combines bespoke engineering, efficient site logistics and the flexibility of a modular system in a structure designed to serve race fans for years to come.

For more information about Scafom-rux products and services, please scan the QR Code to visit www.scafom-rux.uk



PICTURE CREDIT: GL events UK



PICTURE CREDIT: Scafom-rux

OPENING DOORS ON SITE

NASC member Sean Doyle Scaffolding has followed through on its Work Experience Pledge commitment, hosting nine young people for a full day on a live City of London project. Sean Doyle Scaffolding subsequently offered full work experience places to two of the attendees.

The St Albans and Alton based contractor signed up to the NASC Work Experience Pledge in June, committing to two placements. The open day, held at Salisbury Square in central London, where Legendre UK is principal contractor, went considerably further.

The day began with a presentation on what scaffolding is and where a career in it can lead. Scaffolding is often assumed to begin and end with life on the tools, when in practice it opens routes into supervision, project management, health and safety, design, commercial roles and senior management.

Delegates were then taken on a tour of the project to see the different types of scaffold in use, before the project manager and site supervisor demonstrated how to erect an eight-foot tower.

In the afternoon, the group took part in interactive activities using a K'Nex kit and the VR headset provided by NASC, and each delegate had a discussion with the company's Contracts Director about their own interests and what a route into the industry might look like for them.

Shawn Richardson, Contracts Director at Sean Doyle Scaffolding, said: *"I started in scaffolding as a 16-year-old apprentice, so I know first-hand the opportunities this industry can provide. By combining the presentation with*



a live site visit and practical activities, we wanted them to leave with a genuine understanding of the industry and the long-term careers available."

The company plans to hold another open day before the end of the year.

The NASC Work Experience Pledge, delivered in partnership with the Department for Work and Pensions, aims to create 5,000 work experience opportunities across the scaffolding and access sector by the end of 2026.

Members who have not yet signed up to the Work Experience Pledge can find out more by emailing: enquiries@nasc.org.uk

PROGRAMME LEADS TO APPRENTICESHIPS

Three students from Liberton High School in Edinburgh are in discussions to begin scaffolding apprenticeships with Enigma Industrial Services, following a six-month construction careers programme that demonstrates exactly what meaningful industry and education collaboration looks like in practice.



The Liberton High School Construction Career Pathway brought together ten students and experienced construction professionals for a structured programme designed to bridge the gap between education and employment. Rather than focusing solely on practical skills, the programme gave students a broad introduction to the construction sector, covering career opportunities, health and safety, industry legislation and the role of different stakeholders across a project.

Sessions were delivered by industry professionals, giving participants direct access to people working in the sector and helping them build both knowledge and confidence. Each student completed the programme with a professionally developed CV and a recognised completion award.

Of the ten students who took part, three are now in active discussions about scaffolding apprenticeships with Enigma, a conversion rate that reflects both the quality of the programme and the genuine appeal of scaffolding as a career when it is presented properly to young people.

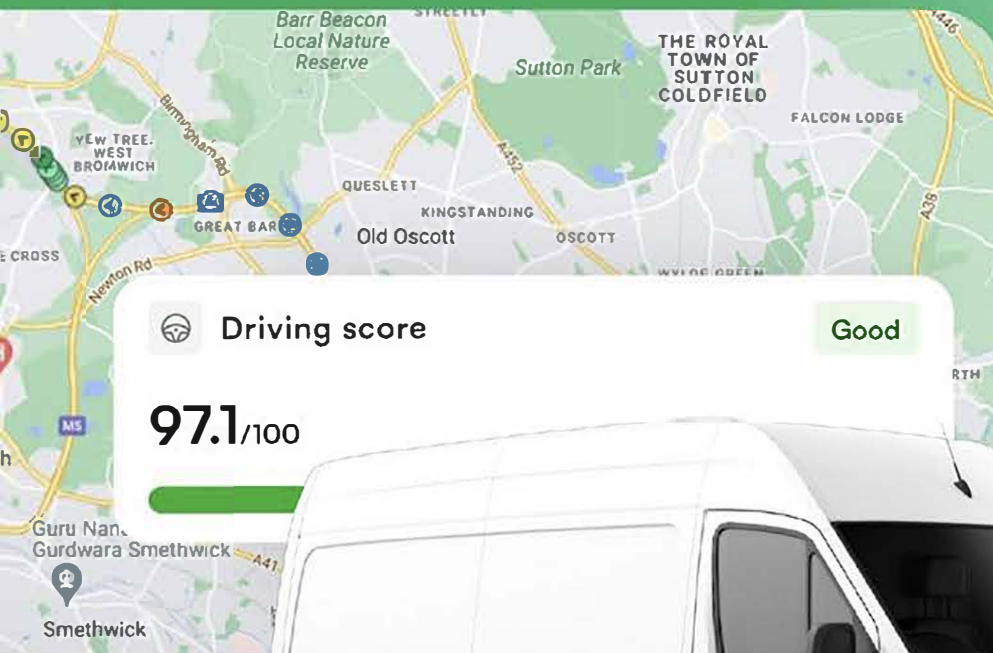
With an estimated 40,000 vacancies expected across the scaffolding sector over the next five years, initiatives like this are a vital part of the long-term solution. NASC is proud to support members like Enigma Industrial Services – and Sean Doyle Scaffolding above – who are taking the skills challenge seriously and doing something tangible about it.

CPD RENEWAL ON THE CARDS

NASC and CISRS have been reviewing the future of CPD (Continuing Professional Development) and how to give scaffolders more options, both for career development and for meeting the requirements of card renewal. Announcements will be made shortly on their vision for how this will work, with the aim of building in regular opportunities to develop knowledge without adding to the overall time burden of renewing a card. This will be an ongoing process that reflects how information evolves over a typical five-year renewal period, while also recognising forms of learning that fall outside the traditional structure.



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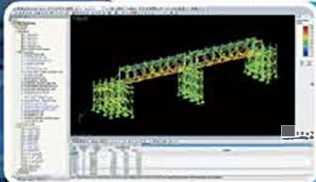
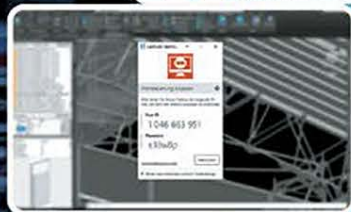
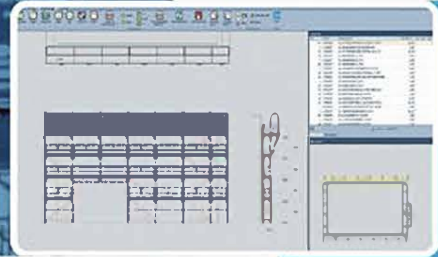
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