

# Scaffolding Insider

NEWS | FEATURES | COMMERCIAL | HEALTH &amp; SAFETY

FEBRUARY 2025

## HIGH FLYERS

The demands of  
aviation scaffolding



### PAINFUL DELAYS

Frustration with  
Building Safety Act

### BEST PRACTICE

NASC issues raft of  
new guidance

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# FROM THE EDITOR

Welcome to the first edition of Scaffolding Insider for 2025. It's a special year for NASC, which is celebrating the 80th anniversary of its formation this year. From its early days when the organisation comprised just four companies to the modern day when it's leading the way in the industry, we will explore its journey: each month we'll look back at a decade and we'll also look forward to the opportunities and challenges that lie ahead.

Our cover story this month is a look at scaffolding in the world of aviation, including a couple of case studies from very different aspects of the industry. It's certainly a unique working environment – but with the third runway at Heathrow on the distant horizon, maybe it is a sector that more companies will see the potential in.

It has been a very busy few months for NASC, and this month it has announced two important appointments to help push ahead in two of the areas where members value it most: Training and Education, where Paul Napper joins as Head of Training and Education; and in Technical, where Mark Collinson joins as Head of Technical. Both are well known and highly respected in the industry and these appointments are a sign of NASC's ambition to further develop what it can offer to members and the industry at large. Mark joins from the company formerly known as Lyndon SGB and now known by the rather corporate Brand Access Solutions (see page 4).

CISRS, which is owned by NASC, is vital to the training of the next generation of scaffolders and the upskilling of the current generation. On page 14, in our new regular Training and Education page, we review the NASC-commissioned comprehensive survey that asked employees, employers and training centres for their views on CISRS provision and how it might be improved. There are some clear areas for attention.

Another area that needs serious attention is the Building Safety Regulator. On page 7, we look into the delays that have arisen since the Building Safety Act, how it's affected the industry and what happens next.

On page 14, we review some of the latest Guidance documents issued by NASC, both updated guidance and also brand new guidance.

Here at Scaffolding Insider, we're always keen to hear from you if you have any exceptional projects you'd like to share – just email [editor@nasc.org.uk](mailto:editor@nasc.org.uk)

I hope you enjoy the magazine.



**Nick Campion**  
Editor

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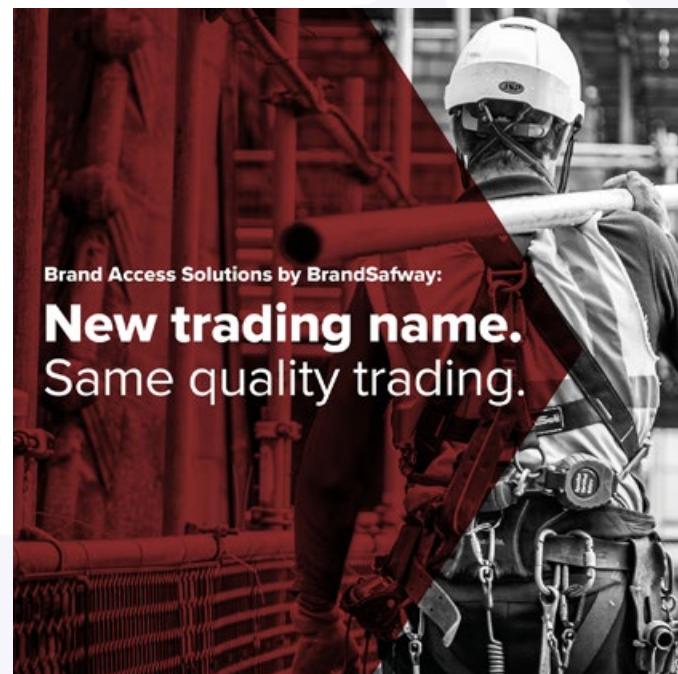
# NAME CHANGE FOR LYNDON SGB IN MAJOR REBRAND

One of the scaffolding industry's most recognised names, Lyndon SGB, has made way as it is rebranded to become Brand Access Solutions by BrandSafway. The company says the change has been made 'to better align with BrandSafway's global family of businesses and streamline its offerings under a unified message and vision. The new brand name also is intended to support the company's commitment to continual learning, whether that is supporting customers to achieve their project goals or enhancing health and safety on site.'

The change affects all Lyndon SGB branches in the UK. Brand Access Solutions' Regional Vice President, Europe, Centin Baxter, commented: *"As the UK's leading commercial access provider, we are excited to celebrate our new trading name which better reflects our market position and supports our customer-centric growth plans. We plan to honour our rich heritage as an award-winning provider of scaffolding and access solutions by prioritising safety and innovation, delivering exceptional service to our clients, and exceeding our reputation for excellence."*

The company says its day-to-day operations and service offerings remain the same and are not impacted by the name change. Brand Access Solutions has more than 1,100 employees in 15 locations across the UK, while BrandSafway has a network of 340 locations across 26 countries and approximately 40,000 employees.

Responses from the industry have been mixed, with some looking forward to seeing what the new branding will mean in practice, while others have expressed regret at a name synonymous with the industry for over 100 years being lost to a new corporate name.



## NASC CALLS ON CHANCELLOR TO TAKE ACTION

NASC has welcomed the Chancellor, Rachel Reeves's, recent speech outlining her plans to boost the UK economy. It applauded her ambition to create a new Silicon Valley and go 'further and faster to kick start the UK economy.'

However, to make this kick start effective and turn words into action, NASC says there needs to be immediate action on the skills crisis across the construction sector, including a damaging shortage of skilled scaffolders.

Clive Dickin, CEO, NASC, said, *"It's fine to talk about creating growth corridors and building new reservoirs, but without the people to get these projects off the ground, nothing can happen. Whether you are considering individual projects – such as the redevelopment of Old Trafford mentioned by Rachel Reeves – or looking across the whole sector, it's clear we desperately need more trained scaffolders to get these infrastructure and construction projects started."*

*"In the recently issued Infrastructure Strategy Working*

*Paper, the government explicitly referred to working in partnership with stakeholders as the strategy develops.*

*"We have repeatedly asked the government to add scaffolders to the Immigration Salary List (ISL), which would help to unlock a global talent pool that could underpin Reeves's ambition to kick-start this wave of building projects across the country.*

*"Reeves is keen to be seen as the Iron Chancellor and says she is prepared for a fight. She needs to show some steel and be prepared to have a fight with colleagues reluctant to address the issue of widening the ISL to include scaffolders, whose use of steel will underpin her plans to grow the UK economy."*



Rachel Reeves

NASC has also written to the Home Secretary on this issue.

# HS2 RECORD BREAKER

HS2 has released timelapse footage showing engineers completing the heaviest and longest single-stage viaduct deck slide on the project so far. The four-day operation involved sliding the 4,500 tonne deck across a road and railway line near Wendover in Buckinghamshire.

Stretching for 345m, the Small Dean viaduct is one of 50 major viaducts on the HS2 project. Its concrete and steel deck was assembled to its full length before the slide began with most of the precast concrete deck slabs installed in advance of the launch. This increased the weight of the slide but will save time during the later stages of the project.

Before the slide could begin, the team spent four years



preparing the site, diverting utilities, realigning the road, building the abutments and six piers that support the viaduct and assembling the deck.

See the timelapse video here <https://www.youtube.com/watch?v=tConKooZeUo>

## NOISE INFRINGEMENTS GROW

The Building Safety Group (BSG) has reported a 35% increase in the number of noise infringements occurring on construction sites in 2024 compared to 2023. BSG's report comes in the context of 17,000 people in the UK suffering deafness, ringing in the ears or other ear conditions caused by excessive noise at work.

Two recent court cases have seen construction companies heavily penalised for noise violations. Soldi Investments Ltd was fined £12,835 for failing to comply with a Control of Pollution Act notice to control noise during the construction of a store in 2023. Westway Construction was ordered to pay £5000 following reports that builders had been carrying out noisy and heavy-duty building works at a site on Newport Road, Hayes.



## NUCLEAR REFORM

The Government has revealed reforms to planning rules around both small modular nuclear reactors and larger schemes to help streamline the planning process with a view to encouraging investment and enabling developers to identify the best sites for their projects, as well as supporting development at a wider range of locations.

Developers will be encouraged to bring forward sites as soon as possible at the pre-application stage in the planning process, speeding up overall timelines. Prime Minister Keir Starmer said: *"This country hasn't built a nuclear power station in decades. We've been let down, and left behind. I'm putting an end to it – changing the rules to back the builders of this nation, and saying no to the blockers who have strangled our chances of cheaper energy, growth and jobs for far too long."*

He said a new Nuclear Regulatory Taskforce would spearhead improvements to the regulations to help more companies build here.

## RECORD HIGH FOR HOUSE PRICES

UK house prices have hit another record high with the average property price reaching £299,138, Halifax has said.

The annual growth in prices slowed to 3.0%, which is the weakest rate since July 2023, but Halifax said the market was showing 'noteworthy' resilience. Amanda Bryden, head of mortgages at Halifax, said there was 'strong demand for new mortgages and growth in lending', which might be being driven by first-time buyers trying to complete deals before an increase in stamp duty in April.

In the Budget, Chancellor Rachel Reeves said that reduced stamp duty rates in England and Northern Ireland would end in April this year. The changes mean that house buyers will start paying stamp duty on properties over £125,000, instead of over £250,000 at the moment. First-time buyers currently pay no stamp duty on homes up to £425,000, but this will drop to £300,000 in April.



## CITB CONSENSUS PROCESS BEGINS

CITB has begun its Consensus, which is the process through which it seeks Levy-paying employers' views and agreement on its plans for generating the Levy and the skills and training that this will deliver to the industry. NASC will be feeding back its members' views and is encouraging members to feed back their views on the CITB to the organisation by emailing [enquiries@nasc.org.uk](mailto:enquiries@nasc.org.uk)



## CONTRACT SIGNED ON NEW SUPER-PRISON

The Scottish Government has signed a £684m contract with Kier to build a new super-prison to replace Scotland's most notorious jail, HMP Barlinnie. Kier started remediation and enabling works in October 2023 at the new site for the 1,344-capacity replacement prison, which will be called HMP Glasgow. However, construction inflation saw the original £400m budget for land and construction soar, which halted progress. The delayed project is now expected to cost £998m, including land costs, and is pencilled for completion in 2028.

Kier aims to create 100 jobs during the construction, including 50 apprentices and 40 jobs for prison leavers through its Making Ground programme. The contractor aims to further support the local economy by committing to a 50% spend with local supply chain partners.

## FLOOD OF MONEY



The Government has announced it is injecting a further £250m into flood defence projects, taking its two-year spend to £2.65bn. Around 52,000 properties will benefit from new defences by March 2026 as the Government commits to fund up to 1,000 projects around the country. The money will be spent on projects ranging from tidal barriers and flood walls to nature-based solutions that slow water flow. Projects include:

- £43m for Bridgwater Tidal Barrier Flood Defence Scheme in Somerset
- £35m for the "Our City Our River" flood-risk-management scheme in Derby
- £3.5m for the Poole Bridge to Hunger Hill Flood Defence Scheme in Dorset
- £2.5m to support flood-resilience schemes across Leicestershire, Derbyshire and Nottinghamshire
- £2m for the Beales Corner project, which protects communities in Bewdley, Worcestershire

The full list of schemes will be announced in the coming months.

## MCLAREN DRIVES OVER £1BN TURNOVER

McLaren Construction has lined up a string of major project wins as it looks to pass the £1bn turnover mark this year. Construction Enquirer has reported that McLaren, an NFB firm using NASC contractors, will shortly sign deals for the £200m+ Cardiff Arena scheme and the £120m refit of London's landmark Barkers of Kensington department store.

McLaren set up a new construction management division last year and the unit's first major contract win is also understood to be imminent, says Construction Enquirer.

McLaren Construction's chairman, Kevin Taylor, said: "2025 will be the year we exceed turnover of £1 billion and that is a major achievement for a privately owned contractor. My colleagues should be very proud of what they have achieved together."

### Wright goes wrong

West Midlands-based M&E specialist J S Wright & Co and allied business Wright Maintenance have filed notices of intentions to appoint administrators with the courts. Both firms operate out of headquarters in Birmingham and offices in Bristol and London, employing around 160 staff. The business switched to employee ownership in October 2021 but has struggled with cost inflation and project delays as well as a broader slowdown in the market. The company has been trading since 1890.

### Fraud conviction

A Berkshire-based director who fraudulently obtained two Covid loans for his construction firm has been jailed. Arti Deda overstated the turnover of his Knight Workers Limited company to obtain maximum value Bounce Back Loans worth £50,000 each, when companies were only entitled to one. None of the £100,000 was used for the economic benefit of the business as was required under the terms of the scheme. Deda was sentenced to two-and-a-half years in prison and disqualified as a company director for 10 years.

### Index drop

The bellwether S&P Global UK Construction Purchasing Managers' Index fell to 48.1 in January from 53.3 in December. Contractors blamed the fall on delayed decision-making by clients on major projects and general economic uncertainty weighing down business activity at the start of 2025. Output fell across all sectors, with the house building index at 44.9 which was a decrease for the fourth successive month and the steepest drop since January 2024.

### Didcot scheme

Oxfordshire County Council has signed contracts with GRAHAM Construction Ltd and AECOM to deliver stage two of a £332m scheme to improve infrastructure around Didcot. GRAHAM is undertaking the detailed design of the Culham river crossing and the Clifton Hampden bypass elements of the scheme, while the detailed design of the Didcot Science Bridge and the widening of the A4130 is being led by AECOM.

### HAKI sales up

Swedish safety solutions provider HAKI Safety has reported an 8% increase in net sales for the fourth quarter of 2024, reaching £21.6 million (up from £20.1 million in Q4 2023). The company attributed the growth to strong organic performance, which saw an 11% rise, despite headwinds from exchange rate fluctuations and divestments.

### Scaffolder injured

Two workers were injured in separate incidents at West Fraser (Europe) Ltd, a wood manufacturing firm. One was a scaffolder who fell more than 13 feet to the ground after a rusty plate gave way on a rooftop gantry. The company was fined £1,068,000 for the incidents.

### Suspended sentence

Daniel Hooper, a self-employed roofer, received a suspended prison sentence after Iain Smith suffered serious injuries after falling more than 25 feet from scaffold in Devon. Mr Smith had been manually carrying old roof slates down a ladder attached to the scaffold platform at a domestic property in Honiton when he fell.

# BUILDING SAFETY ACT BRINGS MAJOR DELAYS

The Building Safety Act and the new checks being enforced by the Building Safety Regulator (BSR) having generated significant delays in construction projects, adding up to 18 months to timelines.

NASC has been consulting with members on the issue and has urgently reached out to the BSR.

The delays are primarily due to the BSR's inability to deliver decisions within the promised timeframe. According to various industry-submitted questions under the Freedom of Information (FOI) Act showing the picture up to September 2024, only around 145 out of just over 1,000 projects had by then managed to secure approval at Gateway 2. The FOI data obtained by the Construction Products Association found that a third of all applications submitted to date were then 'under review waiting for determination.

David O'Leary, executive director for policy at the Home Builders' Federation, said, "This is huge. It's right up there with the biggest issues the industry is facing."

The delays are making projects more costly and harder

to get off the ground, which is particularly problematic given the Government's goal to deliver 1.5 million homes in five years.

Andrew Moore, Head of Operations, Planning, and Building Control at the BSR, admits that the organisation is 'certainly not there yet' on meeting the timeframes to process applications. He says the BSR is increasing its resources, but it is hard to recruit new and suitably qualified people with the expertise to do this work.

The BSR's delivery model, which relies on multi-disciplinary teams (MDTs) from local authority building control and the private sector, has not worked as well as expected. Moore adds, 'The biggest cause by far at the moment of delays is getting the supply of support we need for our MDTs'.

NASC members have contacted the organisation with messages of support for what the Building Safety Regulator is trying to achieve – but concern at the severe delays being encountered. One member, who wished to remain anonymous, said:

*"Ultimately, our industry must expect our clients to impose greater ownership for identifying and addressing risks, improving our competencies and what we consider industry best practice: there does appear to be a lack of understanding. This will only be achieved through engaging and investing in activities to raise and enhance competence across all levels of our workforce. However, the regulator, Government and other regulators need to ensure they are adequately resourced to support the industry to improve and expand their capabilities, and ensure technical guidance is fit for purpose to ensure BSR's business plan is achievable."*

This new system is critically holding up works in the industry, with NASC members reporting specific projects being held up for anything from three to 18 months so far.

Andrew Moore says, "We haven't met target times yet, the time that we're taking to assess is coming down, but we're not at the statutory SLAs yet.

*"We're new, so we've been getting our processes and procedures sorted. At the beginning, that was the main cause of delays – it was us getting to grips with being a new regulator."*

Moore also says that a contributory factor behind the delays has been the sheer number of 'problematic' applications that have had to be refused. "I know the industry has done a lot of work," he says, "but, being totally candid, the penny hasn't really dropped yet around what the BSR is looking for."

*"What we commonly get is, 'Yes we comply with Part B, and here's 20,000 documents that show that'. What we need, and what we're not getting, is an interpretation, something that explains how they've worked it out. We're not getting that narrative."*



## About the Building Safety Act

The Building Safety Act 2022 was introduced in response to several high-profile incidents that highlighted significant flaws in building safety regulations. One of the most notable events was the tragic fire at Grenfell Tower in June 2017. This incident, along with the closure of 17 schools in Edinburgh due to defects, prompted an urgent review of building safety practices.

The Act received Royal Assent in April 2022, and was implemented in stages over 18 months. It introduced a new regulatory framework aimed at ensuring the safety of higher-risk buildings, particularly those that are 18 metres or higher and contain two or more residential units, hospitals, or care homes. The Act also established the Building Safety Regulator (BSR) to oversee safety during the design, construction, and occupation of these buildings.

The Building Safety Act introduced three Gateways – or checkpoints – that developers, designers and contractors need to pass, in a bid to increase oversight over buildings classed as being higher risk. Projects cannot move to the next stage without approval.



# HIGH FLYERS

Scaffolding companies are well used to the idea that there is nothing more important than safety: NASC members live and breathe safety. Another industry with the same totally uncompromising approach to safety is aviation. Here Scaffolding Insider explores what it is like for scaffolding companies working in the aviation industry.

While there are countless uses for scaffolding in aviation, including the building of aircraft, maintenance and repair of aircraft and buildings, inspections and so on, we look at two case studies: helipad maintenance and airport construction and maintenance.

What all companies working in aviation will have to deal with are challenges such as:

- **Space limitations:** Airports are busy environments with limited space, often requiring scaffolding solutions that are compact and easily manoeuvrable without obstructing operations or creating hazards.
- **Safety and compliance:** Stringent safety regulations and airport-specific protocols must be followed.
- **Disruption minimisation:** Airports are high-traffic areas, so scaffolding must be erected and dismantled with minimal disruption to airport operations, including passenger movement, aircraft maintenance, and logistics.
- **Environmental conditions:** Airports can experience a wide range of weather conditions, including strong winds, rain, and extreme temperatures – and helicopter downwash in the case of helipads, requiring scaffolding to be durable and safe under these conditions.
- **Time constraints:** Projects, especially for maintenance or upgrades, often need to be completed quickly to minimise downtime, which demands scaffolding that is quick to erect and dismantle – while maintaining safety and functionality.
- **Coordination with airport operations:** Scaffolding companies must work closely with airport authorities to coordinate timing, locations and logistical details to ensure their work does not interfere with other airport activities.

Tony Mileham, Divisional Manager – Airports, Palmers Scaffolding UK Ltd, explains more: *"Palmers has built up extensive experience in the aviation sector over 40 years. We entered the aviation sector in the mid eighties, attaining Tier 1 status in 2000.*

*"When working in the aviation sector, all scaffolders and staff experience the same restrictions as the passengers. Whilst we have our own access areas through designated control posts, we must remove all metal objects, we pass through the scanners and we are as likely, if not more so, to get searched.*

*"Working in aviation is not for everyone, and security can become wearing for some people after a while. It is not uncommon for operatives who are used to traditional construction sites, with the freedom to come and go as they please, to struggle with the restrictions aviation brings. When working airside, you are restricted to where you can go – it is, in essence, a large ringfenced site.*

*"Interface with passengers must be kept to a minimum and their experience when travelling through the airport must not be disrupted by ongoing construction works. The works and the workforce need to be invisible to the passengers.*

*"The safety of passengers and airport workers is paramount and forms the ethos of the airport. For passengers, travelling through the airport should be an enjoyable experience, which adds to their journey.*

*"Attention to detail is a necessity. The work systems are scrutinised and reviewed constantly to ensure everything has been considered. This process allows the planned works to be undertaken safely and within the timescales envisaged. In many cases, the time spent on preparation exceeds the time taken to complete the task. Aviation has always been a benchmark for safety, innovation and best practice."*

## PALMERS SCAFFOLDING: HEATHROW T4 ROOF LIGHT RENOVATION PROJECT

Working with Balfour Beatty and Structura, Palmers Scaffolding was engaged to deliver the complex design, supply, erection and dismantling of scaffolding to facilitate construction and fit out of new roof lights to Terminal 4. Palmers also provided a public protection crash deck and temporary deck beneath, together with loading bays and stair towers.

The work involved 560 tons of scaffold equipment being craned on and off the roof from very tight, limited craning locations, for glazing replacements to be carried out.

Palmers was asked to provide access and weather protection to enable the glazing replacement works to be installed unaffected by weather and while protecting the general public within Terminal 4. All works had to be conducted at night under a strict permit system on a live airport with tight security restrictions in place. It was a challenging piece of temporary works and logistics as well as being technically demanding.

Through early engagement, the company developed special access solutions with Balfour Beatty and Heathrow Airport, conducting an 18-month design phase as part of the process to secure a best practice scaffold design.

### Innovation

Palmers has been at the forefront of mobile rolling roof weather protection systems, so was well placed to support the designed special access and complex beam work. The access structure incorporated lifting solutions and a Palmers-designed and engineered intricate mobile temporary roof and access system which incorporated internal mobile gondolas. One of the key drivers was to use less traditional scaffolding, thus avoiding work at height, and creating time-saving erection and dismantling solutions that would result in a much safer environment for employees and the general public.



## PALMERS SCAFFOLDING: HEATHROW T5 MEDIA SCREEN PROJECT

Working with Mace, Palmers was engaged to deliver the complex design, supply, erection and dismantling of scaffolding to facilitate the removal of existing media screens and the installation of new media screens. The scaffold was cantilevered off the internal steelwork to all four elevations with stair towers providing access. Removal of the media screen sections was undertaken from a runway track system and lifting trolleys.

On completion of the build, the scaffold was wrapped with sheeting to conceal the ongoing works from the passengers. All works, logistics and scaffolding were undertaken out of hours with a small window of opportunity for the movement of materials.

Palmers was asked to provide access to enable the removal and replacement of sections of the media screen without impacting the operational running of the terminal and while protecting the general public within Terminal 5.

The access structure incorporated a Palmers-designed and engineered intricate mobile lifting structure that could be extended and retracted from airside to landside on a nightly basis, allowing the screen sections to be lowered into a landside location and cleared from the terminal.





## ADVANCED NI SCAFFOLDING LTD: ROYAL VICTORIA HOSPITAL HELIPAD

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 crash decks to ground level for safe access to the emergency department.

The Royal Victoria Hospital in Belfast is an essential healthcare institution that required a sophisticated scaffolding solution to support this crucial maintenance work. The project featured the installation of independent scaffolding with a cantilever drop, all within a fully operational hospital environment. The innovative approach, combined with meticulous safety practices, including Layher and tube & fitting and tethering all materials and tools, ensured the project was completed safely, efficiently and with minimal disruption.



### Safety first

Safety was the cornerstone of the project, given the high-risk environment and the need to ensure the wellbeing of patients, staff, and workers:

- Tethering of tools and materials: 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 would get only a 15-minute warning alarm should a helicopter need to come in with critically ill patients.
- Comprehensive safety protocols: 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. CCTV cameras were installed so anyone involved with the project could check in at any time throughout the contract.
- Safety Barriers and signage: Physical barriers and clear signage were used to segregate the work areas from patient and staff zones.

### Engineering excellence

- The project used Layher and tube & fitting independent scaffolding structures with cantilever drops to provide access to the hospital's exterior and interior areas that were otherwise inaccessible due to architectural constraints. This design allowed for the safe execution of maintenance work without impacting the hospital's daily operations.
- The scaffolding was designed to contour precisely to the building's irregular structure, ensuring stability and safety.
- Advanced load-bearing calculations ensured the scaffolding could safely support the necessary loads, including the weight of workers, tools, and materials, without compromising the structural integrity of the hospital's facilities. This also allowed for the pressures of the helicopter downwash and forces generated from all angles depending on the flight path used.



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# 2025 SAFETY REPORT UPDATE

Full contractor members will by now have submitted their 2024 safety information for NASC's 2025 Safety Report and the organisation is strongly encouraging all members to look out for the release of the report in May and to use it positively when dealing with clients and prospects to help explain the difference NASC membership makes.

The annual Safety Report is based on factual information reported by all full contracting members. It is a mandatory membership requirement for all members to complete their annual accident information and send to NASC.

Time after time, the Safety Reports confirm that using a NASC member for your scaffolding will ensure a safer and more compliant scaffold than that provided by non-regulated scaffolding companies.

NASC's Safety Report issued in 2024, which reported on 2023 figures, highlighted the sustained level of health and safety achieved by members through their adherence to stringent safety protocols in a collective effort to foster a culture of safety.

This culture is supported and strengthened by the work of NASC's Health & Safety Committee, which plays a crucial role in developing and disseminating comprehensive safety and technical guidelines.

The Report's primary purpose is to analyse the data to identify trends, such as the causes of incidents, including the age of the injured operatives, to help NASC as a trade body to put in place preventative measures wherever possible to further lower accident numbers in future years – both those recorded and reported by NASC contractor members and those by non-NASC scaffolding contractors.

The 2024 Safety Report notes that 87 non-fatal accidents were suffered by NASC member operatives during 2023, of which 20 were recorded as specified (major) injuries, with the remaining 67 recorded as over seven-day RIDDORs. Slips and trips on the same level was the most common cause of injury, with 28 accidents recorded. Manual handling was the second most common cause of injury to operatives, with 25 injuries reported. Falls from height was the third most common cause of accidents with 16 injuries reported. Many of the common causes of slips and trips were inadequate site conditions, uneven work surfaces, and other trades' debris causing poor housekeeping.

The highest number of injuries by age were suffered by operatives aged 31–40, closely followed by the 21–30 bracket.

## GUIDANCE REBRAND

NASC is rebranding over 100 guidance documents in an updated format that will bring consistency across all the guidance notes. The first batch of guidance notes have been rebranded – please see the NASC website or the ePortal for downloadable copies of updated Product Guidance: <https://eportal.nasc.org.uk/guidance/product-purchasing/00/welcome>

The other guidance categories will be rebranded over the next five months in the order: Asset Management, Environmental, Contractual, Technical and Safety – and the ePortal guidance homepage will be changed to reflect the look of the rebranded guidance documents.

## NASC APPOINTS INDUSTRY LEADERS TO SENIOR POSITIONS

NASC has appointed two new senior team members, with Paul Napper joining as Head of Training and Education and Mark Collinson as Head of Technical.

Clive Dickin, CEO, NASC, said *"We're absolutely delighted with these two additions to the senior leadership team at NASC. Paul and Mark bring a wealth of expertise and will play a critical role as we enter an exciting period of development for the industry and for NASC."*

Mark Collinson is a respected member of NASC's Safety Committee and joins from his previous role as Europe Commercial SHEQ Director at Brand Access Solutions (previously Lyndon SGB), where he led a department of 15.

Mark is an influential industry leader dedicated to upholding the highest safety standards in the scaffolding and access sector. He brings 38 years' experience in the scaffold and access industry.

Mark said: *"Having been a long-standing contributor to NASC through its Safety Committee, I am delighted to be joining as the new Head of Technical at what is a fascinating time for the organisation and the industry. NASC's technical guidance sits as the heart of the industry's efforts to reduce risk and deliver safer and better scaffolding and access solutions."*

Steve Kearney, NASC's current Head of Technical, is stepping back from the role to focus on writing standards and helping NASC to stay at the forefront of health and safety in the sector.

Clive Dickin added *"NASC's technical team is central to our work and to driving forward standards across the industry. We're delighted to be gaining the depth of experience that Mark brings from almost 40 years in the industry, without losing Steve's insights and talents. I'd personally like to thank Steve for his leadership of the team in recent years."*

Read more about Paul Napper on page 14.



Mark Collinson

# NASC WELCOMES APPRENTICESHIP CHANGES

NASC has welcomed the announcement from the Department for Education on changes to entry rules for apprenticeships, which included a decision to scrap previously restrictive entry requirements.

Only apprentices who began their apprenticeship training when aged 16 to 18 will continue to be subject to the mandatory requirement to study towards and achieve English and maths.

Apprentices who began their training when aged 19 or older, and their employer, can still choose to study towards English and maths qualifications if they wish, but the choice is optional.

Under previous



**Department  
for Education**

rules, all apprentices had to achieve level 1 English and maths functional skills qualifications if they were on a level 2 apprenticeship and did not pass the subjects at GCSE.

The DfE does not specifically mention whether level 2 adult apprentices will still be required to achieve level 1 functional skills.

Clive Dickin, CEO of NASC, said, *"I am really pleased with the relaxing of previously strict requirements for Maths and English qualifications. These have been preventing many potential candidates from starting an apprenticeship in our sector."*

*"Over the last year, I have written several times to senior politicians on behalf of NASC members and CISRS Centres asking for exactly this kind of change. Cutting the bureaucracy around apprenticeships could be a major catalyst for growth and will help the sector recruit a lot of young talent that had previously been put off."*

## SCAFFOLDERS ENCOURAGED TO OPEN DOORS

Open Doors, delivered by Build UK, takes visitors behind the scenes of a fantastic range of careers available in the UK construction industry. It will run this year from 17 to 22 March. Many NASC members get involved in this very worthwhile enterprise, which is designed to encourage people to explore the option of a career in construction.

NASC sees Open Doors as another tool in the continuing effort to encourage new starters into construction and into scaffolding in particular. Thousands of scaffolding contracting businesses are facing challenges in recruiting young talent to meet industry demands, which is why NASC developed and launched its Talent Solution last year.

NASC's Talent Solution provides a user-friendly platform

for candidates to register and connect with employers seeking skilled, enthusiastic individuals. Through strategic partnerships with leading job portals, targeted social media and digital advertising campaigns, NASC ensures maximum visibility and reach for both candidates and employers.

NASC members can also benefit from a comprehensive Talent Pack, comprising display materials and interactive equipment to help them showcase the exciting and diverse opportunities within the scaffolding and access sector.

Visit [scaffoldingcareers.com](http://scaffoldingcareers.com) for more information.



## HANOVER CERTIFICATES UPDATED

NASC has updated its Handover certificates to include TG30, the guidance for system scaffolding.

Although they are not mandatory, many scaffold contractors find these handover certificates are enormously appreciated by clients who require certification that the scaffold has been built to their specifications, is structurally sound and complies with statutory regulations and local authority requirements. The handover certificates themselves are clear and simple forms, and are supplemented by references to relevant drawings, loadings, and any specific restrictions on the scaffold's use. The handover certificate also signifies that the client has accepted the scaffold as fit for purpose and acknowledges their responsibility to inspect and maintain it.

Once the scaffold is handed over to the client, it is their responsibility to ensure mandatory inspections are performed as required by the Work at Height Regulations 2005.



## 80 YEARS OF NASC

This year, NASC celebrates its 80th anniversary and will be marking the occasion in a number of ways throughout the year. Scaffolding Insider will be running a column each month looking at the organisation through the decades, culminating in an overview of where it is today and will be heading in the future.

From its modest beginnings with just four members, we will focus on a decade each issue and tell the story of NASC which, in many ways, is also the story of the wider industry and its development and progress. Look out for the first instalment of this fascinating slice of social and scaffolding history in the March issue.

# NASC TO RELEASE NEW INDUSTRY GUIDANCE

NASC will soon release a raft of new guidance documents, which are being added to NASC's eportal and can be accessed by both members and non-members. The guidance is a combination of brand new guidance and guidance that has been revised to take into account changing legislation, circumstances and/or best practice. The new documents include:

## SG8:25 RIDDOR

This revised guidance document provides comprehensive guidelines for reporting workplace incidents, accidents, near misses and ill-health in the scaffolding sector. It emphasises the importance of recording and retaining incident data to comply with legal requirements and to pick up on trends that may lead to a company being able to make improvements to workplace safety.

The guidance makes clear what every company's legal obligations are and how reportable incidents are defined, reported and recorded. The document provides clear and actionable guidance to ensure compliance and improve safety.

## SG22:24 Induction Training

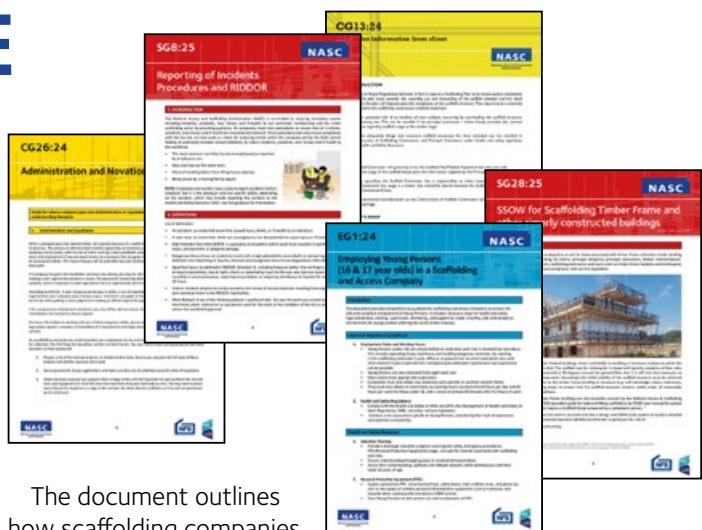
The revised document provides comprehensive guidance on induction training for scaffolding contractors, covering company and site-specific inductions, legislative requirements, and the use of personal protective equipment (PPE).

The document covers:

- Health & safety
- Company induction
- Right to Work Checks
- PPE
- Site-Specific Induction
- Legislation and Regulations
- HSE Guidance
- NASC Guidance
- Company Induction Checklist
- Importance of Effective Induction Delivery

## CG26:24 Administration and Novation

This new document has been produced in response to a series of recent situations where contractors have gone into administration, leaving their suppliers in an impossible situation. The document provides guidance for companies, in particular scaffolding contractors, on how to handle situations where a client goes into administration or liquidation. It explains that administration involves appointing an insolvency practitioner to manage the company's assets with the goal of restructuring or selling the business; while liquidation involves winding up the company to pay off creditors. Novation is the process of replacing one party in a contract with another, creating a new contract with the remaining parties.



The document outlines how scaffolding companies should prepare for and approach each of these situations.

## SG42:25 Working Over or Near Water

This revised document provides comprehensive safety guidance for working over or near water, focusing on risk management, personal protective equipment, emergency preparedness, and effective communication.

After defining the many and varied ways in which scaffolders might need to work in, on, near or over water, the document goes on to cover:

- Hazards.
- Risk Management.
- PPE.
- Emergency Preparedness.
- Cold Water Rescue.
- Effective Communication.
- Legislation and Guidance.
- NASC and CISRS Information.

## SG28:25 SSOW for Scaffolding Timber Frame and other similarly constructed buildings

This revised document is intended for clients, principal designers, contractors, engineers, scaffolding contractors and users to ensure best practices and compliance with current legislation.

Key sections include:

- Fire risk
- Planning
- Design requirements
- Stability Considerations
- Lift heights
- Extended transoms, telescopic transom units, inside-board brackets
- Access & Egress
- Service gap
- Internal guardrails
- Table lifts and chimney stack scaffolds
- Documents and records

Other guidance documents being published include:

- TG3 Rubbish Chutes (revised)
- CG13 (revised)
- EG1 Young Person (new)

# SUPPORT FOR CISRS BUT WORK TO BE DONE

A large, rigorous Perception Survey has been undertaken by independent researchers into the industry's views around CISRS training. The full results have now been published and are available at [www.xxxxxxx.com](http://www.xxxxxxx.com). The Survey was conducted in October–November 2024 among card holders, employers and training centres. The objectives of the survey were to conduct an independent evaluation of the training standards of, and overall satisfaction with, CISRS; and to identify areas of strength and opportunities for improvement for CISRS.

Almost 12,000 card holders were invited to participate in the survey, of which 464 responded; 380 companies whose employees had undertaken CISRS training were contacted, of which 75 responded; and 32 contacts representing CISRS training centres were contacted, of which 25 responded.

The report's summary of the findings includes:

- The majority of trainees, employers and training centres are satisfied but a not insignificant minority are not.
- Many experienced trainees would like their experience acknowledged more, so that they don't have to attend courses that include basics / content that feels repetitive and irrelevant to them (but is perhaps useful for less experienced trainees).
- Whilst training centres are reluctant to see course lengths reduced, a significant minority of employers and trainees would like to see them tightened, with employers saying sending trainees home after a half day on Fridays makes them feel like they aren't getting value for money, and trainees saying they think some two-day courses could be covered in a day.
- All groups (trainees, employers and training centres) like the practical elements of the courses – but many trainees say they really value the written/theoretical elements of training too. There may be scope to tighten some of the PowerPoint slides and discursive elements of courses to either reduce overall length or increase the time available for practical elements.
- Updates on regulations, guidance and legislation are a very useful element of CISRS courses and should be retained.
- Increased digitisation, both in terms of processes and delivery of content, is likely to be seen as a step forward by most, so long as it is done in a way that genuinely facilitates trainees, employers and training centres, is

tamper-proof (standards maintained) and allows for trainees who may be less comfortable with digitisation.

There were some interesting nuances in the results, such as the discrepancy between trainees putting their satisfaction

at 80% but only 45% of employers saying they had received positive feedback on CISRS training. Indeed, 28% said they receive negative feedback. It may be that this is skewed by the age/experience of employee respondents, as responses indicated more dissatisfaction from more experienced scaffolders who said the training could be repetitive, unnecessary, unnecessarily long/basic, and less relevant.

While most trainees and employers thought the course length was about right, almost a third of each thought it too long and would like them shortened. Meanwhile, nearly 22% of trainees raised concerns about the cost of the courses and nearly 18% raised concerns about whether the assessments of competence were strict enough.

One area for immediate attention would appear to be the statistic that 1 in 8 trainees felt their most recent training did not prepare them sufficiently for their work in the industry.

Training centres themselves would like more and faster communication with CISRS, and an adjustment to the amount of PowerPoint slides compared to practical elements of the course.

Adrian Chapman, Senior Insights Lead at PFA Research Ltd, which undertook the survey, commented: *"A very high-level overview would be that CISRS is doing well, it is rated comfortably above average, but there is also plenty of room for improvement."*

*"In terms of the room for improvement, it will be difficult to please all of the people all of the time because while most respondents were happy with things as they are, the remainder are split with incompatible views."*

*"There does feel like potential to adapt how CISRS works for those with more experience, and there was also a thread regarding rigour – wanting to ensure that holding a CISRS certificate really counts for something."*

*"Overall, the response rates to the survey were good and there was an abundance of interest."*



## PAUL NAPPER APPOINTED HEAD OF TRAINING AND EDUCATION

NASC has announced the appointment of Paul Napper as its new Head of Training and Education.

Paul brings a wealth of experience in professional development, having previously held roles at the Royal Institution of Chartered Surveyors (RICS) and Lloyds Maritime Academy. His career has been dedicated to fostering learning and career progression, ensuring that individuals and organisations have the skills needed to thrive.

His passion for continuous professional development aligns perfectly with NASC's mission to uphold and enhance training standards across the scaffolding and access industry.

Paul said: *"I am incredibly excited to join NASC and contribute to the ongoing development of training and education in the industry. Lifelong learning is essential for both individual success and the growth of any sector, and I look forward to working with NASC members to enhance opportunities for training, upskilling, and professional excellence."*



Paul Napper



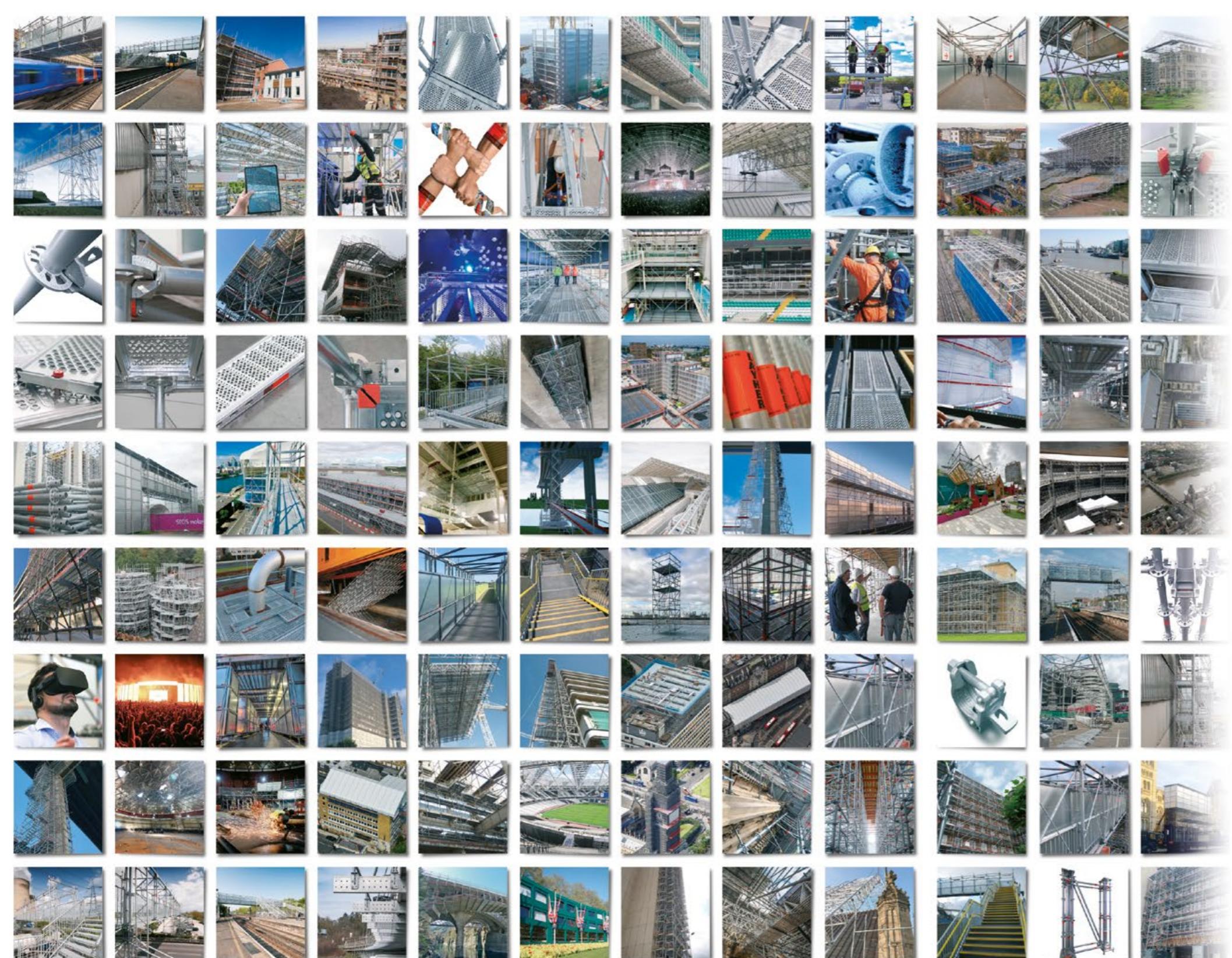
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