INFLATABLES • LOADING • ROAD OPERATIONS

Transportation Risk Assessment

RI-RA-005 | Version 2.2 | APPROVED

Document Ref	Version	Status	Issue Date	Review	Owner
RI-RA-005	2.2	APPROVED	02 October 2026	By 02 October 2027*	Macauly Peel

Purpose and scope

Transport of rolled/packed inflatables and associated hire equipment between storage and indoor or outdoor hire locations. Covers preparation, loading, load restraint, driving, parking, unloading and return to storage. People at risk: drivers, staff/helpers, authorised passengers, customers, pedestrians and other road users. Inflatable setup and play remain covered by their equipment assessments.

Operating boundaries and responsibilities

The owner provides suitable vehicles, restraints, handling equipment and competent staff. The driver checks fitness to drive, roadworthiness, load security and the actual route/site; anyone may stop unsafe work. Trailer and powered loading-aid controls apply only if used. Before introducing a different vehicle, trailer or loading system, check the applicable licence, insurance, weight limits and operating requirements.

Risk scoring

Scale	1	3	5
Likelihood	Unlikely	Possible	Likely / expected
Severity	Minor injury / first aid	Serious injury / hospital treatment	Fatality / permanent disabling injury

Scores 1-3: maintain controls. Score 5: verify every critical control for a potentially fatal hazard. Scores 9-15: do not start; reduce risk and reassess. Score 25: unacceptable - stop. These are RI planning action bands, not statutory thresholds. Initial ratings precede controls; residual L / S / score apply only after all controls are verified. Missing critical controls override any score. Records: Use the online handover checklist for site access and delivery/collection issues. Keep vehicle, load, defect and incident checks under RI-VEH-001/002 and RI-OPS-002; the customer handover does not replace these. No duplicate paper checklist is required. *Review sooner after an incident, defect, change of vehicle/load, new guidance or failed control. Revision 2.2 expands the supplied v2.1. Approved 02 October 2026. Owner verified vehicle ratings, restraint arrangements and working practice for controlled issue; update the master register.

Assessment table

Preparation and vehicle suitability | Driver/team lead to verify controls before the relevant activity.

Hazard	Potential harm / at risk	Required controls	Initial	L	S	Score	Responsibility / action
01 / Driver competence and authority	Road collision or unsafe vehicle operation. Driver, passengers and public.	Use authorised drivers with the correct current licence entitlement for the actual vehicle/combination. Confirm insurance covers business use and the driver. Familiarise drivers with controls, dimensions and laden handling. Check applicable operator licensing, driver-hours/tachograph and professional-driver requirements before changing vehicle or use; do not assume an exemption.	3 x 5 = 15	1	5	5	Owner verifies arrangements and records checks. Driver reports restrictions or changes before driving. No authorised, competent driver means reschedule.
02 / Roadworthiness or defects	Loss of control, breakdown, tyre failure or collision. Road users and occupants.	Complete and record pre-use checks under RI-VEH-001: tyres/wheels, lights, visibility, mirrors, brakes, steering, leaks, doors and warning indications. Use tyre specifications for the actual vehicle and load. Maintain servicing, inspections and required roadworthiness certification. A valid MOT does not replace daily checks.	3 x 5 = 15	1	5	5	Driver reports faults under RI-VEH-002. Do not drive with a safety-critical defect; arrange competent repair and record release back to service.
03 / Payload, axle and train limits	Poor braking/steering, tyre overload or instability. Occupants and public.	Establish available payload including occupants, fuel, fixed fittings and all equipment. Check plated vehicle and individual axle limits; include trailer, train and tow limits if relevant. Use reliable equipment weights and weigh the laden vehicle/axles where uncertain or near limits. Allow for water retained in wet returns.	3 x 5 = 15	1	5	5	Owner establishes a workable load plan. Driver does not guess from available space or suspension appearance; split trips or use suitable transport if limits cannot be verified.
04 / Unsuitable route or access	Collision, grounding, entrapment or unsafe unloading. Staff and public.	Plan for actual dimensions, weight restrictions, bridges, narrow lanes and safe turning. Confirm delivery point, parking, gates and access times; check any weight-bearing restrictions at venues. Leave realistic time for checks, loading and delays. Do not follow navigation into an unsuitable road or entrance.	3 x 5 = 15	1	5	5	Driver/booking lead resolve access before arrival. Stop safely to reassess; use another route or unloading point rather than force access.

Residual ratings apply only when every listed control is in place. Stop for any missing critical control, regardless of the score.

Assessment table

Loading area and safe handling | Driver/team lead to verify controls before the relevant activity.

Hazard	Potential harm / at risk	Required controls	Initial	L	S	Score	Responsibility / action
05 / Pedestrians and traffic at loading point	Vehicle strike, crushed person or collision with equipment. Staff, children and public.	Choose a loading area separated from vehicles and pedestrians. Agree site arrangements with the organiser, including keeping children and customers clear. Preserve emergency access and a safe pedestrian route. Use barriers or a competent lookout where needed; high-visibility clothing supports separation but does not replace it.	3 x 5 = 15	1	5	5	Driver/team lead controls the work area. Move the vehicle or pause if public access cannot be controlled; do not ask children to assist.
06 / Roll-away or premature departure	Crush injury or fall from moving vehicle. Staff and public.	Park on firm level ground where possible; apply parking brake and secure vehicle as instructed. Switch off engine where practicable and control keys. Use appropriate chocks/stabilisers when required. Agree a clear all-clear before moving; check nobody is in/under the load area and ramps are stowed.	3 x 5 = 15	1	5	5	Driver retains responsibility for movement. Team lead confirms loading complete. Reposition if slope or ground condition makes loading unstable.
07 / Heavy rolls and manual handling	Back/limb injury, trapped feet or dropped roll. Staff and helpers.	Assess each load, route, grip and handling distance under RI-HS-002. Avoid unnecessary lifting; use suitable trolley/ramp or other aids. Obtain enough competent help for awkward loads; there is no universal safe lifting weight. Coordinate movement and rest before fatigue affects control. Do not recruit unbriefed customers for hazardous lifts.	3 x 3 = 9	1	3	3	Team lead chooses the method before movement. Stop and obtain assistance/equipment if safe handling cannot be maintained; reassess wet rolls separately.
08 / Slips, trips, steps and vehicle access	Falls, fractures, sprains or dropped equipment. Staff and public.	Inspect route and load floor for water, mud, debris, loose straps and holes. Provide sufficient lighting and grip footwear. Use designed steps/handholds; do not jump from the vehicle or climb unstable rolls. Check thresholds and gate turns before moving a trolley. Keep both the route and emergency access clear.	3 x 3 = 9	1	3	3	Team clears or changes route. Pause for poor visibility, ice or unstable surfaces; arrange a safe alternative for stairs or significant level changes.

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Assessment table

Handling equipment and load restraint | Driver/team lead to verify controls before the relevant activity.

Hazard	Potential harm / at risk	Required controls	Initial	L	S	Score	Responsibility / action
09 / Trolleys, ramps and lifting aids	Runaway load, collapse, trapping or crushing. Staff and public.	Use aids within rated capacity and on suitable ground. Inspect wheels, brakes, platform, ramp fixings and grip. Secure rolls to the trolley where required; keep people out of the downhill path. Set ramps to the specified angle and attachment method. Powered aids/tail lifts require trained operators and applicable maintenance/examination.	3 x 5 = 15	1	5	5	Team lead checks equipment before use. Never improvise ramps or hold a runaway load by hand. New aids require task-specific assessment and instruction.
10 / Pinch points, doors and restraints	Crushed fingers, cuts or impact from released tension. Staff/helpers.	Keep hands clear of roll ends, hinges, trolley wheels and ratchets. Agree commands before team lifts; stop if grip or control is lost. Secure doors against wind. Use suitable gloves for grip/abrasion and protective footwear; gloves do not prevent crushing. Release ratchets from a safe position away from stored tension.	3 x 3 = 9	1	3	3	Each handler watches their own clearance; one person coordinates movement. Replace damaged door retainers or ratchets before use.
11 / Inadequate securing system	Load enters cab, exits vehicle or destabilises it. Occupants and road users.	Choose a restraint system for the actual load and vehicle: withstand forces equivalent to the full load weight forwards and half sideways/rearwards. Use rated lashing points and suitable labelled restraints. Inspect webbing, hooks, ratchets and fittings. Do not rely on roll weight, packing straps, bungees or a closed door alone.	5 x 5 = 25	1	5	5	Owner establishes/validates the securing method with supplier or competent advice. Driver checks each load before departure; no journey until secure, however short.
12 / Rolling, stacking or loose accessories	Crushing, missiles during braking or unstable unloading. Staff and occupants.	Position heavy items low with suitable weight distribution; restrain rolls against sliding and rotation. Secure blowers, ballast bags, trolleys, ramps and cable reels separately as needed. Contain stakes/tools in suitable secured containers. Do not stack heavy accessories on soft rolls or depend on compressible fabric to maintain lashing tension.	3 x 5 = 15	1	5	5	Driver checks bulkhead/body capacity before relying on it. Protect sharp contact edges; secure small cab items. Rework any unstable stack before closing doors.

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Assessment table

Driving and changing loads | Driver/team lead to verify controls before the relevant activity.

Hazard	Potential harm / at risk	Required controls	Initial	L	S	Score	Responsibility / action
13 / Multi-stop delivery and collection	Restraints loosen, axle overload or shifted centre of gravity. Occupants and public.	Plan each stage of the round, including returns. Removing a unit can expose gaps, release shared restraint and alter axle loading. Reposition and resecure remaining equipment after every load change. Check for settled/compressed rolls and slack lashings at suitable safe stops and after suspected movement.	3 x 5 = 15	1	5	5	Driver carries out a fresh departure check at each stop. A lighter total load is not proof that each axle or remaining restraint arrangement is safe.
14 / Fatigue, illness and time pressure	Reduced attention or driving/handling errors. Staff and road users.	Plan breaks and realistic delivery windows. Assess fitness before and during the round, including cumulative tiredness from other employment, early starts and late collections. Consider medicines that impair alertness. No driving under alcohol/drug impairment or when too tired. Do not treat coffee or an open window as a remedy.	3 x 5 = 15	1	5	5	Driver stops at a safe place if unfit. Owner rearranges work or provides a fit authorised driver; communicate delays instead of rushing.
15 / Distraction and driving behaviour	Collision, injury or loss of load control. Occupants and public.	Set navigation before moving. Do not handle phones, bookings, payments or messages while driving; park safely to deal with them. Wear seat belts; carry people only in designated belted seats. Choose speed and following distance for vehicle, load, visibility and road conditions; comply with limits for the actual vehicle/combination.	3 x 5 = 15	1	5	5	Driver prioritises the road and avoids abrupt manoeuvres where possible. Never carry anyone in the load compartment or use a passenger to hold unsecured equipment.
16 / Adverse weather and road conditions	Skid, overturn, collision or hazardous loading. Staff and road users.	Review forecasts, warnings, flooding, ice, fog and crosswinds for the route and collection time. Delay or change route where necessary. Keep windows/lights clear and allow more stopping space. Do not drive through floodwater of uncertain depth. Reassess door/ramp handling in gusts.	3 x 5 = 15	1	5	5	Driver makes a transport-specific decision. The inflatable operating limit of 24 mph is not a road-driving wind threshold. Stop if safe transport cannot be maintained.

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Assessment table

Arrival, unloading and trailer use | Driver/team lead to verify controls before the relevant activity.

Hazard	Potential harm / at risk	Required controls	Initial	L	S	Score	Responsibility / action
17 / Reversing and blind spots	Person struck or crushed; property collision. Staff, children and public.	Avoid reversing where possible; minimise distance and check the area first. Follow venue traffic rules. Keep pedestrians out of the manoeuvre. Use a trained signaller where needed, with agreed signals and a safe visible position. Stop immediately if sight/contact is lost. Cameras and sensors are aids, not a substitute for checks.	3 x 5 = 15	1	5	5	Driver stops for uncertainty or anyone entering the area. Do not use an untrained customer or child to guide the vehicle; choose a safer position or obtain competent help.
18 / Load shifted against doors	Falling roll or equipment; crushing on restraint release. Staff and public.	Check for signs of movement before opening doors. Stand clear of the possible fall path; keep others away. Assess load stability before releasing restraints, and remove items in a controlled sequence. If doors bulge or equipment appears to be bearing against them, do not force them open or enter beneath the load.	3 x 5 = 15	1	5	5	Driver isolates the area and arranges competent assistance. Stabilise safely before unloading; do not rely on one person holding a heavy roll while another removes straps.
19 / Trailer coupling and roadworthiness - if used	Detachment, tyre/brake failure or road collision. Occupants and public.	Confirm compatible tow equipment and manufacturer limits. Check coupling engagement, appropriate breakaway cable/secondary coupling, electrical connection, lights, wheels, tyres and brakes. Stow jockey wheel and supports. Follow attachment instructions; cables must permit turning without dragging. Confirm plate visibility and required mirrors.	3 x 5 = 15	1	5	5	Driver completes combination checks every time it is coupled. Owner maintains trailer and towbar. Do not tow with uncertain coupling, damage or exceeded limits.
20 / Trailer loading and manoeuvring - if used	Instability, runaway trailer or crush injury. Staff and public.	Load within trailer/vehicle/axle/train and specified nose-weight limits. Keep load stable and secure; maintain firm ground support while loading/unloading. Follow the trailer instructions for coupling, brakes, chocks and stabilisers. Keep hands and feet clear of coupling and wheels; do not push a loaded trailer on an unsafe slope.	3 x 5 = 15	1	5	5	Driver verifies entitlement and towing competence. Use suitable manoeuvring aids/help. Do not uncouple until trailer is secured against movement and tipping.

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Assessment table

Abnormal events, returns and records | Driver/team lead to verify controls before the relevant activity.

Hazard	Potential harm / at risk	Required controls	Initial	L	S	Score	Responsibility / action
21 / Breakdown, collision or load shift in transit	Secondary collision, roadside injury or worsening instability. Occupants and public.	Stop as safely as circumstances allow and follow RI-VEH-002. Protect people from live traffic and call emergency services where there is immediate danger. Use recovery assistance; do not attempt roadside unloading, repairs or re-securing where exposed to traffic or falling loads. An unstable load may make continuing unsafe.	3 x 5 = 15	1	5	5	Driver contacts owner/recovery and follows emergency instructions. Do not risk entering traffic to retrieve spilled equipment; report a dangerous road obstruction promptly.
22 / Fuel, chemicals, heat and ignition	Fire, burns, fumes, leaks or contamination. Staff and occupants.	No smoking or ignition sources during refuelling/loading hazardous products. Carry only necessary cleaning products in closed labelled containers, secured upright and separated from fabrics/electrics as their instructions require. Fuel/gas carriage, if introduced, needs specific arrangements and assessment. Never run combustion equipment inside a van or enclosed store.	3 x 5 = 15	1	5	5	Owner verifies any hazardous products and transport requirements. Isolate leaks safely, keep people clear and seek help; do not improvise decanting or continue with fumes/leaks.
23 / Wet returns or transport damage	Handling injury, electrical fault or unsafe equipment at next hire. Staff and future users.	Reassess weight and grip of wet rolls; contain water without exposing electrical items. Protect fabric from stakes, ratchets and dirty/sharp items. Inspect after transport impact, shifting or water exposure. Mark and segregate suspect equipment; arrange drying, cleaning and competent inspection before release.	3 x 3 = 9	1	3	3	Team records defects under RI-EQ-004. No damaged blower, restraint or inflatable returns to service simply because it worked at the previous booking.
24 / Lone work, poor communication and missed checks	Delayed assistance, unsafe task or repeated incident. Staff and public.	Assess whether the delivery/collection can be done safely alone. Keep a charged phone, site contact and agreed check-in arrangements; do not attempt team-handling tasks alone. Report near misses and access problems. Record departure/load checks and any corrective action; brief replacement drivers and helpers on changes.	3 x 5 = 15	1	5	5	Owner reviews incidents under RI-HS-003 and updates methods. Stop when help, communication or required checks are unavailable; handover records do not replace transport checks.

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