

Minibus Policy



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RATIONALE

The Trust Minibuses are a valuable resource, which helps to provide pupils with access to school visits as well as to numerous other extra-curriculum activities. It is essential that all users of this resource are aware of all legal and procedural responsibilities pertaining to its use.

The Principal and Governors greatly appreciate that staff volunteer to drive minibuses thereby enhancing opportunities for all pupils.

The responsibility placed upon us when conveying passengers in a minibus is very great indeed. We become responsible for other peoples loved ones. They are deserving of our best efforts to ensure that their journey, whether of a hundred miles or just across town, is as safe as possible. The guidance given in the following pages is intended to assist all those with such a responsibility to make the right judgements. It cannot replace good judgement, but does provide some rules to follow and a framework, which encourages good practice and helps the sensible exercise of responsibility.

AIMS

- To provide clear procedures relating to the use of minibuses
- To ensure that all users are aware of their legal responsibilities

1 Eligibility to Drive a Minibus

Those permitted to drive the Trust Minibuses must be at least 21 years of age with a full clean driving licence.

Staff who passed a CAT B driving test prior to 1.1.97 are eligible to drive. Staff who passed a car driving test after 1 January 1997 need to have an additional test and medical report to gain a D1 licence, which covers minibuses.

Staff must complete Appendix 2 to confirm that they are medically fit to drive and have read and understood the Minibus Policy.

1.1 Competence

The fact that a person conforms with the Trust's requirements does not make them safe or competent to drive a minibus. Therefore, **all** drivers must undergo minibus driver training and assessment, organised through the Trust, prior to their authorisation. Minibus drivers must be re-assessed every **4 years**, or after any accident deemed their fault.

2 Day to Day Minibus Operation

2.1 Managers' Responsibilities

There is a responsibility on those who manage drivers of minibuses to ensure that the driver is assessed in their competence to drive, meets appropriate health standards and conforms with the Trust's insurance requirements. Managers must check the original licenses annually and retain a copy of all licenses, and repeat this exercise annually to check for penalty points, disqualification or limitations on current licenses. Management responsibilities extend to the CEO and Trust Board.

2.2 Drivers' Responsibilities

Drivers must complete a minibus vehicle check/log sheet prior to every journey (Appendix 1). If the checks give cause for concern about the vehicles safety, they must not take it on the road and should seek guidance from their Manager. **The driver is legally responsible for the condition of the vehicle.**

Drivers must carry their driving licence **on all** journeys.

The Minibus should be collected from and returned to its designated parking bay and the keys returned to the office at the end of the journey.

Any defects noted should be reported to the Site Manager as soon as possible. More serious defects **MUST** be reported **IMMEDIATELY**.

It is recommended that all adults in the minibus wear a high-viz jacket.

The driver will carry out regular inspections/maintenance checks and cleaning/valeting and is expected to do a full vehicle sweep on return from every journey and clear any litter/lost property.

Drivers must notify DVLA and their Manager about any medical condition or defect that might affect their driving and restrictions applied by DVLA, including courses of prescribed medicine and eyesight. Details of any such condition or defect should be referred to the Trust's Chief Operations Officer. They should immediately inform their Manager if charged with any motoring offence, even if in their own car, motorcycle, or any other vehicle.

2.3 Passengers' Responsibilities

Drivers should expect responsible behaviour from passengers. For example, passengers are expected to remain in their seat, wear the seat belt, not cause any disturbance or distract the driver, and follow reasonable instructions from the driver to ensure the safety and comfort of themselves and other passengers. Where passengers behaviour repeatedly causes problems for drivers and escorts, the driver's Manager must be informed and consideration given to whether the passenger should be conveyed by minibus in the future, or whether special supervision arrangements are needed. Passengers, such as young children or people with learning disabilities, can only be expected to have a limited understanding of their responsibilities as a passenger. Whilst an escort must be travelling with such passengers, it should be explained to them, so far as possible, what their responsibilities are as a passenger.

2.4 Vehicle Log Sheet

A log must be maintained for each minibus giving details of the driver, journey and mileage. This enables Managers to monitor vehicle use, and provide drivers with a

clear record of their driving activities. An example of a vehicle log is given at Appendix 1. A log entry should be completed for every journey.

2.5 Vehicle Checks and Maintenance

In order to ensure that vehicles are safely used on the highway it is imperative that they are maintained to the very highest standards. Evans Halshaw will undertake annual service and MOTs.

2.6 Fire Prevention and First Aid Kit

Each vehicle is equipped with a Schedule 6 pack including first aid and fire extinguishers. The relevant BS numbers for the extinguishers are BS5423 1977, BS5423 1980 or BS 5423 1987. The extinguisher must be in plain view for ease of access in an emergency. The minibus must not be used if an extinguisher is not fitted. Any items used from the first aid kit must be reported so that stock can be replenished.

2.7 Vehicle Load

Passengers

No vehicle must carry more than one passenger per seat, irrespective of the age of the passengers. The stated passenger capacity of the vehicle must not be exceeded, and standing passengers are not permitted. Passenger seats must be forward facing with an appropriate seat belt.

Luggage

There are many recorded cases of passengers being injured by unsecured luggage in the event of sudden braking, an emergency stop or an accident. All luggage and authorised equipment must therefore be stored safely and securely. Care must also be taken to ensure that luggage does not block the vehicle gangways, hindering emergency evacuation. If luggage or equipment is to be carried regularly, the following options should be considered.

- Reduce the seating capacity to create a luggage area within the vehicle with appropriate fixings for securing luggage equipment. It is strongly advised that where seating is removed to facilitate dedicated luggage space, seats from the extreme rear of the vehicle are removed, as this is a recognised 'crush area' where body shell intrusion is more likely in the event of a rear end accident.

2.8 Reversing Vehicles

The reversing of vehicles is an important part of driving a vehicle and is potentially the most hazardous. In order to protect the driver from unnecessary accidents and for the

protection of any person in the vicinity of the vehicle the following procedures must be adopted:-

- All vehicles are fitted with reversing beepers & cameras
- When an escort is working with a driver the escort must act as a reversing assistant
- When reversing ensure that the escort stands outside the vehicle at the rear and in view of the driver.
- The driver should wind down his/her window in order to be able to hear the person outside the vehicle.

2.9 Parking on a Slope

Drivers should always apply the handbrake using the ratchet system and listening for the final click. Listening for the final click ensures that the ratchet has fully engaged and therefore cannot slip, utilising the mechanism also ensures that the system remains free and does not become sticky through lack of use.

Additionally drivers should engage a forward gear when facing uphill with the wheels turned away from the kerb, and reverse gear facing downhill with wheels turned towards the kerb.

2.9 Speed Limits

- Motorway	62 mph
- dual carriageway	60 mph
- single carriageway	50 mph
- restricted roads	30 mph

2.10 Motorway Driving

Minibuses are not allowed in the outside lane of motorways (3rd Lane of 3, 4th Lane of 4).

2.11 Bus Lanes

Bus lanes can be used by minibus drivers unless the signage states local.

2.12 Insurance Cover

Comprehensive Insurance cover has been obtained through Marsh Insurance for all vehicles.

Any queries on vehicle insurance can be discussed with The Chief Finance Officer or Chief Operations Officer.

3 Drivers, Escorts & Passengers

3.1 Alcohol/Drugs Policy

Alcohol, illegal drugs and certain prescription drugs plus some over the counter drugs, pain killers, hay fever and cold remedies etc, will affect driver ability, putting their safety and that of their passengers and other road users at risk.

Therefore, everyone driving Academy vehicles will adhere to the following:

Alcohol

- (a) No alcohol to be consumed during the working day.
- (b) No alcohol to be present in your system when driving. Be careful about alcohol consumed during the previous evening. IF IN DOUBT, DON'T DRIVE. YOU COULD PUT YOURSELF AND OTHERS AT RISK AND LOSE YOUR LICENCE.

Smoking

Smoking is prohibited in or around any vehicle.

Drugs

- (a) The possession and use of illegal/controlled drugs is a criminal offence. No one should drive if under the influence of drugs or if drugs remain in the system.
- (b) Certain prescribed and over the counter drugs can affect driver performance. Check with your doctor if you are unsure and obtain clearance to drive in writing.

Failure to adhere to this policy will result in disciplinary action being taken.

3.2 Supervision of Passengers and the Use of Passenger Assistants (Escorts)

The Trust owes a duty of care to all passengers conveyed in the minibuses it operates. Children require a greater than normal level of supervision to ensure that they do not become a danger to themselves or others when travelling in a minibus. In most cases a passenger assistant will always accompany journeys. There may be rare occasions when staff feel that an additional adult is not required. Permission from The Principal **MUST BE** sought for all such journeys and the following points assessed:

- Will passengers require assistance in boarding?
- Is there the possibility of them vacating their seat or releasing their restraint during the journey?

- Are any of the passengers likely to upset or annoy others?
- Are any passengers likely to require assistance with health problems or medication?
- Are any of the passengers prone to unpredictable behaviour?
- Might the driver be distracted from their task without a Passenger Assistant?
- Is there any reason to believe that an escort is required to ensure passenger comfort and safety?

As part of a risk assessment, Passenger Assistants (Escorts) must be provided if any of the answers to the above questions are “YES” and if any of the criteria below is met:-

- (a) Passengers are likely to fit whilst travelling in the minibus.
- (b) Passengers with mobility problems are travelling on the minibus, either in or out of a wheelchair.
- (c) Passengers who exhibit a degree of challenging behaviour that could be a risk to other travelling on the minibus.

If there is room Passenger Assistants should be seated in the rear of the vehicle during transit to provide the best view of all passengers. If the minibus is at full capacity the Passenger Assistant may sit in the front. They must be familiar with passengers who have specific medical needs or challenging behavior.

4 Planning for regular journeys and special trips

4.1 Approval

Approval of minibus use, whether for regular journeys such as Swimming, or for “one off” use, such as a school visit, must be given by the appropriate level of management. This management responsibility must be consciously and consistently exercised, as an error in judgement could lead to severe consequences. Where minibuses are used on regular routes e.g. swimming, regular reviews of usage should be instituted. Points that managers must consider in approving and reviewing minibus use are shown in the following checklist:

- Is a safer/cheaper/more appropriate alternative to the minibus available?
- How will luggage/equipment be carried?

- Have driver's hours and rest periods been taken into account?
- Is approval required from any other source, e.g. appropriate Manager, school governors, parents, carers?
- Prior to approval being given a visits form must be completed.

4.2 Regular Short Journeys

The shortest safe route should be taken which takes in all necessary stopping points. Consideration should be given to short term hazards such as road works which may justify a route change or detour. If possible (and necessary) take note of useful facilities en route such as public toilets, doctor's surgery, public telephones for use in emergency. It would be advisable for the driver to drive the route without passengers first, both to become familiar with it and identify landmarks, facilities and potential hazards and to time the journey.

4.3 Longer Journeys and "One Off" Trips

In planning for longer journeys a preliminary visit and proper route planning are vital. The length of the journey (and thus the need for breaks/second drivers) can be assessed, stopping points with toilets identified for comfort breaks, parking locations found and alternatives listed. Potential problems or dangers can also be identified. For short or long journeys, regular or otherwise, a list of passengers with the name of the driver/escorts should be made and retained off the vehicle, with a copy for the driver. For both short and long journeys sufficient time should be allowed so the driver is not tempted to rush. **Where journeys are likely to last longer than 2 hours, or the working day including driving time exceeds 8 hours, a second driver MUST be taken to share the work and reduce the risk of driver fatigue.**

4.4 Comfort Breaks

Where journeys of more than 2 hours are undertaken, a comfort break of at least 15 minutes should be planned to allow passengers and driver to use toilets, take refreshments and simply get out of the vehicle for a short term. The venue(s) should be identified when planning the trip. Where passengers have special needs, extra care should be taken in identifying suitable facilities, e.g. a disabled toilet, parking facilities which allow sufficient room for a passenger lift to be used etc. Passengers needs may dictate that a break is necessary on a shorter journey, and this should be considered at the planning stage.

4.5 Expect the Unexpected

It is worthwhile to anticipate the worst and plan your procedures for dealing with problems large and small. The risk management approach will help you with this,

whether your journey is short or long, regular or a “one off”. (Some suggested scenarios you may wish to plan for are listed below.

- Ensure your mobile phone is fully charged
- Do you have change for parking?
- What will you do if the driver is unwell? (longer journeys)
- Have you sufficient funds to pay for an alternative means of transport or accommodation in the event of breakdown or driver illness? (longer journeys)
- Do you know where the nearest hospital/medical facilities are located?
- In the event of problems, whom should you contact at home? (longer journeys)
- What if a passenger’s medication is lost?
- A passenger cannot be found when it is time to depart.
- The keys of the vehicle are lost.
- A passenger suffers a major asthma attack.
- A passenger suffers an epileptic fit.
- Do you know how to obtain emergency help for the vehicle?
- Do you carry a warning triangle?

4.6 Comfort Kit

The following items may be useful on longer journeys (in addition to a first aid kit)

- Disinfectant
- Packet of peppermints
- Sick bags
- Cloth & towel
- Tissues
- Rug/Thermal wrap
- Plastic gloves and apron
- Container/bottle of fresh water
- Pen and paper
- Torch
- Reflective waistcoat
- Plastic bucket
- Mobile phone, phonecard or change
- Spare packed lunch
- Spare clothing

5 **Breakdown and Accident**

An Incident Checklist can be found at Appendix 3.

In the event of breakdown or accident a mobile telephone may save a great deal of difficulty. You may wish to consider acquiring one or making use of an existing telephone when embarking upon minibus journeys.

5.1 Breakdown on Ordinary Carriageways

- (a) Move the vehicle as far to the left as possible. Switch on the hazard lights.
- (b) If you attempt to find a telephone, do not leave passengers alone in the vehicle. If you are transporting clients that cannot go with you, i.e. due to their physical or behavioural problems, you must be travelling with an escort.
- (c) If you break down, contact a member of the Senior Management Team. Inform them of the situation (i.e. female driver alone etc.).
- (d) If you are nowhere near a telephone, display a PLEASE CALL POLICE sign in the back window. Wait in the vehicle with the windows and doors locked until help arrives.
- (e) If someone stops to offer help, stay inside the vehicle with the doors locked. Open the window sufficiently to ask them to go to the nearest telephone and notify the police or rescue service for you. Do not get into the car with a stranger or attempt to hitch a lift.
- (f) If a mechanic or the police arrive and are not in uniform or are in an unmarked vehicle, ask to see some form of identification before getting out of the vehicle.
- (g) Deploy warning triangles or cones if it is safe to do so.

5.2 Breakdown on the Motorways

The general procedures are the same as the guidelines for ordinary carriageways. However, extra hazards exist on the motorway.

If the vehicle breaks down on the motorway, or a serious fault develops, put your hazard warning lights on and pull over to the hard shoulder as quickly and as far off the carriageway as possible. If possible, angle the front of your vehicle slightly inwards, which helps to indicate you have broken down. Once on the hard shoulder, try to coast to a telephone box. These are one mile apart along all stretches of motorway. Never reverse on the hard shoulder or attempt to cross the central reservation. This is illegal, highly dangerous and pointless, as the telephones on motorways should be in the same position on either side.

Make it clear to the person you are calling whether you are alone or with passengers when making a call for help. If alone stand behind the telephone facing oncoming traffic. You will see anyone approaching and it will be less obvious if you are a woman on your own.

Afterwards, return to the vehicle, lock all doors except for the front passenger door and wait by the side of your vehicle on the embankment. If an unidentified vehicle draws up, quickly get into the passenger seat and lock the door. This is safer and gives

the illusion of having company. If not alone, all people should wait by the side of the vehicle on the embankment, well away from the roadway. Make sure of the high viz waistcoats available in the vehicle. If you are carrying potentially vulnerable passengers, e.g. wheelchair users, inform the emergency services immediately.

5.3 Guidelines in the Event of an Accident

If you are involved in an accident and you are not injured, see whether anybody is badly injured. If medical attention is required, ensure help is summoned immediately. Do not remove injured people from the car unless they are in danger. Loosen tight clothing, especially around the neck and make sure they are warm. Do not give them anything to eat or drink.

Try to reduce the risk of further collisions if possible by moving the vehicle/s off the road or warning on coming traffic of a hazard. Do not put yourself at risk by standing on the carriageway.

Emergency Breakdown Details:

The Academy has breakdown recovery with: ERS Syndicate Management (via Marsh Education Practice)

Policy No: 5080982

Helpline: 0800 5878872

You will be required to provide the vehicle registration number and current mileage.

Insurance Information: Marsh Insurance (01444 335132)

Reg: YR12 BRF Policy No: 50805982

Reg: YX63 GVM Policy No: 50805982

Tyres, Battery & Exhaust: Evans Halshaw 01924 443322

Glass Replacement: Marsh Education Practice 01444 335132

For further information please refer to the Operators Guide Sheet located in each minibus.

Any requirement to view insurance documents should be channeled through The Trust. If the police are in attendance you must obtain the police incident number and the police officer's number.

You are legally obliged to stop after a collision with a person, vehicle, dog, livestock or property. Please take all necessary details of other drivers involved, i.e. make and

registration of the vehicle, name and address of the driver, name of insurers and certificate number if known. You must, if required to do so by a person having reasonable grounds, provide the same information. If, having stopped, the exchange of information is not completed for any reason, the driver should report the accident to the police as soon as possible. If possible, obtain names and addresses of witnesses, sketch plans or even photographs, may be of value. **Do not admit liability.** If you are involved in an accident with an unoccupied car, leave a note on the car with your work telephone number. If you are in any doubt as to whether any incident should be reported to the police, please contact The Senior Management Team.

Drivers must not continue to drive a vehicle after an accident resulting in damage to the construction of the vehicle until the vehicle has been inspected. If in doubt, do not drive.

Immediate inspection is required if the damage is thought to have affected the steering, suspension, brake components, lights or passenger/driver safety. An inspection as soon as is operationally feasible must be arranged for any other damage, no matter how slight the problems may appear. If in doubt, do not drive.

If the vehicle cannot be driven, follow the guidelines – In the event of a breakdown.

All accidents, however minor, must be reported to the appropriate manager immediately. An accident report form should be completed as soon as possible, including police incident numbers and police officers' details. Failure to report an accident may prejudice the position of the Trust and affect its right to claim under its motor insurance policy.

5.4 Notification of Delays

If as a result of any unforeseen circumstances, such as accident or breakdown, there will be a significant delay before passengers reach their destination, then arrangements must be made to inform those awaiting their arrival. These may be spouses, parents, carers or friends. The driver or escort should contact the Senior Management Team with as much information as possible including the new projected arrival time.

6 Avoiding Dangerous Situations

The following list of 'dos and don'ts' is intended to assist you, not so much in your role as a driver, but as an individual who may be at risk of assault or theft, particularly when driving a minibus without passengers or a second person.

- (a) If you have used The Trust's SAT NAV ensure you do not leave it on view in the vehicle. Remove from the windscreen and take with you.
- (b) Do not leave handbags or valuables in view.

- (c) Always lock the vehicle before leaving it.
- (d) Never give lifts to strangers; even a lone woman may have a male partner hiding nearby.
- (e) Beware of other drivers signaling faults on the vehicle to you. This may be a ploy to get you to pull over. Drive on slowly until it is safe to stop and check yourself.
- (f) Keep the driver and passenger doors locked in town, especially when travelling alone. When on open roads, unlock these doors so that in the event of an accident, it would be easier for helpers to get into the vehicle if you were unable to open the door.
- (g) If you see another driver in difficulty, do not stop. Drive to the nearest telephone and report what you have seen to the police.
- (h) Road rage has become an increasingly common phenomenon in recent years. If another road user acts in an intimidatory fashion, continue the journey as calmly as possible and only pull over if there is a danger of loss of control of the vehicle. If one has to pull over try to do so only when there are plenty of people around. Mobile phones are a useful ally to road users in such circumstances and the Police should be notified as soon as possible when they occur. Emergency Services from a mobile is 112.

APPENDIX 1

EX67 SJY

**The Mirfield Free Grammar
Safety Checklist and Journey Form**

Name of Driver _____ Date of Journey _____

Brief details of route _____

Start time _____ End Time _____

All safety routines must be checked (ticked) and where necessary comments to be added.

Action	v Tick	Comments
Trip documentation completed, approved and filed with Educational Visits Co-Ordinator		
Passengers briefed on what to do in the event of an enforced stop or an accident.		
Engine checks: oil; washer fluid, power steering; break fluid		
Fuel level		
Tyres – visual check		
Brakes are operational		
Mirrors/windscreen wipers/windows are operational		
Horn works		
Driving lights are operational		
Spare wheel/Fire extinguisher in place		
First Aid Kit/Tool Kit in place		
Latches, safety belts/straps in place and in use		
Interior lights are off after all doors are closed.		
Bus is locked at all times when not in use.		
Are all headrests locked in lowest position		
Are all arm rests are in the upright position		

Any other comments

Speedometer Readings

Start (klms/mls) _____ End (klms/mls) _____

Total Journey (klms/mls) _____ Fuel Purchased £ _____

Accident/Incident

I can confirm no accident/incident took place during the journey

Or

Accident/incident took place and full report is attached.

Please ✓ relevant box

Signature of Driver _____

Date _____

This form is to be given to The Chief Operations Officer at the end of each trip.

APPENDIX 2

**The Mirfield Free Grammar
Certificate of Authorised Drivers**

I can confirm that I am medically fit to drive in order to attend minibus driver training and subsequent driving of the school minibuses. I have no medical declarations to make in consideration of:

- Epilepsy
- Diabetes
- Cardiac or coronary disease
- Blood pressure
- Alcohol or drug dependency

I can confirm that I am able to comply with the Highway Code in terms of eyesight (i.e. must be able to read a vehicle number plate from a distance of 20.5m/67 feet – about 5 car lengths).

I have read the Mini Bus Policy detailing the rules and regulations for using the Trust's minibus and agree to abide by them at all times.

I agree to notify The Trust if I am charged with any motoring offence.

Name _____ (Please Print)

Signed _____

Date _____

Please return this form to The Chief Operations Officer

Minibus Training

I have passed the minibus driving test arranged through _____

On (date): _____

Date for refresher MiDAS training: _____

APPENDIX 3

The Mirfield Free Grammar Accident/Incident Checklist

In the event of an accident/incident inform the Academy immediately you are able.
To assist you in the possible confusion a checklist is provided below.

No	Action	√Tick
1	STOP – it is an offence not to stop after an accident	
2	Switch on the Hazard Lights	
3	Switch off the mini bus engine	
3	Ensure your passengers are safe from other hazards	
4	Do not leave students unattended	
5	Make sure no one smokes near the accident site	
6	If anyone is injured contact the emergency services and the police. 112 from a mobile.	
7	Administer first aid if required and you are able	
8	Do not remove casualties unless absolutely necessary	
9	Do not move vehicles involved until the police arrive	
10	Give your name, address, the registration number and in case of personal injury, insurance particulars to any person having reasonable grounds for requiring them – these can be found on the sheet in the glove box.	
11	Obtain from the other person involved in the accident/incident their name, address and registration number of their vehicle and insurance details	
12	If there are any witnesses to the accident obtain their name(s) and address(es)	
13	Under no circumstances admit liability for the accident/incident	
14	If the police are not called to the scene of the incident make sure the incident is reported to the police within 24 hours	
15	Make a plan to show what happened – if a road accident include road layouts, weather conditions, road conditions (sharp bend, gradient, hedge obstructing view) where your vehicle was in relation to others both before and after the incident.	
16	Accident form(s) completed, where necessary – these will need completed at school.	

Emergency Breakdown Details:

The Academy has breakdown recovery with ERS Syndicate Management (via Marsh Education Practice)

Policy No 5080982

Helpline: 0800 5878872

You will be required to provide the vehicle registration number and current mileage.

Insurance Information: Marsh Insurance (01444335132)

Reg: YR12 BRF

Policy No: 50805982

Reg: YX63 GVM

Policy No: 50805982

Tyres, Battery & Exhaust: Evans Halshaw 01924 443322

Glass Replacement: Marsh Education Practice 01444 335132

For further information please refer to the Operators Guide Sheet located in each minibus.

APPENDIX 4

Use of minibus by users other than The Mirfield Free Grammar

Under the Trust's insurance policy the minibus can be used by another educational establishment or charitable organisation providing the following considerations are met.

Conditions for using the minibus.

1. Read The Mirfield Free Grammars Minibus Policy and ensure you understand the document and fulfil any relevant requirements
2. Complete a checklist form which can be found on the clipboard in the cabin for each journey.
3. Ensure you have your driving licence with you.
4. A standard Bus Permit must be held by the hiring organisation and the original copy of this must be provided at the time of hiring. See <http://www.dft.gov.uk/vosa/index.htm>
5. All drivers must be at least 21 years of age, and have held a full licence for at least 1 year.
6. Any driver who has more than 3 penalty points for any reason, cannot drive the minibus. This also includes drivers who have driving prosecutions pending.
7. Drivers who passed their test after 1st Jan 1997 MUST have undertaken minibus training and obtain category D1 on their licence.
8. The organisation hiring the minibus agrees to pay for repair of any damage caused to the minibus. Where any damage is covered by the insurance policy, the maximum amount payable will be the excess amount on the policy.
9. The minibus must be returned in the same standard of cleanliness as it is received.

The minibus must be refilled to the level it was received at before returning.

I agree to the conditions above and would like to use the minibus on the following dates:

Date/s:..... Time/s:

Signed: Date:

Name and address of organisation

..... Tel No :

Name of Driver: (original driving licence to be provided)

Standard Bus Permit Number:

APPENDIX 5

Risk Assessment for maneuvering vehicles on school grounds and safety of pupils

HAZARD	RISK ACTION REQUIRED/CONTROL MEASURES
Setting off	Drivers should be particularly aware that in many instances the vehicle may be manoeuvred on school premises or other areas where children or members of the public are likely to be moving about. They must ensure vigilance at all times, only reverse when absolutely safe to do so and consider the use of a guide to assist as necessary. The guide must not stand directly behind the vehicle out of the driver's sight.
Setting off/collecting from agreed drop off points	Drivers should only use suitable, agreed, drop off points. They should ensure that passengers do not exit from doors opening into traffic. When collecting or dropping off passengers from/to premises on the offside of a one-way street, the vehicle should stop on the nearside and the passengers escorted across the road when it is safe to do so.
Movement whilst passengers board/leave	Whilst passengers are boarding/leaving the vehicle must be at a complete standstill with the engine switched off. The driver must not move off until everyone is safely seated, facing the front and wearing a properly positioned and adjusted seatbelt.
