



School Minibus Policy

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- *Appendix 1C added - Government C-19 Transportation Guidance*
- *School Logo and template on header page updated.*

The Governing Body of Park High School is responsible for ensuring any school minibuses operated on behalf of the school fully comply in every respect, with all legal transport and health and safety requirements.

This responsibility is delegated to the Head teacher to ensure its appropriate implementation.

Legal Requirements:

The law requires that a minibus must:

- Be adequately insured
- Be well maintained
- Have a valid MOT certificate (if more than one-year-old)
- Have road tax
- Correct seating with correctly fitted seat belts

The Governing Body and the Headteacher will ensure that the school has its own safety policy and procedures for the minibuses in line with the Department for Education "Driving School Minibuses advice for schools and local authorities" (Sept 2013) and ROSPA "Minibus Safety a Code of Practice" (Aug 2015) (both documents available on request).

The school will not pay fines for parking, speeding or other motoring offences. The school will not provide legal support for staff charged with any motoring or traffic offenses. Personal use of the minibuses is not permitted nor are they available for private hire.

The school minibuses are under contract hire from Castle Vehicle Leasing TA Castle Minibus (ARVAL BNP Paribas). Fleet Complete provides the following services:

- Annual and 10 weekly interim safety inspections
- Annual MOT and repairs needed as a result
- Replacement tyres
- Providing a minibus with seat belts that conform to the relevant legislation
- **Section 19 permits are displayed on each vehicle.**
- Breakdown Services are provided through Castle by the RAC, the emergency 24-hour line is 0370 600 4499 and is **printed on a card on the windscreen of the minibus.**

Responsibilities:

The Facilities and Operations Manager will:

- Ensure that the proper insurance, licences and permits are held and kept up to date
- Ensure that minibuses will not be used until defects which have safety implications are rectified
- Check driving licences annually
- Ensure that the minibuses are maintained in a roadworthy condition, and annually serviced and MOT
- Have responsibility for the daily management of the minibus
- Ensure that both organisers and drivers are complying with all requirements set out in this policy
- Monitor completed checklists (Appendix 2) at least half termly to ensure they have been correctly filled in and that all checklists are accounted for and the booking system has been used appropriately
- Arrange D1 and/or MIDAS training for staff wishing to drive the minibus
- Maintain records of training and keep copies of driving licences. This should be recorded and the check repeated every 12 months.

The School Welfare Officer will ensure that the first aid box is regularly checked and complete.

The Minibus Driver will:

- Operate minibuses in accordance with the Minibus Policy
- Not drive minibuses unless they are on the list of authorised drivers
- Inform the school of any health conditions which may affect their ability to drive
- Ensure that the minibus is cleared of litter at the end of each use and that any damage to interior fittings is reported on the checklist (Appendix 2) and given to the Facilities & Operations Manager
- Drivers are obliged to advise the Business Manager and Facilities & Operations Manager of any change in circumstances which might have a bearing on their insurability. This includes notification of motoring offences
- Drivers will report all accidents, however minor, to the EVC, the Facilities & Operations Manager and the Business Manager, as soon as possible
- Ensure the minibus is always returned to school with at least half a tank of petrol

Eligibility to drive the Minibus:

Those permitted to drive the School Minibuses will:

- Be between 21 and 70 years of age with a full driving licence that has been held for at least two years
- **Have D1 on their driving licence (if not you will be required to attend a training course)**
- Be trained using a recognised training scheme (MIDAS) **at least every 4 years** to ensure high levels of competence and skill.
- Be asked to undertake individual training unless they are able to provide evidence of previous training which means they are already qualified to drive minibuses.

If you meet these requirements your driving licence will be checked (certain driving offences may preclude you from driving the minibus) and you will be asked to read and sign a copy of the **Minibus Policy and Risk Assessment**. After familiarisation training with a current minibus driver you will be added to the list of authorised drivers. You will only be authorised to drive the minibus once you receive confirmation in writing from the Facilities & Operations Manager. If the school no longer requires you to be an authorised minibus driver, you will also be informed in writing by the Facilities & Operations Manager. **The minibus will never be used for "hire or reward"** - i.e. there's no payment from or on behalf of the passengers. **The vehicle must not, under any circumstances, be driven outside the United Kingdom.**

Minibus Management System:

All staff must use the proper booking procedures for use of the school minibus. Please check availability with the Head of PE and the EVC. At the time of use keys must be collected from the Head of PE between the hours of 9am and 4pm. Drivers must allow time to complete the pre-journey checklist (Appendix 2A and 2B).

The Premises Team top up the fuel as part of their weekly checks but if you have to fill the minibus with fuel, the cost is reimbursed by the member of staff filling in a petty cash form and submitting it to the Finance Office.

Safety when Driving the minibus (Please also refer to Appendix 1)

When taking charge of a minibus, drivers must satisfy themselves that the vehicle is in a fit condition for use (check tyres, lights etc. and fill in checklist) and that there is an adequate supply of fuel.

When in charge of a party and/or when driving a minibus, staff must ensure that:

- The maximum permitted number of passengers is not exceeded,
- Seat belts are worn correctly at all times,
- Taller students in the party are sitting in the front seats if necessary
- The supervising adult is sitting in the back area of the minibus and not in the front seats
- There is no eating or drinking on the minibus, for longer journeys adequate rest stops should be planned.
- All luggage or other material is loaded securely in a safe manner and that it presents no danger to occupants of the minibus or to other road users,
- All current road traffic legislation is observed.

Drivers must:

- Ensure they are properly rested before starting a journey, plan appropriate rest stops and/or carry a relief driver.
- Ensure that the minibus carries, at all times, a fire extinguisher and a first aid box. The fire extinguisher must be a British Standard fire extinguisher.
- Refrain from consuming alcohol, for the twelve hours preceding and throughout the period of time in charge of the vehicle.
- Refrain from driving while taking medication which carries warnings to this effect.
- Refrain from smoking.
- Refrain from using a mobile phone while in the vehicle.
- Read and act on the current Minibus Risk Assessment.

Monitoring

The Facilities & Operations Manager will report to the Business Manager termly on the operation of this policy.

Review

The policy will be reviewed annually by the Finance & Premises Committee.

Appendix 1A: ROSPA: ADVICE AND INFORMATION: MINIBUS SAFETY

The school minibus weekly safety check

This is carried out weekly and recorded by the Premises Team.

Walk around the vehicle to check for visible defects and then check the items listed below:

Exterior check (*check OK or NOT OK*)

- Oil level
- Coolant level
- Windscreen washer fluid level
- Brake fluid level
- Windscreen & windows clean and undamaged
- Lights including brake lights and indicators are clean and working.
- Tyre pressures, including spares (and inner tyres and tyres on trailer if applicable)
- Tyre tread, including spares (and inner tyres as above). At least 3 mm across centre $\frac{3}{4}$ is recommended. Any cuts and bulges?
- Doors open and close properly
- Trailer brake lights and indicators work, if applicable

Interior check (*check OK or NOT OK*)

- Mirrors correctly adjusted, clean and unobstructed
- Position & function of all dashboard controls
- Pressure on brake pedal
- Lights & indicators are working
- Wipers & washers working properly
- Fuel level (and type of fuel)
- Seat belts are undamaged and working properly
- Location of wheel brace and jack
- Location and contents of first aid kit & fire extinguisher(s)
- Location of relevant paperwork (MiDAS Minibus Permit, MOT etc.)
- Change for parking or telephone (mobile/phone card)

Brake Checks

Check brakes before loading passengers. With engine running, check handbrake is working properly & brake pedal is firm when pushed. Conduct a moving brake test, off the road, if possible. Reach a speed of not more than 15 mph check mirrors and, if safe, apply brakes fairly firmly. Brakes should work efficiently; vehicle should not pull to one side; luggage should remain secure.

If faults that might affect the vehicle's or passengers' safety are found, the vehicle must not be used until they are all remedied.

Appendix 1B: Advice for Minibus Drivers

On journeys where an escort is present, the items below should be divided between the escort and the driver, with the driver concentrating on those tasks which directly relate to driving the vehicle.

Before setting off

Remind yourself of control measures in place as recorded on the Minibus Risk Assessment.

- Allow sufficient time for the journey.
- Plan breaks. Avoid long spells of driving when students might get bored and restless. *(See rules pertaining to drivers' hours Appendix 3)*
- Conduct and record a pre-drive safety check before every journey (appx 2).
- Never allow passengers to board until the vehicle is at a complete standstill, and safely parked by an adjacent pavement or other traffic-free area.
- Ensure students are supervised when boarding vehicle, especially if using rear door. Plan which passengers will sit in the front seats and by the doors.
- Do not exceed the carrying capacity of the minibus.
- Make sure everyone is sitting, one to a seat and are using seat belts.
- Luggage securely stowed; aisles & exits clear
- When school bus signs are used, make sure they are in position only while children are being transported, and that they do not obstruct your vision.
- Ensure ambulant disabled passengers are seated safely and comfortably and passengers travelling in wheelchairs are safely restrained. Securely store wheelchairs not in use.
- Carry a complete list of passengers with notes of special needs. Keep list with other relevant documents in place where can be readily found in event of an accident.
- Check that no bags or clothing are caught in doors, that all luggage is secure and gangways and exits are clear.
- Check all mirrors every time before moving off in case latecomers are approaching the vehicle.

During the journey

- Do not allow boisterous play of any kind.
- Try to keep students occupied (if escort on board) give something to do beforehand.
- Enforce rules such as "No Smoking", "No eating or drinking".
- Do not allow passengers to operate doors.
- Approach each stop slowly and with care
- Use Hazard Warning Lights on school trips where children are boarding or leaving vehicle.
- If serious delay during journey, inform school so that information can be passed to parents.
- Students must not be left unaccompanied on the minibus.
- If there is a risk of fire, evacuate vehicle and move occupants to a safe place.
- If you have to stop in an emergency or break down while on a motorway, only stop on the hard shoulder and as far away from the carriageway and passing traffic as possible.

Journey's end

- Supervise students when leaving vehicle, especially if using rear exit.
- Never allow passengers to leave until vehicle is at a complete standstill and safely parked.
- Always park so that passengers step onto the footway and not the road.
- Avoid the need for reversing, particularly if children are nearby. If you have to reverse, get adult help in directing you.
- Do not leave students alone if no one has come to collect them.
- Report problems or incidents that occurred during the trip to the Facilities & Operations Manager.

Appendix 1C: Government Guidance - Covid-19 Transportation Guideline:

Transport

Social distancing has significantly reduced available transport capacity. This guidance sets out a new framework for supporting transport to and from schools from the autumn term. Further guidance is set out in the [transport to school and other places of education: autumn term 2020](#).

We are making a distinction between dedicated school transport and wider public transport:

- by dedicated school transport, we mean services that are used only to carry pupils to school - this includes statutory home to school transport, but may also include some existing or new commercial travel routes, where they carry school pupils only
- by public transport services, we mean routes which are also used by the general public.

Dedicated school transport, including statutory provision

Pupils on dedicated school services do not mix with the general public on those journeys and pupil groups will tend to be consistent under return to school measures. Therefore, wider transmission risks are likely to be lower.

From the autumn term, local authorities will not be required to uniformly apply the social distancing guidelines for public transport, on dedicated school or college transport. However, distancing should still be put in place within vehicles wherever possible. This will help to both minimise disease transmission risks and maintain consistent reinforcement of public health messaging to children and staff, particularly at the point where they are leaving school and heading back into the community each day.

The approach to dedicated transport should align wherever possible with the principles underpinning the system of controls set out in this document and with the approach being adopted for your school. It is important, wherever it is possible, that:

- social distancing should be maximised within vehicles
- children either sit with their 'bubble' on school transport, or with the same constant group of children each day
- children should clean their hands before boarding transport and again on disembarking
- additional cleaning of vehicles is put in place
- organised queuing and boarding is put in place
- through ventilation of fresh air (from outside the vehicle) is maximised, particularly through opening windows and ceiling vents

Children must not board home to school transport if they, or a member of their household, has symptoms of coronavirus (COVID-19).

In accordance with advice from PHE, from the autumn term, we recommend that local authorities advise children and young people aged 11 and over to wear a face covering when travelling on dedicated transport. This does not apply to people who are exempt from wearing a face covering on public transport. More information on this can be found at the [safer travel guidance for passengers](#).

Until the start of the autumn term, children and young people have not been expected to wear face coverings on dedicated transport, although they have been able to if they wish. We are adopting this new position in light of all children returning to education full-time. As well as the fact that it will not always be possible to apply the same social distancing measures as apply on public transport.

A face covering is a covering of any type which covers your nose and mouth. It is not the same as the surgical masks or respirators used by healthcare and other workers as part of personal protective equipment (PPE).

Further information on face coverings is set out in the [transport to school and other places of education: autumn term 2020](#) guidance.

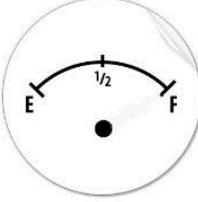
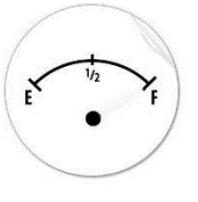
Dedicated school services can take different forms. Some journeys involve coaches regularly picking up the same pupils each day, others involve the use of a minibus whilst other services are used by different pupils on different days, or by pupils with SEND. The precise approach taken will need to reflect the range of measures that are reasonable in the different circumstances.

It will also require a partnership approach between local authorities, schools, trusts, dioceses and others. In particular, it is imperative that schools work closely with local authorities that have statutory responsibility for 'home to school transport' for many children, as well as a vital role in working with local transport providers to ensure sufficient bus service provision.

Given the pressures on public transport services, it may also be necessary to work with local authorities so that they can identify where it might be necessary to provide additional dedicated school transport services, including in places where these services do not currently operate. The government has announced additional funding for local transport authorities for this purpose, available at [free school travel: funding allocations](#).

APPENDIX 2: Minibus Checklist

Please allow sufficient time to completed this checklist and then place in minibus folder.

Legally, the responsibility for ensuring the mechanical serviceability of a minibus lies with the driver of the moment. Please ensure you have checked everything.	
Name of driver/s	
Mileage at start of journey	
Mileage at end of journey	
Fuel gauge reading on pick up	Fuel gauge reading on return
	
I confirm that I have read and signed the Minibus Risk Assessment <input type="checkbox"/> (Please tick)	
Signed:	Date:

Exterior Check	OK	NOT OK
Oil Level (once only at start of the day)		
Coolant level (once only at start of the day)		
Windscreen washer fluid level (once only at start of the day)		
Brake fluid level (once only at start of the day)		
Windscreen and windows are clean and undamaged		
Wiper blades are clean and undamaged		
Exterior mirrors are correctly adjusted, clean and unobstructed		
Lights, including brake lights and indicators, are clean and working		
Tyre pressures (visual check of all tyres)		
Tyre tread (visual check of all tyres)		
Any cuts and bulges in the tyres?		
Area around each wheel is clear of debris (wheel arch)		
Doors open and close properly		

Damage to bodywork or sharp edges		
Fluid leaks		

APPENDIX 2 Continued: Minibus Checklist

Interior Check	OK	NOT OK
Mirrors are correctly adjusted, clean and unobstructed		
Position of driving seat so that all the controls can be operated comfortably		
Pressure on brake pedal		
Wipers and washers are working properly		
Fuel level (ensure you know what type of fuel the minibus takes)		
Location of first aid kit and fire extinguisher		
Relevant paperwork (insurance, MOT, emergency numbers)		
Emergency equipment – high visibility jackets, warning triangle		
Horn is in working order		
Interior lights are working		
No warning lights lit on the dashboard		
All seats are fixed and secure and all seat belts are undamaged and working properly		
Heating and ventilation systems working		
Luggage is securely stowed and aisles and exits are clear		
Amount of petrol purchased	£	
Any faults or incidents, including near misses, must be reported immediately to the Business Manager and Facilities & Operations Manager		

Link to minibus template for identifying damaged area(s)



Minibus Skeleton
Picture - 13.05.21.pd

APPENDIX 3: Drivers' Hours

The table below summarises the main rules concerning Drivers' Hours.

	Domestic Rules	EC Rules
Maximum length of working day	16 hours	13 hours
Daily driving period	10 hours	9 hours
Time driving without a break*	5 1/2 hours	4 1/2 hours
Minimum length of break	30 minutes	45 minutes
Daily rest period	10 hours	11 hours
Weekly driving limit		56 hours

*The break is a period during which the driver may not perform other work and is exclusively used for recuperation. This break may be split into smaller periods and distributed throughout the 4 1/2 hour.

In this case, the first period must be at least 15 minutes, and the second period must be at least 30 minutes. With each additional driving period, the break time should be extended.

Drivers should not be required to supervise children during their break, as this would not be a rest for the driver.

Drivers should never be expected to do a day's work (regardless of the type of work), or be awake for a day and then drive for several hours in the evening.

On journeys lasting several days, fatigue caused by consecutive days on duty must also be taken into account. Drivers' hours' rules specify weekly rest periods.

Second drivers should also have adequate rest breaks, without being required to supervise children.

APPENDIX 4: First Aid Kit and Other Equipment for Minibus

First Aid Kit:

- 10 antiseptic wipes, foil packed
- 1 conforming disposable bandage (not less than 7.5 cm wide)
- 2 triangular bandages
- 1 packet of 24 assorted adhesive dressings
- 3 large sterile un-medicated ambulance dressings (not less than 15 x 20 cm)
- 2 sterile eye pads with attachments
- 12 assorted safety pins
- 1 pair of rustproof blunt-ended scissors
- Disposable gloves
- Mouth mask for resuscitation.

Make sure that even minor uses of a first aid kit are recorded and reported to the Welfare Officer and an accident form completed and that stock is replaced after use. Check that all items are 'in date' and replace any that have passed their expiry date.

Fire Extinguisher:

At least one fire extinguisher (two are recommended for accessible minibuses) which:

- complies with BS 5432 (or an equivalent, e.g. BSEN 3), and
- has a minimum test rating of 8A or 21B, and
- contains foam (please note they must not contain Halon)

Other Equipment

It is recommended that the following should also be carried:

- Pen and paper
- The organisation's internal instructions and contact details
- Insurance details
- Motoring breakdown policy details
- Mobile phone, phone card or change for the phone
- Webbing cutter
- A high-visibility coat complying with BS EN 471 or BS EN ISO 20471
- An emergency warning triangle or a flashing beacon (not fitted to the vehicle)
- A working torch
- Sterile gloves and mouth masks.