



Policy Name	Minibus Policy
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Old Farm School

Mission

Learning is for everyone is our pledge and through working together to teach children and young people in a safe, orderly, and supportively challenging environment, inspiring them to learn, excel and grow to be proud of their achievements

Vision

Old Farm School aims to provide a transparent and consistent approach to supporting pupils identified as having additional educational needs.

Values

- A safe and orderly school environment for all
- A focus on all children and young people
- The offer of a curriculum to engage, stimulate, support and challenge
- Empowering Leadership all levels and permeate the need for Teamwork throughout OLD FARM SCHOOL and all partner schools we work with
- All Our partners Satisfaction and Support

Guiding Principles

1. The safety, education, and welfare of our children, young people and our staff, are our priorities, and this must be reflected in our actions and our facilities.

2. A safe, supportive environment nurtures teaching and learning and understand the holistic approach of positive outcomes.

3. Excellent teachers and support, quality advice and support are the foundation to positive outcomes. All educators are accountable for the quality of work provided to children and young people and they must be committed to the continuous improvement of that work.

4. All educators and staff must be continuous learners. They must be disciplined people, with disciplined thought and disciplined action.

5. The purpose of the OLD FARM SCHOOL is to ensure that each child or young person develops the capacity to think, reason and accept each other. All children and young people must develop those understandings, skills, and habits of the mind which make it possible to participate fully in the life of a diverse society and culture.

6. The focus of all OLD FARM SCHOOL' activities must be on providing children and young people with quality experiences which engages them in meaningful learning.

7. Every child and young person must be understood, encouraged and supported to surpass their current level of learning for life. Differentiation is to include all children and young people therefore every attempt has to be made to match the diverse style of learning and varying levels.

8. All resources (time, people, space, information, budget, and technology) must be used effectively, efficiently, and continuously evaluated to improve the quality of education provided for our children and young people

9. A home/school/community partnership with open communication is essential in providing each child and young person the support needed to be successful.

10. Each parent or carer is a welcomed partner with the OLD FARM SCHOOL in providing a quality education to his/her child. Partnership input into every aspect of what we do as OLD FARM SCHOOL is absolutely essential to everyone's success.

Minibus Driving - Code of Practice

RESPONSIBILITY

The Minibus

It is the responsibility of the school to ensure that the minibus used is in a roadworthy condition. It is the legal responsibility of the driver to check and ensure that the minibus is in a roadworthy condition prior to driving.

The driver as part of his/her assessment of roadworthiness should use a Driver's Vehicle Checklist held in the minibus.

The minibus is required to be MOT tested.

Hired, leased and loaned minibuses must also be MOT tested in accordance with the above and where there is any concern a copy of the current test certificate should be inspected prior to accepting possession of the minibus.

The school is responsible for holding copies of MOT certificates and ensuring that no vehicle is used or stored on a public road without a current MOT certificate.

The minibus will have a periodic 'roadworthiness inspection' in addition to the MOT testing requirement. Such roadworthiness inspections should be undertaken by a suitable MOT licensed garage at periods that reflect the usage and mileage of the vehicle, this to be at least once each year. The minibus must also be serviced at intervals recommended by the manufacturer and servicing garage; the periodic roadworthiness checks can run concurrently to any servicing requirement.

The Driver

It is the responsibility of the school to authorise individual drivers and ensure that they hold a suitable driving licence and adequate driving experience.

All Drivers must have D1 on their licence

Authorised drivers must be over 25 years of age, have at least two years' experience as a qualified driver and must be both capable and competent to drive a minibus safely. All persons who drive a minibus on school business must have successfully passed a school arranged driving course before authorisation and had their licence formally checked by the school.

A register of all authorised drivers is held by the administrator.

Anyone taking any medication (prescription or over the counter) that might cause drowsiness is not permitted to drive a minibus.

No insulin-dependent drivers may drive a minibus or similar vehicle over 3.5 tonnes. Drivers where diabetes is treated with tablets, or by diet, are unaffected.

Any driver being diagnosed with diabetes should not drive until the DVLA have been informed and the necessary documentation completed.

Risk assessment

A suitable and sufficient risk assessment for the use of minibus should be completed. This risk assessment can be a 'Generic' type where there is extensive use of the minibus for regular journeys/activities of a similar nature.

The assessment should identify all relevant hazards, determine who will be at risk, what is the probability of the hazards causing harm to human health or the environment (i.e. the risks) and identifying appropriate control measures to eliminate or minimise these risks. This assessment should be made available to all relevant employees who may operate the minibus. The assessment should also be reviewed at regular intervals.

DRIVERS HOURS

Journey and driving times

Tiredness of the driver has often been a significant factor in minibus accidents. The recommended maximum periods for driving a minibus are:- **Recommended limits for**

driving only

Recommended limits for driving plus other work UK

legal limits

Maximum time driving without a break from work 2

hours (or sooner if tired)

2 hours (or sooner if tired)

5.5 hours

Minimum length of break	15 minutes **	15 minutes **	30minutes
Maximum length of working day**	13 hours	10 hours	16 hours
Of which, spent driving	9 hours	4 hours	10 hours
Daily rest period	11 hours	11 hours	10 hours

administrator and seek confirmation of authorisation to drive from the Head Teacher.

If the vehicle is involved in an accident:

1. Make sure all passengers are safe and, if necessary, summon the relevant emergency services;
2. Obtain the registration number(s) and insurance details of any other vehicles involved;
3. Take the name(s) and address(es) of any witness(es) and the number/station of any police officer who attends the accident;
4. Write down all the details of the accident in a precise manner;
5. Report the details of the accident on the Motor Accident Report Form. (Appendix B)

If you are involved in an accident you are legally required:

1. To stop at the site of the accident;
2. To give your own and the vehicle owner's address and the registration number of the vehicle to anyone having reasonable grounds for requiring them;
3. If a person is injured, to report the accident to the police as soon as practicable (within 24 hours);
4. If a person is injured, to produce your driving licence and insurance certificate to the police when reporting the accident or, if this is not possible, at least within seven days to a Police Station you select.

NOTE: All accidents or dangerous occurrences/near misses should also be reported to the Senior Leadership team.

DRIVING ABROAD

Europe wide regulations exist which lay down rules for international journeys and which apply to all passenger vehicles constructed to carry 9 or more persons; including the driver. There are regulations covering drivers' hours, rest periods and record keeping obligations.

Minibuses used on the Continent, including the Republic of Ireland, will need to have been fitted with a tachograph and appropriate records kept. The vehicle may also require a waybill and for journeys outside the EEA (European Economic Area) a Model Control Document. Both are available from:

Confederation of Passenger Transport 22 Greencoat Pl, London SW1P 1PR Phone: 020 7240 3131

All drivers require a full D1 driving licence if taking a minibus to any part of the EEA. Drivers who passed their driving test prior to January 1997 have D1 on their Driving Licences.

All drivers who pass their driving test after 1st January 1997 will be required to undertake a further D1 driving test in order to drive a minibus abroad.

To take a hire vehicle abroad you need to hold form VE103, issued by the Department of Transport. This acts as a substitute for the vehicle registration document and the following information will need to be supplied by the hire company:

- a letter of authorisation
- registration number of vehicle
- chassis number of vehicle
- engine capacity
- seating capacity

Advice on insurance abroad should be sought from the Head of Finance prior to travel.

MINIBUS SAFETY

Seat Belts

Seat belts must be worn at all times whilst the vehicle is travelling or in stationary traffic and it is expected that the most senior member of staff or the driver shall ensure that passengers wear their seat belts.

The driver of the minibus is legally responsible for ensuring that children, under 14 years of age, wear seat belts.

Ancillary Equipment

All minibuses must possess the following items and, where necessary, for these to be clearly marked:

- First Aid Kit
- Fire Extinguisher
- Reflective Triangle
- Serviceable Spare Tyre and tyre changing equipment
- Fuel cut-off switch (diesel)
- Emergency exit sign clearly marked
- Vehicle carrying capacity clearly marked
- Vehicle height (including with roof rack where applicable) is clearly marked.

Carrying of Goods

Gangways and aisles must be kept clear and not be obstructed by luggage or equipment. No flammable liquids or hazardous materials may be carried on a minibus. Where goods are transported within a minibus these should be secured so as not to be displaced in the event of an accident or incident.

Where minibuses are required to carry goods and/or luggage regularly it is recommended that a roof rack is fitted and luggage/goods are evenly distributed and adequately secured. For this purpose, a manual handling risk assessment must be undertaken to ensure that the nature of the goods transported can be safely handled.

Minibus Maintenance Checks

Road transport legislation places a duty on the driver of a motor vehicle to ensure that the vehicle is safe to operate on a public road. To aid this requirement and to help ensure the safety of the driver and his/her passengers, the following checks should be made prior to driving the vehicle:

- Is the vehicle suitable for the intended use?
- Is the vehicle taxed and does it have a current MOT certificate?
- Is the insurance cover adequate?
- Is the driver a registered driver?
- Check tyre condition (including spare): there should be no bare patches on the tyre and at least three millimetres of tread should be visible;
- Check the bodywork: there should be no rust holes or protruding items of bodywork;
- Check the wipers and washer level;
- Check the lights, indicators and horn;
- Check the mirrors;
- Check the battery fluid;
- Check the water (coolant) level - this must only be done when the engine is cold;
- Check the brake fluid level;
- Check the engine oil level;
- Check the fuel level;
- Check that all the ancillary equipment is correct.

Using Trailers Category

On a long journey, the trailer and vehicle should be checked every two hours
 Before towing a trailer, the following checks should be carried out to ensure:

- the vehicle being used is appropriate for this use;
- the gross weight of the vehicle, plus the trailer, is within the vehicle gross weight limit;
- that the kerbside weight of the towing vehicle is clearly marked on the front of the nearside of the vehicle;
- the downward force from the loaded trailer on the towing ball is within the limits imposed by the towing vehicle manufacturer;
- the axle loads of the towing vehicle are not exceeded;
- that a breakaway chain is in use, which will activate the handbrake should the coupling break. Advice on this matter should be sought from the trailer manufacturer or approved dealer;
- the unladen weight of the trailer and tyre pressures are clearly marked on the trailer;
- that the total gross weight (trailer plus maximum load to be carried) is clearly marked on the front of the trailer;
- that the trailer handbrake/over-run brake functions properly;

- that the trailer lights function properly;
- that the load is securely lashed to the trailer body or frame;

Minibus Reversing

As minibuses have a significant blind spot whilst reversing great care must be exercised when the vehicle needs to be reversed, whether or not passengers are on-board.

Wherever possible a second person must assist the driver whilst reversing by guiding him/her on the outside towards the rear driver's side of the minibus. The person guiding the driver must remain in vision of the driver at all times and the driver must follow and understand his/her instructions.

In order to reduce the risk whilst reversing it is recommended that a rear view lens to the rear door window to improve vision is fitted

