Minibus Policy \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

# **The Aims of this Policy**

* To ensure that Willingdon Athletic Youth FC complies with current legislation and guidance concerning the maintenance and driving of the Club minibus.
* To ensure that the safety of minibus users (both drivers and passengers) and other road users and pedestrians is paramount at all times.
* To ensure that Willingdon Athletic Youth FC is meeting its health and safety and safeguarding obligations towards all members of the Club community.

# **Policy Statements**

* This policy and the procedures contained within it have been written to provide any members who may need to drive vehicles on behalf of the Club with the necessary knowledge and information in the light of growing legislation regarding the qualifications, insurance, operating, servicing and inspection requirements to safely operate our minibuses and carry passengers.
* The behaviour and competence of the minibus drivers will be fully assessed to ensure the safe operation of the minibuses and to keep players and others free of harm.
* This policy extends to the use of hired vehicles that are used by the Club.
* A copy of this policy will be provided to all minibus drivers and will be kept with all other Club documents and retained by the Youth Secretary.
* This policy and the procedures contained within it will be reviewed regularly as part of the Club’s Health and Safety review.

**Roles and Responsibilities**

# The Committee

* The Committee of Willingdon Athletic Youth FC is responsible for ensuring that Club minibus, operated on behalf of the Club, fully comply in every respect, with all legal transport and health and safety requirements. This responsibility is delegated to the Youth Chair to ensure its appropriate implementation.
* To monitor the implementation of this policy and review it on a regular basis.

# Youth Secretary

* The Youth Secretary will ensure that the Club has appropriate safety procedures for the minibus based on the ROSPA Advice for Minibus Safety and their code of practice. A copy of the full code of practice is available at [www.rospa.com](http://www.rospa.com/)
* Ensure that servicing of the minibuses is performed at the correct mileage and that the service book kept is ready for inspection at any time.
* Ensure that mini-checks (fuel, water, oil and battery levels, tyre pressures and lights) are conducted on a weekly basis.
* The Treasurer will arrange for appropriate insurance cover and for the payment of annual road tax.

# Minibus Drivers

* Follow and comply fully with the requirements outlined in ‘Procedures and Practices’ section below.
* Ensure that pre-use checks of the vehicle are conducted and complete the Vehicle Check List (see Appendix One).
* Report any concerns about the safety and / or condition of the minibus to the Youth Secretary.
* Familiarise themselves with the relevant ROSPA guidance.
* Understand the personal legal implications if procedures are not adhered to. For example, “It is the driver’s licence that will suffer if the vehicle is found to be defective. It is also the driver’s responsibility to ensure the safety (including the use of seat belts) and welfare of all passengers”. ROSPA February 2008
* Comply fully with all road traffic laws, respecting speed limits and ensuring use of seatbelts at all times. For longer journeys, frequent rest breaks are to be taken.
* Inform a member of the Senior Committee immediately if unfit to undertake a journey in order that alternative arrangements can be made.
* Never use a mobile phone (hand held or hands free) as the driver of the vehicle unless it is parked in a safe place with the engine switched off. Making genuine emergency 999 or 112 calls whilst driving is legal.

**Procedures and Practices**

# Driver Eligibility

Persons Entitled To Drive the Minibus

* Drivers must be aged 30 or over. Minibus drivers must meet the driver licence requirements set out by the DVLA.
* Drivers must be medically fit and legally qualified to drive a minibus and are required to complete and sign a driver declaration form to that effect before driving the minibus.
* Drivers with a medical condition that needs to be declared to the insurers should advise the Youth Secretary accordingly.
* The driver declaration form will be kept on file by the Club Secretaries.
* It is the licence holder’s responsibility to notify the Youth Secretary of any changes to the driver’s licence.
* Where a driver informs the Club that he/she has acquired penalty points on his/her licence, the Committee will determine whether he/she is permitted to drive the minibus.
* Only those named on the approved drivers list (a copy of which is held by the Club Secretaries and Welfare Officer) will be eligible to drive the Club minibus.

**Vehicle Readiness and Maintenance**

Servicing, MOT, Insurance and Taxation

* Servicing and MOT testing will be carried out at the appropriate intervals, and in accordance with the manufacturer's recommendations.
* Trained members will conduct bi-weekly mini-checks on fuel, water, oil and battery levels, tyre pressures and lights. A signed record will be maintained to demonstrate that these checks have been undertaken.

Minibus Bookings and Administration

* All bookings should be made using the booking diary with the Youth Secretary.
* A list of players and coaches on the journey, and journey details (to include departure and return times) is to be given to the Youth Secretary prior to departure
* Drivers must return the vehicle’s keys to the Youth Secretary on returning to Club. If the minibus is being returned after 8pm or before 9am, the should be handed in on the following day.

Pre -Use Vehicle Checks

* The Club minibus must be maintained to high levels. As well as MOT, servicing and bi-monthly checks, drivers should satisfy themselves that the vehicle is safe to drive. If the serviceability of the vehicle is in doubt, it is not to be used until it has been repaired.
* Pre-use checks must include lights (headlights, hazards, brakes, reversing, side and indicators), horn, mirrors, doors (open, close and lock correctly), steering, seatbelts and windscreen wipers (including windscreen wiper wash). A walk around the vehicle should occur to check for damage / defects and to assess tyre condition.
* If the driver has concerns about the condition of the vehicle it must not be used and these concerns must be reported to the Youth Secretary.
* Mileage records should be used to help monitor fuel consumption. Please note mileage at start and end of journey.
* Prior to the start of each journey, the driver is to go through a brief talk with players regarding the wearing of seatbelts, journey time, being seated at all times, behaviour, noise levels and escape procedures. The journey is not to commence unless the requirements of the driver are complied with.

Fuel

* The Club Minibus will be paid for using cash collected from player’s (£1.50 per return journey).
* A member of the Committee will regularly check the Club minibuses to ensure that the vehicles have adequate fuel (at least half a tank). It may, however, be necessary for the minibus driver to refuel whilst on a journey.
* The diesel level should not go below a quarter, this helps prevent primer damage and fuel tank sediment entering the engine.

Equipment

It is recommended that the following equipment is carried on board the Minibus. If items are used during a journey, please inform the Youth Secretary who will replenish supplies:

* First Aid Box containing
  + 10 antiseptic wipes, foil packed
  + 1 conforming disposable bandage (not less than 7.5cm wide)
  + 2 triangular bandages
  + 1 packet of 24 assorted adhesive dressings
  + 3 large sterile un-medicated ambulance dressings (not less than 15cmx20cm)
  + 2 sterile eye pads with attachments
  + 1 pair rustproof blunt-ended scissors
  + Disposable gloves
  + Mouth mask for resuscitation
* Fire Extinguisher
  + At least one fire extinguisher (which complies with BS 5432 or equivalent and has a minimum test rating of 8A or 21B) that contains foam.
* Warning Triangle
  + This should be used in the event of breakdown and carefully positioned 50m behind the vehicle to warn other road users of the broken down vehicle.

Tidiness

* The Minibus should be left tidy. Eating and drinking on it should be minimal.
* Bin bags are to be carried and made available for rubbish.
* Dirty/muddy kit (especially boots and shoes) must be removed in the changing rooms prior to getting onto the bus and placed in a bag.
* Clean tracksuits and / or footwear should be taken if players are likely to get muddy.

# **Vehicle Operation**

Capacity

* No more than 16 passengers and a driver may be carried in the Club minibus.

Seat Belts/Luggage

* Before setting off, the driver and/or driver’s assistant must ensure that passengers are wearing seat belts and any luggage is securely stowed. Players are to be informed that seatbelts are to be worn at all times when the vehicle is in motion.

Driving Rules

* Drivers are responsible for driving within the law and in accordance with the Highway Code. The Club will not refund fines or other costs incurred by drivers as a result of any road traffic or parking offence. Drivers must inform the Youth Secretary of any penalty points received whilst using the Club minibus; failure to do so will result in disciplinary action.
* National speed limits apply to the Club minibus.
* It is Club policy that under normal road conditions, a minibus should not be driven in the third lane of a motorway.
* Vehicles are not to be driven by anyone who has consumed any amount of alcohol or illegal substance.
* Some medication may impair a driver’s ability and employees who are taking medicines of this nature are not to drive vehicles.
* All accidents, whether or not they cause injury to persons or damage to property, are to be reported to the Club as soon as possible after they occur.
* Keys must not be left in an unattended vehicle at any time.
* Due consideration must be given to parking in secure areas as much as possible, particularly where overnight stays are required.
* Vehicles must not be driven at any time if the load being carried exceeds the maximum allowable weight capacity.
* Smoking is prohibited on the minibus at any time.

Driver’s Assistant

* With the exception of short journeys, a second coach or a CRC checked adult volunteer will normally be on every journey as the driver’s assistant.
* For short journeys of less than thirty minutes duration an assistant should not be needed unless circumstances require one – the minibus risk assessment will determine if a driver’s assistant is needed.
* This person should be positioned near the back of the minibus to observe behaviour and maintain good order. They can also make and receive phone calls so the driver does not have to. They should also help with reversing and need to be visible at all times to the reversing driver. They should assist in a breakdown or accident and can act as a relief driver if they are trained and authorised to do so.

Reversing of vehicles

* Reversing vehicles can be particularly hazardous. The best way of avoiding a reversing accident is to avoid reversing a vehicle wherever possible.
* Always check behind your vehicle before reversing – if necessary, ask the Driver’s Assistant to watch the area into which you will be reversing. NEVER ask a player to do this.
* If you use a guide, ensure they can be seen at all times whilst manoeuvring – if two coaches are present, one must at all times be the guide when reversing.
* Ensure rear view mirrors are clean and properly adjusted at all times.

Distraction during driving

* The use of mobile phones is strictly prohibited whilst operating the vehicle. There are other similar activities, which can be unsafe and thus may attract the attention of the police, such as drinking (soft drinks), eating, smoking, or even changing a radio channel. To this end, any action whilst driving, which could cause distraction must be avoided.

Tiredness

* Driving when tired greatly increases the risk of an accident. The Highway Code recommends that a driver takes a minimum break of at least 15 minutes after every two hours of driving. However, after a full working day, drivers MUST NOT drive for a continuous period of more than two hours without taking a suitable break.
* If an authorised relief driver is available to drive a journey can be continued without a break.
* Drivers should use common sense to ascertain their suitability to drive at a given time (consider tiredness, recent alcohol or medicine consumption, illness etc).

Safety

* Whilst driving the minibus, drivers should ensure that all doors are unlocked to assist with emergency egress if the need arises.
* Drivers should ensure that internal lights are off whilst driving so that their vision is not impaired by the internal light.
* Exits/gangways should be clear of obstructions (such as bags) at all times. Bags can go on spare seats and under seats.
* Dealing with ‘road rage’:
  + If threatened by another driver, do not retaliate by flashing lights, sounding the horn or making offensive gestures; this only attracts a response and will often make a situation worse
  + If forced to stop, stay in the vehicle with windows closed and doors locked and be prepared to drive off
  + If necessary, use your mobile phone to contact the police for assistance
  + Note the registration number of the vehicle, and the make and colour, plus a description of the driver and occupants and give the police these details.
* Unsafe situations: if you feel that driving cannot be in complete safety, do not continue. Coaches are not required to put themselves at risk at any time whilst driving on behalf of the Club.

Security

* Whenever the vehicle is left unattended, all windows are to be closed and doors locked.

# **Accident and Breakdown Procedures**

Breakdown Procedures

Standard breakdown procedures are to be followed where necessary:

* If on a public road, get out of the vehicle on the safe side – nearest the path or verge.
* If on a motorway, follow the instructions of the emergency operator, which may include staying in the vehicle, or getting out of the vehicle and not getting back into the vehicle again.
* Avoid going near the traffic flow and exercise extreme caution at all times.
* If possible, leave a motorway, dual carriageway or main road if a fault occurs, which will reduce the risk of collision, but park in a well-lit place so that the vehicle can be seen by other road users.
* In the event of breakdown contact QBE (membership card is kept in the vehicle):
  + - ERS contact phone number: 0330 1223 5992
    - ERS Policy number 50696512
* It is best to use a roadside emergency telephone if possible as this will pinpoint your location.
* Youth Secretary should also be contacted, when practical, in the event of a breakdown.
* Coaches should not change a tyre or attempt repairs. This should be carried out by a breakdown team.

Accident

In the event of an accident:

* 1. Deal with any injured persons.
  2. Ensure the safety of everyone involved.
  3. If necessary, call the emergency services.
  4. Contact Youth Secretary
* In all cases, stop at the scene and take the names, addresses and telephone numbers of people involved, including independent witnesses. Take photos of the accident scene from various angles if possible. Breakdown procedures should be carried out if necessary.
* In the event of a serious incident, emergency contact numbers are available in the Minibus File (carried on all journeys).
* Club Contact numbers are: o Laura Dempster (Youth Secretary) – 07432 084862 o Carly Thwaites (Welfare Officer) – 07762 537245

# General

Any member who has queries relating to the driving of the Club minibus or the condition of the vehicle should bring them to the attention of the Youth Secretary or Welfare Officer.