

---

**STATUTORY INSTRUMENTS**

---

**1978 No. 1313****ROAD TRAFFIC****The Community Bus Regulations 1978***Made - - - - 5th September 1978**Laid before Parliament 8th September 1978**Coming into Operation 1st November 1978***ARRANGEMENT OF REGULATIONS****PART I****PRELIMINARY**

1. Commencement and Citation
2. Interpretation
3. Application
4. Exemptions

**PART II****REGULATIONS RELATING TO THE CONDITIONS AS TO THE  
FITNESS OF COMMUNITY BUSES**

5. Stability
6. Suspension
7. Brakes
8. Steering
9. Fuel tanks, carburettors, etc.
10. Exhaust pipe
11. Locking of nuts
12. Electrical equipment
13. Number, position and size of entrances and exits
14. Access to exits
15. Doors
16. Marking, positioning and operation of emergency exits
17. Seats
18. Driver's accommodation
19. Luggage racks
20. Artificial internal lighting
21. Ventilation
22. Guarding of transverse windows
23. Overall length
24. Single decks
25. General construction

---

**PART III****REGULATIONS RELATING TO THE EQUIPMENT OF COMMUNITY BUSES**

26. Markings
27. Fire extinguishing apparatus
28. First aid equipment

**PART IV****REGULATIONS RELATING TO THE USE OF COMMUNITY BUSES**

29. Obstruction of entrances, exits and gangways
30. Obstruction of driver
31. Body maintenance
32. Filling of petrol tank
33. Carriage of inflammable or dangerous substances
34. Internal illumination in hours of darkness

**PART V****REGULATION PRESCRIBING CONDITIONS TO BE FULFILLED BY THE DRIVER  
OF A COMMUNITY BUS IF NOT THE HOLDER OF A PUBLIC SERVICE  
VEHICLE DRIVER'S LICENCE**

35. Conditions to be fulfilled by the driver

**PART VI****REGULATION PRESCRIBING DISC TO BE DISPLAYED ON A VEHICLE  
TO INDICATE THAT IT IS THEN BEING USED AS A COMMUNITY BUS**

36. Disc to be displayed

**PART VII****APPLICATION OF THE PUBLIC SERVICE VEHICLES (LICENCES AND  
CERTIFICATES) REGULATIONS 1952 IN RELATION TO  
COMMUNITY BUSES**

37. Application of the Public Service Vehicles (Licences and Certificates) Regulations 1952.

## SCHEDULES

1. Fire Extinguishing apparatus
2. First Aid Equipment
3. Disc

The Secretary of State for Transport, in exercise of his powers under section 40(1) and (3) of the Road Traffic Act 1972(a), section 5(6) and (9) of the Transport Act 1978(b) and section 160(1) of the Road Traffic Act 1960(c) as amended by section 8(1) of and paragraph 5 of Schedule 2 to the said Act of 1978, and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 199(2) of the said Act of 1972 and of section 260(2) of the said Act of 1960, hereby makes the following Regulations:—

## PART I

## PRELIMINARY

*Commencement and Citation*

1. These Regulations shall come into operation on 1st November 1978 and may be cited as the Community Bus Regulations 1978.

*Interpretation*

- 2.—(1) In these Regulations—

“community bus”, in relation to a vehicle being used as a contract carriage pursuant to section 6 of the Transport Act 1978, has the meaning assigned to the expression “the community bus” in subsection (2) of the said section 6, and in relation to a vehicle not being used as a contract carriage pursuant to the said section 6, means any vehicle being used to provide a community bus service in accordance with section 5 of the Transport Act 1978;

“deck” means a floor or platform on which seats are provided for the accommodation of passengers;

“emergency exit” means an exit which is provided for use only in case of emergency;

“entrance” means any aperture or space provided to enable passengers to board the vehicle;

“exit” means any aperture or space provided to enable passengers to leave the vehicle;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other

---

(a) 1972 c. 20.

(b) 1978 c. 55.

(c) 1960 c. 16.

than an emergency exit but does not include any space in front of a seat or a row of seats which is required only for the use of passengers occupying that seat or that row of seats;

“hours of darkness” means the time between half an hour after sunset and half an hour before sunrise;

“overall length” means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

- (a) any starting handle,
- (b) any hood when down,
- (c) any telescopic fog lamp when extended,
- (d) any snow-plough fixed in front of a vehicle, and
- (e) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 305 millimetres; and

“single-decked vehicle” means a vehicle on which no part of a deck or gangway is placed vertically above another deck or gangway.

(2) For the purpose of these Regulations, in determining when a community bus is first used, the date of such first use shall be taken to be such date as is the earliest of the undermentioned relevant dates applicable to that vehicle:—

(a) in the case of a vehicle registered under the Roads Act 1920(a), the Vehicles (Excise) Act 1949(b), the Vehicles (Excise) Act 1962(c), or the Vehicles (Excise) Act 1971(d), the relevant date is the date on which it was first so registered; and

(b) in each of the following cases—

- (i) in the case of a vehicle which is being or has been used under a trade licence as defined in section 16 of the Vehicles (Excise) Act 1971 (otherwise than for the purposes of demonstration or testing or of being delivered from premises of the manufacturer by whom it was made, or of a distributor of vehicles or dealer in vehicles to premises of a distributor of vehicles, dealer in vehicles or purchaser thereof, or to premises of a person obtaining possession thereof under a hiring agreement or hire purchase agreement),
- (ii) in the case of a vehicle being a vehicle which has been used on roads outside Great Britain and which has been imported into Great Britain,
- (iii) in the case of a vehicle being a vehicle which has been used otherwise than on roads after being sold or supplied by retail and after being registered,

---

(a) 1920 c. 72.

(b) 1949 c. 89.

(c) 1962 c. 13.

(d) 1971 c. 10

- (iv) in the case of a vehicle which has belonged to the Crown or which has been used or appropriated for use for naval, military or air force purposes, and
- (v) in the case of a vehicle which has belonged to a visiting force or a headquarters within the meaning of Article 3 of the Visiting Forces and International Headquarters (Application of Law) Order 1965(a);

the relevant date is the date of manufacture of the vehicle.

In sub-sub-paragraph (iii) of this paragraph “sold or supplied by retail” means sold or supplied otherwise than to a person acquiring solely for the purpose of resale or re-supply for a valuable consideration.

(3) Any reference in these Regulations to a numbered Regulation or Schedule is a reference to the Regulation or Schedule bearing that number in these Regulations except where otherwise expressly provided.

(4) Any reference in these Regulations to any enactment or instrument shall be construed as a reference to that enactment or instrument as amended by any subsequent enactment or instrument.

(5) The provisions of these Regulations are in addition to and not in derogation of the provisions of any Regulations made or having effect as if made by the Secretary of State under Section 40 of the Road Traffic Act 1972.

(6) The Interpretation Act 1889(b) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

#### *Application*

3. The provisions of the Regulations in Parts II, III and IV of these Regulations shall not apply to a vehicle in respect of which a public service vehicle licence is in force.

#### *Exemptions*

- 4.—(1) This Regulation applies to a community bus in respect of which—
- (a) a type approval certificate has been issued by the Secretary of State under Regulation 5 of the Motor Vehicles (Type Approval) Regulations 1973(c) (which provides for the issue of such a certificate in respect of a vehicle which is approved as a type vehicle where it conforms to certain requirements as to design, construction, equipment and marking) or by the competent authority of any member State other than the United Kingdom under a provision of the law of that State which corresponds to the said Regulation 5; or

---

(a) S.I. 1965/1536.

(b) 1889 c. 63.

(c) S.I. 1973/1199.

(b) a certificate of conformity has been issued by the manufacturer of the vehicle under Regulation 6 of those Regulations (which provides for the issue of such a certificate in respect of a vehicle where it is manufactured so as to conform with a type vehicle in respect of such of the said requirements as apply in relation to that vehicle) or under a provision of the law of any member State other than the United Kingdom which corresponds to the said Regulation 6.

(2) Where in the case of any community bus to which this Regulation applies the type approval certificate or, as the case may be, the certificate of conformity in question has been issued by reason of the vehicle's conforming to the requirements of a Community Instrument specified in column 2 of the table set out below (the Instruments there specified being the Community Instruments which are referred to in Part I of Schedule 2 to the said Regulations of 1973 and which contain requirements with respect to the design, construction, equipment and marking of vehicles or their components) and the vehicle is first used on or after the date specified opposite to that Directive in column 3 of the said table, then the Regulations which are specified opposite to that Instrument in column 4 of the said table shall not apply to that vehicle.

(3) In paragraph (1) above 'member State' has the same meaning as in Regulation 3(1) of the said Regulations of 1973.

TABLE

1 Item No.	2 The Community Instrument to whose requirements the vehicle must conform	3 Date on or after which the vehicle is first used	4 Regulations from which the vehicle is exempted
1	Council Directive 71/320/EEC of 26th July 1971(a) (relating to the braking devices of certain categories of motor vehicles and their trailers)	1st July 1973	7 and 11 (in so far as that Regulation relates to brake connections)
1A	Council Directive 71/320/EEC of 26th July 1971 (relating to the braking devices of certain categories of motor vehicles and their trailers) as amended by Commission Directive 74/132/EEC of 11th February 1974(b)	1st October 1974	7 and 11 (in so far as that Regulation relates to brake connections)
1B	Council Directive 71/320/EEC of 26th July 1971 (relating to the braking devices of certain categories of motor vehicles and their trailers) as amended by Commission Directive 74/132/EEC of 11th February 1974 and by Commission Directive 75/524/EEC of 25th July 1975(c)	1st January 1976	7 and 11 (in so far as that Regulation relates to brake connections)

(a) O.J. L202, 6.9.1971, p. 37 (S.E. 1971 (III), p. 746.  
(c) O.J. L236, 8.9.1975, p. 3.

(b) O.J. L74, 19.3.1974, p. 7.

## PART II

REGULATIONS RELATING TO THE CONDITIONS AS TO THE  
FITNESS OF COMMUNITY BUSES*Stability*

5.—(1) The stability of a community bus shall be such that the point at which overturning occurs would not be passed if, when the vehicle is complete, fully equipped for service and loaded with weights placed in the correct relative positions to represent the driver and a full complement of passengers, the surface on which the vehicle stands were tilted to either side to an angle of 35 degrees from the horizontal.

(2) For the purpose of ascertaining whether the requirements of paragraph (1) above have been complied with, the height of any stop used to prevent a wheel of the vehicle from slipping sideways shall not be greater than two-thirds of the distance between the surface upon which the vehicle stands before it is tilted and that part of the rim of that wheel which is then nearest to that surface when the vehicle is loaded in accordance with the said requirements.

(3) For the purpose of this Regulation 63.5 kilograms shall be deemed to represent the weight of one person.

*Suspension*

6. Every community bus shall be—

- (a) fitted with an efficient suspension system so designed and constructed that there is no excessive body sway, and
- (b) so constructed or adapted that a failure of a spring, torsion bar or other resilient component of the suspension system is not likely to cause the driver to lose directional control of the vehicle.

*Brakes*

7.—(1) Save as provided in Regulation 4 and in paragraph (2) below, all brakes with which a community bus is required to be fitted shall act directly on the wheels of the vehicle and not through the transmission gear.

(2) Paragraph (1) above shall not apply to a brake operated by a hand lever without the intervention of any hydraulic, electric or pneumatic device if—

- (a) no universal joint is interposed between any such brake and the wheel or wheels so braked;
- (b) the failure of any part through or by means of which the force necessary to apply the brake to any wheel is transmitted would not cause that wheel to become detached from the vehicle; and
- (c) all the wheels of the vehicle are fitted with brakes all of which are operated by one means of operation.

(3) The brakes of one of the braking systems with which a vehicle is required to be fitted shall be applied by pedal.

#### *Steering*

8. The steering mechanism of a community bus shall be so constructed that no overlock shall be possible and that the wheels shall not in any circumstances foul any part of the vehicle.

#### *Fuel tanks, carburettors etc.*

9.—(1) No part of any fuel tank of a community bus or of any apparatus for the supply of fuel shall be placed in the compartments or other spaces provided for the accommodation of the driver or passengers.

(2) All fuel tanks of a community bus and all apparatus supplying fuel to the engine of a community bus shall be so placed or shielded that no fuel overflowing or leaking therefrom can fall or accumulate upon any woodwork forming part of the vehicle or upon any other part of the vehicle or fitting thereto with the result that it might readily be ignited or so that it can fall into any receptacle where it might accumulate.

(3) The filling points for all fuel tanks of a community bus shall be accessible only from the outside of the vehicle.

(4) A device shall be provided on every community bus by means of which the supply of fuel to any carburettor or, in the case of a fuel injection pump, to the injection nozzles, can be readily cut off, and the following requirements shall be complied with in respect thereof, that is to say—

- (a) in the case of a vehicle not fitted with an engine having a fuel injection system—
  - (i) the means of operation shall at all times be readily accessible from the outside of the vehicle,
  - (ii) the means of operation shall at all times be readily visible from the outside of the vehicle, and
  - (iii) the “off” position of the means of operation shall at all times be clearly marked on the outside of the vehicle; and
- (b) in the case of a vehicle fitted with an engine having a fuel injection system—
  - (i) the position of the means of operation shall at all times be clearly marked on the outside of the vehicle, and
  - (ii) the means of operation shall at all times be—
    - (A) readily accessible from the outside of the vehicle, and
    - (B) clearly indicated.

#### *Exhaust pipe*

10. The exhaust pipe of a community bus shall be so fitted or shielded that no inflammable material can fall or be thrown upon the pipe from any other part of the vehicle, and so that it is not likely to cause a fire through proximity to any inflammable material on the vehicle, and the outlet of the



pipe shall be either at the rear or on the offside of the vehicle, and far enough to the rear to prevent, so far as practicable, fumes from entering the vehicle.

*Locking of nuts*

**11.** Save as provided in Regulation 4, all moving parts of a community bus and all parts subject to severe vibration which are connected by bolts or studs and nuts shall be fastened by lock nuts, or by nuts and efficient spring or lock nut washers, or by castellated nuts and split pins, or by some other efficient device to prevent their working or coming loose.

*Electrical equipment*

**12.—(1)** All electrical apparatus and circuits in a community bus shall be so constructed and installed as to guard adequately against the risk of electric shock or outbreak of fire.

(2) Where the voltage exceeds 100 volts in one or more of the electrical circuits in a community bus there shall be connected in each pole of the main electrical supply which is not electrically connected to earth a manually operated isolating switch which—

- (a) is capable of disconnecting all such circuits from the main electrical supply,
- (b) is not capable of disconnecting any electrical circuit supplying the lamps carried for the purposes of section 68 of the Road Traffic Act 1972 (which provides for lamps showing certain lights to be carried by vehicles during the hours of darkness), and
- (c) is located inside the vehicle in a position readily accessible to the driver.

(3) In this Regulation any reference to an electrical circuit is a reference to an electrical circuit not being a high tension ignition circuit or a circuit within a unit of equipment.

*Number, position and size of entrances and exits*

**13.—(1)** Every community bus the fuel tank of which is placed behind the rear wheels shall be provided—

- (a) on the nearside of the vehicle, with at least one exit (not being an emergency exit) which may also be an entrance, and
- (b) on either the offside or the rear face of the vehicle, with an emergency exit.

(2) Every community bus the fuel tank of which is not placed behind the rear wheels shall be provided either—

- (a) (i) on the nearside of the vehicle, with at least one exit (not being an emergency exit) which may also be an entrance, and  
(ii) on either the offside or the rear face of the vehicle, with an emergency exit, or
- (b) on the rear face of the vehicle, with an exit which is also an entrance and which complies in all respects with the requirements specified in

these Regulations as to emergency exits, except the requirement specified in Regulation 16(1)(a).

(3) Every exit with which a community bus is provided in accordance with the requirements of paragraphs (1) and (2) above shall be not less than 1.17 meters high and not less than 530 millimetres wide.

(4) No entrance to a community bus other than the driver's entrance shall be on the offside of the vehicle.

(5) A grab handle to assist passengers to board or alight from the vehicle shall be fitted to every entrance and every exit (other than an emergency exit) with which a community bus is provided in accordance with paragraphs (1) and (2) above.

#### *Access to exits*

**14.—**(1) Save as provided in paragraph (2) below, there shall be unobstructed access from every seat in a community bus to every exit with which a community bus is provided in accordance with these Regulations.

(2) The requirements specified in paragraph (1) above shall not apply to—

(a) the driver's seat, or

(b) any seat which is placed beside the driver's seat if there is unobstructed access to that seat by means of an entrance other than the driver's entrance.

#### *Doors*

**15.—**(1) Every door of a community bus shall operate so as not to obstruct clear access to any entrance or exit from inside or outside the vehicle.

(2) Means shall be provided for holding every entrance and exit door of a community bus securely in the closed position, and where any such door is capable of remaining open when the vehicle is in motion or of being accidentally closed by the movement of the vehicle, means shall also be provided for holding that door securely in the open position.

(3) Every entrance and exit door of a community bus shall be provided with at least two devices for operating the means for holding the door securely in the closed position, one (but not more than one) of such devices shall be provided on the outside of the vehicle, one of such devices may be provided on the inside of the vehicle for use in circumstances of normal operation only by the owner of the vehicle or by a person authorised in that behalf by such owner, and all such devices shall comply with the requirements specified in paragraph (4) below.

(4) The requirements referred to in paragraph (3) above are as follows:—

(a) every device shall be easily accessible to a person of normal height;

(b) every device which is not placed on the door in respect of which it is provided shall be so placed as to be readily associated with that door, and so that a person of normal height may conveniently operate the device without risk of being injured by movement of the door; and

(c) every device shall be so designed that, subject to the provision of paragraph (7) below, a single movement of it will allow the door in respect of which it is provided to be readily opened.

(5) The method of operation of every device mentioned in paragraph (3) above, the position of every such device which is not placed on the door in respect of which it is provided, and the direction and points of application of any manual effort required to open any door of a community bus shall be clearly indicated.

(6) Every means mentioned in paragraph (2) above and every device mentioned in paragraph (3) above shall be so designed and fitted that they are unlikely to become dislodged or be operated accidentally.

(7) A community bus shall not be deemed to fail to comply with the requirement specified in sub-paragraph (c) of paragraph (4) above by reason only of the fact that, for the purposes of securing the vehicle when unattended, any entrance or exit door has been fitted with a supplementary lock if the lock is so designed and constructed that a single movement of any device mentioned in the said sub-paragraph, and which is a device provided on the inside of the vehicle, will at all times allow that door to be readily opened.

*Marking, positioning and operation of emergency exits*

**16.**—(1) Every emergency exit of a community bus shall—

(a) both on the inside and on the outside of the vehicle be clearly marked as an emergency exit,

(b) be fitted with doors which—

(i) open outwards, and

(ii) are not fitted with any system of power operation, and

(c) be readily accessible to passengers.

(2) Every emergency exit with which a community bus is required by Regulation 13 to be provided shall be situated so that passengers can step directly out of the vehicle.

(3) All the means of operation of every door fitted to an emergency exit of a community bus shall be clearly indicated, and every such means of operation as is fitted on the outside of the vehicle shall be readily accessible to persons of normal height outside the vehicle.

*Seats*

**17.**—(1) No seat shall be fitted to any door of a community bus.

(2) A length of at least 405 millimetres measured horizontally along the front of each seat fitted in a community bus shall be allowed for the accommodation of a seated passenger, and in the case of a continuous seat fitted with arms for the purpose of separating the seating spaces, being arms so constructed that they can be folded back or otherwise put out of use, the seat shall be measured for the purposes of this paragraph as though it were not fitted with arms.

(3) Where any seat is so placed in a community bus that a passenger seated on it is liable to be thrown through any entrance or exit or down any steps, an effective screen or guard shall be placed so as to afford adequate protection against that occurrence to a passenger occupying that seat.

(4) The supports of all seats shall be securely fixed in position.

#### *Driver's accommodation*

**18.**—(1) Every community bus shall be so designed that the driver, when sitting in his seat, has adequate room and can readily reach and operate the controls.

(2) The controls of every community bus shall be so placed as to allow reasonable access to the driver's seat.

(3) The accommodation for the driver of every community bus shall be so arranged as to afford adequate protection from the weather.

(4) Means shall be provided (where necessary) in every community bus to prevent artificial light from the interior of the vehicle from incommoding the driver, and, in respect of any window placed on that side of the centre line of the vehicle occupied by the driver, the means so provided shall be capable of being operated by the driver when in his seat.

(5) Where access to the seat of the driver of a community bus is obtained from the offside of the vehicle—

(a) an opening in the side of the vehicle shall be provided which shall have a clear width of not less than 455 millimetres except where this dimension cannot be provided by reason only of the presence of a portion of the wheel arch in that opening, and

(b) a step shall be provided on the vehicle at a convenient position and height adjacent to the opening if the lowest point of the sill of that opening is more than 690 millimetres from ground level when the vehicle is unladen.

(6) Where a separate and enclosed compartment is provided for the driver of a community bus and access to the driver's seat is obtained from the offside of the vehicle, an emergency exit shall be provided (otherwise than on the offside of that compartment) which shall be readily accessible to the driver and shall have a clear opening with dimensions of not less than 530 millimetres by 455 millimetres.

#### *Luggage racks*

**19.** All luggage racks fitted in every community bus shall be so designed and constructed that any article placed thereon, if it becomes dislodged whilst the vehicle is in motion, is not likely to fall on the driver or interfere with his control of the vehicle.

#### *Artificial internal lighting*

**20.** Every community bus shall be provided with internal lighting adequate to illuminate the exits.

*Ventilation*

**21.** Adequate ventilation shall be provided for the driver and all passengers in every community bus.

*Guarding of transverse windows or panels*

**22.—(1)** All transverse windows or panels fitted to a community bus shall, if not constructed of safety glass, safety glazing or specified safety glass, be adequately protected against the likelihood of breakage in the event of passengers being thrown against them.

(2) In this Regulation the expressions “safety glass”, “safety glazing” and “specified safety glass” have the same meanings as are assigned to them in Regulation 26(12) of the Motor Vehicles (Construction and Use) Regulations 1978(a).

*Overall length*

**23.** The overall length of a community bus shall not exceed 7 metres.

*Single decks*

**24.** Every community bus shall be a single-decked vehicle.

*General construction*

**25.—(1)** Every community bus shall comply in all respects with such of the requirements as to the construction, weight and equipment of motor vehicles contained in any regulations for the time being in force under section 40 of the Road Traffic Act 1972 as are applicable to the vehicle, and the vehicle, including all bodywork and fittings, shall be soundly and properly constructed of suitable materials and in good and serviceable condition, and of such design as to be capable of withstanding the loads and stresses likely to be met with in the normal operation of the vehicle.

(2) No community bus shall be constructed or adapted as to be incapable of being fitted with a lighting system which complies in all respects with the requirements of the Road Traffic Act 1972 or of any regulations for the time being in force under that Act, and no community bus shall be fitted with a lighting system which is so constructed or adapted as to be incapable of complying with those requirements.

### PART III

#### REGULATIONS RELATING TO THE EQUIPMENT OF COMMUNITY BUSES

*Markings*

**26.** Every community bus shall be marked with readily legible characters not less than 25 millimetres in height painted either—

(a) on the inside of the vehicle so as to be readily visible from outside the vehicle or,

(b) on the rear or nearside of the outside of the vehicle  
indicating the maximum number of passengers which it is adapted to carry.

*Fire extinguishing apparatus*

**27.**—(1) There shall be carried by every community bus being used before 31st December 1988 suitable and efficient apparatus for extinguishing fire which is of either one or more of the types specified in Part I of Schedule 1 or one or more of the types specified in Part II of Schedule 1, and by every community bus being used on or after 31st December 1988 suitable and efficient apparatus for extinguishing fire which is of one or more of the types specified in Part II of Schedule 1.

- (2) The apparatus referred to in paragraph (1) above shall be—
- (a) readily available for use,
  - (b) clearly marked with the appropriate British Standards Institution specification number, and
  - (c) maintained in good and efficient working order.

*First aid equipment*

**28.**—(1) There shall be carried by every community bus a receptacle which contains the items specified in Schedule 2.

- (2) The receptacle referred to in paragraph (1) above shall be—
- (a) maintained in a good condition,
  - (b) suitable for the purpose of keeping the items referred to in the said paragraph in good condition,
  - (c) readily available for use, and
  - (d) prominently marked as a first aid receptacle.
- (3) The items referred to in paragraph (1) above shall be maintained in good condition and shall be of a good and reliable quality and of a suitable design.

## PART IV

### REGULATIONS RELATING TO THE USE OF COMMUNITY BUSES

*Obstruction of entrances, exits and gangways*

**29.** No person shall, while passengers are being carried by a community bus, cause or permit any unnecessary obstruction to any entrance or exit or gangway of the vehicle.

*Obstruction of driver*

**30.** No passenger in a community bus shall unnecessarily obstruct the driver or divert his attention from controlling the vehicle.

*Body maintenance*

**31.** No person shall use a community bus while it is carrying passengers or cause or permit it to be so used unless all its windows are maintained in clean and good condition.

*Filling of petrol tank*

**32.** While the engine of a community bus is running no person shall cause or permit the filler cap fitted to the petrol tank of the vehicle to be removed or petrol to be put into its petrol tank.

*Carriage of inflammable or dangerous substances*

**33.—(1)** No person shall use or cause or permit to be used any community bus by which any highly inflammable or otherwise dangerous substance is carried unless that substance is carried in containers so designed and constructed, or unless the substance is so packed, that, notwithstanding an accident to the vehicle, it is unlikely that damage to the vehicle or injury to passengers carried by the vehicle will be caused.

(2) The requirements of this Regulation are in addition to and not in derogation of the requirements of regulations made under the Petroleum (Consolidation) Act 1928(a) or under any other Act.

*Internal illumination in hours of darkness.*

**34.** No person shall use or cause or permit to be used a community bus during the hours of darkness while it is carrying passengers unless the lighting provided in accordance with the provisions of Regulation 20 is kept lit so as to adequately illuminate the exits.

## PART V

## REGULATION PRESCRIBING CONDITIONS TO BE FULFILLED BY THE DRIVER OF A COMMUNITY BUS IF NOT THE HOLDER OF A PUBLIC SERVICE VEHICLE DRIVER'S LICENCE

*Conditions to be fulfilled by driver*

**35.—(1)** The driver of a community bus, if not the holder of a public service vehicle driver's licence, must fulfil the following conditions:—

- (a) he must be the holder of a current driving licence under Part III of the Road Traffic Act 1972 which authorises him to drive vehicles of the kind mentioned in section 5(2) of the Transport Act 1978 and which satisfies the requirements of paragraph (2) below, or, having held such a licence, he must be entitled, by virtue of section 84(4) of the said Act of 1972, to drive such vehicles,
- (b) he must be over 21 years of age, and
- (c) he must, whilst driving the vehicle, comply with the requirements specified in relation to a driver licenced to drive a public service vehicle when acting as the driver of such a vehicle in paragraphs (a), (b), (c), (d) in so far as it relates to information to any passenger or intending

passenger as to the destination or route of the vehicle, (e) in so far as it relates to giving particulars of his licence and his name, and (f) of Regulation 4 of the Public Service Vehicles (Conduct of Drivers, Conductors and Passengers) Regulations 1936(a).

(2) The driving licence referred to in paragraph (1)(a) above must not be a provisional licence, or a licence which merely has effect under section 88(4) of the said Act of 1972 as a provisional licence authorising him to drive such vehicles.

## PART VI

### REGULATION PRESCRIBING DISC TO BE DISPLAYED ON A VEHICLE TO INDICATE THAT IT IS THEN BEING USED AS A COMMUNITY BUS

#### *Disc to be displayed*

36.—(1) The disc which must be displayed on a vehicle in accordance with the requirement specified in section 5(6)(c) of the Transport Act 1978 to indicate that the vehicle is then being used as a community bus shall be in the form shown in Schedule 3 and shall contain the particulars required by that form.

(2) The disc shall be affixed to the inside of the vehicle on which it is being used and in such a position that it—

- (a) does not interfere with the driver's control of the vehicle, and
- (b) can easily be read from the outside of the vehicle.

(3) If a disc has been lost, destroyed or defaced, the body to whom it was issued shall forthwith give notice in writing of the fact to the traffic commissioners who issued it.

(4) If upon receipt of the notice referred to in paragraph (3) above and, in a case where the disc has been defaced, upon the surrender to them of the defaced disc, the traffic commissioners are satisfied that the disc has been lost or destroyed or, in the case of a defaced disc, has ceased to be reasonably legible, they shall issue to the body giving the notice a duplicate disc (so marked) containing the particulars which appeared on the original disc, and the provisions of this Regulation shall apply to the duplicate disc as they applied to the original disc.

(5) If at any time after notice has been given under paragraph (3) above of the loss or destruction of a disc, the disc notified as having been lost or destroyed comes into the possession of the body giving the notice, that body shall forthwith return it to the traffic commissioners who issued it.

(6) A body to whom a disc was issued shall surrender the disc to the traffic commissioners who issued it when the licence or permit in connection with which the disc was issued expires, or if that licence or permit is suspended or revoked.

(7) In this Regulation the expressions "licence" and "permit" have the same meanings as are respectively assigned to them in Regulation 37(2).



## PART VII

APPLICATION OF THE PUBLIC SERVICE VEHICLES (LICENCES AND CERTIFICATES)  
REGULATIONS 1952 IN RELATION TO COMMUNITY BUSES

37.—(1) The provisions of Parts VII (Road service licences) and VIII (Permits) of the Public Service Vehicles (Licences and Certificates) Regulations 1952(a) shall apply in relation to a licence and to a permit, respectively, which authorises the provision of a community bus service as they apply in relation to other licences and permits.

(2) In this Regulation “licence” has the same meaning as in Regulation 36 of the said 1952 Regulations, and “permit” has the same meaning as in Regulation 49 of the said 1952 Regulations.

*William Rodgers,*  
Secretary of State for Transport.

5th September 1978.

## SCHEDULE 1

(see Regulation 27)

## FIRE EXTINGUISHING APPARATUS

## PART I

- (i) A foam-producing fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Foam Type (Chemical) and numbered B.S. 740: Part I: 1948.
- (ii) A foam-producing fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Foam Type (Gas Pressure) and numbered B.S. 740: Part II: 1952.
- (iii) A soda acid chemical fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Water Type (Soda Acid) and numbered B.S. 138: 1948.
- (iv) A water fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Water Type (Gas Pressure) and numbered B.S. 1382: 1948.
- (v) A bromochlorodifluoromethane (B.C.F.) fire extinguisher with a liquid capacity of not less than 1.35 kilograms, or two such extinguishers having an aggregate such capacity complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Halogenated Hydrocarbon type and numbered B.S. 1721: 1968.

---

(a) 1952/900.

---

**PART II**

- (i) A fire extinguisher containing water with a minimum charge of 6 litres complying in all respects with the specification for Portable fire extinguishers issued by the British Standards Institution, published on 31st December 1976 and numbered B.S. 5423 : 1977.
- (ii) A fire extinguisher containing foam with a minimum charge of 6 litres complying in all respects with the specification for Portable fire extinguishers issued by the British Standards Institution, published on 31st December 1976 and numbered B.S. 5423 : 1977.
- (iii) A fire extinguisher containing halon 1211 bromochlorodifluoromethane (B.C.F.) with a minimum charge of 1.5 kilograms complying in all respects with the specification for Portable fire extinguishers issued by the British Standards Institution, published on 31st December 1976 and numbered B.S. 5423 : 1977.

**SCHEDULE 2**

(see Regulation 28)

**FIRST AID EQUIPMENT**

- (i) Ten antiseptic wipes, foil packed (not less than 18.5 centimetres × 11.0 centimetres).
- (ii) One conforming disposable bandage (not less than 7.5 centimetres wide).
- (iii) Two sterile triangular bandages.
- (iv) One packet of 24 assorted adhesive dressings.
- (v) Three large sterile unmedicated ambulance dressings (not less than 15.0 centimetres × 20.0 centimetres).
- (vi) Two sterile eye pads, with attachments.
- (vii) Twelve assorted safety pins.
- (viii) One pair of rustless blunt-ended scissors.

SCHEDULE 3  
(See Regulation 36)  
DISC TO BE DISPLAYED

COMMUNITY BUS DISC

Issued by .....

To .....

EXPIRES .....

Permit Licence No(s) .....

.....

DTP 14060

TRANSPORT ACT 1978

## EXPLANATORY NOTE

*(This Note is not part of the Regulations.)*

1. These Regulations apply to vehicles being used to provide a community bus service either in accordance with section 5 of the Transport Act 1978 or as a contract carriage in accordance with section 6 of that Act. These vehicles are defined in Regulation 2(1) as community buses. By virtue of section 5(2) and 6(2) of the 1978 Act the vehicles so to be used are those, and those only, adapted to carry at least 8 and at most 16 passengers.

2. These vehicles will be subject to the Motor Vehicles (Construction and Use) Regulations 1978. But, being exempt from the requirements relating to public service vehicle licencing, they will not be subject to the Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations 1972 (S.I. 1972/751). Parts II, III and IV of these Regulations specify requirements which, in addition to the requirements of the said Regulations of 1978, must be complied with when a vehicle is being used as a community bus. But these Parts will not apply to a vehicle in respect of which a public service licence is in force. The relevant requirements will, in fact, be met by compliance with the said Regulations of 1972.

3. Pursuant to section 5(6)(a) of the Transport Act 1978, Part V of these Regulations prescribes conditions to be fulfilled by the driver of a community bus if not the holder of a public service vehicle driver's licence. By virtue of that section the driver must be a volunteer (as defined in section 5(7) of that Act).

4. Pursuant to section 5(6)(c) of the Transport Act 1978, Part VI of these Regulations prescribes (by reference to Schedule 3) the disc (which will be issued by the traffic commissioners) to be displayed on a vehicle to indicate that it is being used as a community bus.

5. Part VII of these Regulations apply—

- (a) the provisions of Part VII of the Public Service Vehicles (Licences and Certificates) Regulations 1952 as to road service licences, and
- (b) the provisions of Part VIII of the said Regulations of 1952 as to permits in lieu of road service licences

to road service licences or permits which authorise the provision of a community bus service.

SI 1978/1313  
ISBN 0-11-084313-4

