Marshalls of Sutton on Trent Ltd

Coach Accessibility Policy (PSVAR)

1. Introduction

1.1. The purpose of this Coach Accessibility Policy is to set out how the Company supports safe, inclusive, and accessible coach travel for passengers who use wheelchairs or other mobility aids. It explains the procedures for booking accessible travel, the responsibilities of passengers, group organisers, and Company staff, and the requirements for equipment used on board.

1.2. This policy also outlines how accessibility features such as wheelchair lifts, ramps, securement systems and designated spaces must be used to ensure the safety and comfort of all passengers.

1.3. The Company is committed to providing accessible transport wherever reasonably practicable and in accordance with all relevant legal and regulatory requirements.

2. Scope

This policy applies to

2.1. All coach services operated by the Company, including private hire journeys and services provided using both PSVAR-compliant and non-compliant vehicles.

2.2. All wheelchair users and passengers using mobility equipment, as well as drivers, couriers, operations staff and any employee involved in delivering coach travel.

2.3. The policy does not apply to the Company's bus services, which are covered separately by the Bus Accessibility Policy.

2.4. The policy does not apply to transport services provided by third parties not operated by the Company.

2.5. The policy is written to provide guidance to customers using a wheelchair wishing to board company coaches and the employee ("The driver") driving the coach and/or operating the lift.

2.6. The policy is referenced in the company Coach Hire Terms and Conditions.

2.7. Passengers travelling on buses should refer to the company Bus Accessibility Policy.

3. Data Protection

3.1. The Company collects and processes personal data, which may include sensitive information relating to a passenger's mobility requirements, in accordance with UK GDPR and the Data Protection Act 2018. This information is used solely for the purpose of assessing accessibility needs, ensuring safety, and delivering the requested transport service.

3.2. Information is stored securely and only shared where operationally necessary.

4. Definitions

For the purposes of this policy, the following definitions apply:

4.1. **Wheelchair user:** A passenger who remains seated in their wheelchair for travel or who uses a wheelchair for mobility during boarding/alighting.

4.2. **Reference wheelchair:** A standardised wheelchair size used in PSVAR guidance for determining accessible capacity (1200mm length, 700mm width, 1350mm seated height).

4.3. **PSVAR vehicle:** A coach that meets the Public Service Vehicle Accessibility Regulations and is equipped with a lift, designated wheelchair space, and appropriate restraint systems.

4.4. **Group organiser:** The individual or organisation responsible for making the booking and providing all required passenger and wheelchair information to the Company.

4.5. **Accessible stop:** A boarding or alighting location that allows safe deployment of a wheelchair lift or ramp, taking into account pavement height, surface conditions, space, and safety.

4.6. **Lift capacity weight:** The maximum combined weight of the wheelchair and passenger that the lift is certified to safely raise and lower, as stated on the lift certificate.

5. PSVAR Regulations

5.1. The powers in part 5 of the Disability Discrimination Act 1995 (DDA) allow the government to make regulations requiring all new land-based public transport vehicles (trains, taxis, buses and coaches) to be accessible to disabled people, including those who need to remain in wheelchairs.

5.2. The regulations that govern access to service buses and coaches are known as PSVAR. PSVAR has been applied to all new buses and coaches

5.2.1. introduced since 31 December 2000

5.2.2. with a capacity exceeding 22 passengers

5.2.3. used to provide a local or scheduled service

5.3. The Company operates a number of coaches which meet the PSVAR regulations and these are also available for private hire where customers require a wheelchair lift. PSVAR does not apply to private coach charter however this policy relates to both types of journey i.e. where the coach must be compliant or where there is no requirement for the coach to be compliant.

6. Booking Timeframes for Accessibility Requirements

6.1. To ensure that all necessary safety checks, seat removals, vehicle allocation, and access assessments can be completed, all accessibility-related booking information should be provided to the Company **at least 7 days prior to travel** wherever possible.

6.2. Where bookings are made with less notice, the Company will make every reasonable effort to accommodate requirements but cannot guarantee that a suitable vehicle or configuration will be available.

7. Hiring a coach with a Wheelchair Lift

7.1. If a customer is booking a coach with the Company and require a wheelchair lift for one of their group we need to ask certain information and carry out checks to ensure we can provide travel. These include:

7.1.1. the type of wheelchair i.e. manual or electric

7.1.2. If electric, the model name and number of the chair

7.1.3. whether the chair has been modified (for safety fixings)

7.1.4. that the wheelchair size is compatible with the space on the coach

7.1.5. that the combined weight of the passenger and the wheelchair do not exceed the maximum weight capacity being lifted by the wheelchair lift

7.1.6. that the stops at which the passenger wishes to board and alight the coach are accessible stops at which the wheelchair lift can be deployed

7.1.7. that, given that there is generally only one space per vehicle, the client has the correct number of spaces/vehicles available for the group's requirements.

7.2. Not all electric wheelchairs have the correct fixings to be securely fastened in the wheelchair space on the coach.

8. Access to coaches

8.1. Wheelchair access to coaches is via a lift located in the front, side or rear of the coach. The exact location will depend on the manufacturer's specifications.

8.2. Customers, colleagues and assistants are not permitted to stand on the lift whilst the lift is in use.

8.3. If a customer wishes to use the lift instead of the coach steps, a standard wheelchair will need to be provided by the customer.

8.4. Access to disabled access double deck vehicles which are privately hired is via ramp. The ramp is deployed from the front step against the pavement. The wheelchair uses the ramp to access the ground floor of the vehicle and is secured in a wheelchair space. The ramp has a weight limit of 300kg in most cases.

8.5. In all cases a PSVAR Form must be completed.

8.6. Wheelchair users can choose to:

8.6.1. Use the wheelchair lift and secure their wheelchair in a designated wheelchair space (seats are removed from the vehicle, usually 4 seats removed to provide space for one wheelchair)

8.6.2. Use the wheelchair lift and use a coach seat, with their wheelchair stowed in the hold (seats are removed from the vehicle)

8.6.3. Use the coach steps with their wheelchair stowed in the hold (seats are not removed from the vehicle)

8.6.4. Use the ramp (for double deck hires only) and secure the wheelchair in the designated space on the vehicle (seats may need to be removed).

8.7. Where a wheelchair space is designed for a forward-facing wheelchair, it will be provided with a wheelchair restraint system. A driver must ensure that a wheelchair restraint system is correctly attached in accordance with instructions provided on the

vehicle before the vehicle is driven. This may be a system comprising webbing straps or clamps that attach to the wheelchair frame.

8.8. Removal of seats is pre planned for private hire work and will be carried out by the engineering department.

8.9. When a seat is returned to the wheelchair space it must be securely attached in position whether or not it is going to be used so as not to be a danger to passengers.

Wheelchair users who wish to transfer from their wheelchair to a coach seat

8.10. The company recognises that some wheelchair users can, must, or prefer to, travel in a coach seat rather than in their wheelchair. Having a seat in the space means disabled passengers and other passengers can use this seat when the space is not required by wheelchair users travelling in their wheelchair.

8.11. In this case a manual wheelchair must be provided by the passenger in order for them to use the lift.

8.12. For passengers who can and/or would prefer to transfer from their wheelchair to a coach seat, we can transport lightweight wheelchairs safely stowed in the luggage hold of the coach. A wheelchair is capable of being safely stowed in the luggage hold when the wheelchair:

8.12.1. is capable of being folded and unfolded

8.12.2. if it can't be folded, can be dismantled and reassembled by the passenger or their carer/companion

8.12.3. if it has a battery the battery is a dry fuel cell or gel fuel cell or lithium battery

8.12.4. has no assistance or auxiliary aids which would make it unsafe for stowage

8.12.5. weighs no more than 20kg.

8.13. The lift must not be used by any standing passengers or assistants whilst in operation. Whilst the lift is in use, the only person occupying the platform should be a wheelchair user seated in their wheelchair with the brakes applied.

8.14. The company also needs to check that the stops at which the customer wishes to board and alight the coach are wheelchair accessible so that the coach lift can be deployed. We therefore recommend that a passenger wishing to transfer from their wheelchair to a coach seat, informs their group organiser so that these points can be fully assessed before the day of departure and to ensure the correct coach is allocated.

Such bookings should be made at least 7 days in advance of hire but if this is not possible, we will make every effort to ensure these matters are assessed as soon after booking as possible.

Wheelchair users travelling in their wheelchairs in the designated wheelchair space

8.15. The wheelchair space on PSVAR compliant coaches is fitted with a seat which can be removed or altered. We recognise that some wheelchair users can, must, or prefer to, travel in a coach seat rather than in their wheelchair. Having a seat in the space means disabled passengers and other passengers can use this seat when the space is not required by wheelchair users travelling in their wheelchair. If a customer requests a wheelchair accessible coach for a passenger travelling in their wheelchair in the designated wheelchair space, the company can remove or amend the required seating to ensure this is possible.

8.16. The company reserves the right to refuse booking if a wheelchair PSVAR coach is unavailable for hire for any reason.

8.17. For groups with a passenger seeking to travel in their wheelchair, the company must conduct checks listed below to ensure they are able to provide travel. Travel will not be provided unless the company can verify that the requirements are met.

9. Requirements for wheelchairs on coaches

9.1. The wheelchair size must be compatible with the space on the coach. This is detailed as follows:

9.1.1. Wheelchair accessibility regulations for access to public transport use a specific reference wheelchair (see picture below). The reference wheelchair has: (a) total length of 1200mm including extra-long footplates (b) total width of 700mm (c) sitting height (from ground to top of head) of 1350mm.

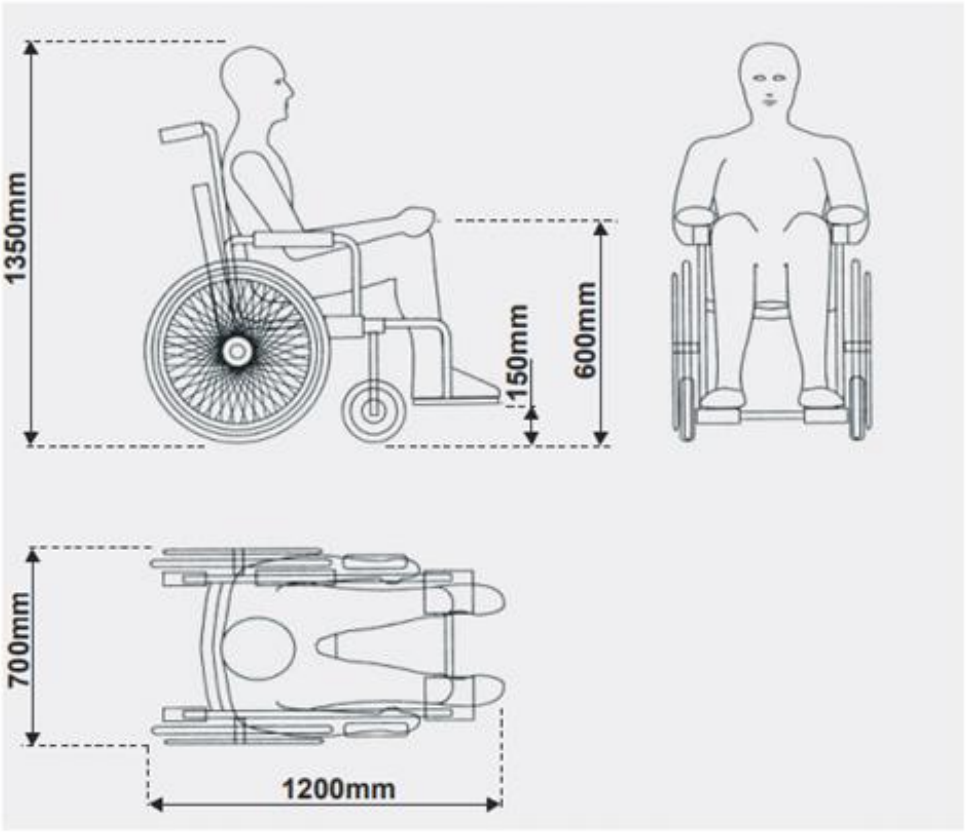
9.1.2. The reference wheelchair is bigger than most wheelchairs to ensure that enough room is provided for most wheelchair users. However, some powered wheelchairs are bigger than the reference wheelchair and may not necessarily fit.

9.1.3. If the wheelchair is no bigger than the reference wheelchair the passenger should be able to use the company PSVAR vehicles. If the wheelchair is bigger, contact the

Operations Team. Although the company is not legally obliged to carry a passenger in a larger wheelchair, they will make every effort to help if possible.

9.1.4. The combined weight of the wheelchair with its occupant (the passenger) must not exceed the maximum weight capacity being lifted by the wheelchair lift. This information is displayed on the lift certificate which is placed with the vehicle.

9.1.5. In the case of coach hire, drivers and planners must ask for or be provided with the information in order to assess that it is safe to carry and does not exceed the maximum weight capacity of the wheelchair lift equipment. Group organisers are requested to provide this information in advance of hire.



9.1.6. The driver must have this on the day of departure with the wheelchair user. The company will ask the combined weight of the wheelchair with its occupant.

9.1.7. For Health & Safety reasons the company may also ask for the weight of the chair if the requirements are for the chair to be stowed. These questions are not intended to offend or identify the weight of the occupant. The company is committed to ensuring safe and efficient carriage of passengers.

9.2. The stops at which the passenger wishes to board and alight the coach must be accessible stops at which the wheelchair lift can be deployed. This information must be

arranged by the group organiser and the company Operations Team at least 7 days in advance of hire.

9.3. It is essential that, given that there is usually only one space per vehicle, the group organiser has specified the correct number of spaces, seats or vehicles available for their group's requirements. This must be arranged at the time of booking.

9.4. When booking, the company will request that the group organiser provide details of the size, make and model of the wheelchair the passenger will be travelling in and any modifications they might have made to the wheelchair so we can make the necessary checks. These checks relate specifically to whether the wheelchair can be safely secured in the wheelchair space on the company's coaches.

9.5. Such bookings should be made at least 7 days in advance of hire but if this is not possible, the company will make every effort to ensure these matters are assessed as soon after booking as possible.

10. Electric Wheelchairs

10.1. In some cases, it may be possible to secure an electric wheelchair in the wheelchair space on the coach. Not all electric wheelchairs have the correct fixings to be securely fastened in the wheelchair space. It is important that the customer provides us with the specific details of the chair to assess if it will be safe enough to secure.

10.2. The safety of the wheelchair user and other passengers is of paramount importance so if the company is in doubt, then it may not be possible to carry the electric wheelchair.

10.3. Electric wheelchairs can be carried in the hold if they can be suitably dismantled so that each part weighs no more than 20kg. Vehicles are not designed to carry scooters or any other wheelchair that cannot be safely carried in the wheelchair space (see further guidelines below).

11. Electric or mobility scooters on coaches

11.1. There is one class of manual wheelchair (called a Class 1 carriage) and two classes of powered wheelchairs and powered mobility scooters.

11.2. Manual wheelchairs and Class 2 vehicles are those with an upper speed limit of 4 mph (6 km/h) and are designed to be used on pavements.

11.3. Class 3 vehicles are those with an upper speed limit of 8 mph (12 km/h) and are equipped to be used on the road as well as the pavement.

11.4. None of the regulations for buses or coaches deal with the carriage of scooters. This is because scooters are outdoor vehicles intended for use as an alternative to public transport for short trips. They are generally less manoeuvrable than wheelchairs and cannot be used as a seat on a vehicle because of their instability and difficulty in providing appropriate restraint systems for both the scooter and the user.

11.5. While passengers cannot travel in their mobility scooters, the company will accept small lightweight mobility scooters that can be safely stowed in the luggage hold of the coach. A mobility scooter is capable of being safely stowed in the luggage hold where:

11.5.1. the mobility scooter is capable of being folded and unfolded;

11.5.2. the mobility scooter can be dismantled and reassembled by the passenger or their carer/companion (if it can't be folded);

11.5.3. the battery is a dry fuel cell or gel fuel cell or lithium battery;

11.5.4. the mobility scooter has no assistance or auxiliary aids which would make it unsafe for stowage; and

11.5.5. the heaviest part of the mobility scooter weighs no more than 20kg.

11.6. The company recommends that a group organiser wishing to stow a passenger's mobility scooter in the luggage hold makes this request at the time of booking and at least 7 days in advance of travel. This will allow the company to check that the mobility scooter (and ancillary equipment if applicable) is safe for stowage in the luggage hold of the allocated coach.

11.7. Such bookings should be made at least 7 days in advance of hire but if this is not possible the company will make every effort to ensure these matters are assessed as soon after booking as possible.

11.8. In order to carry out the above checks, a group organiser must provide details of the size, make and model of the mobility scooter the passenger will be travelling with by completing a PSVAR form.

11.9. The company will advise the group organiser either at the time of booking or afterwards, regarding the suitability of the mobility scooter for carriage in the luggage hold of the company's coaches.

12.Use of the wheelchair lift

12.1. The company's wheelchair accessible coaches are fitted with a lift, which may be powered or manual and stowed in a convenient place on the vehicle.

12.2. Whatever type of lift is provided, a driver must be familiar with the method of operation and must always ensure that the lift is returned to its correct stowage position and is secure in that position before the vehicle is driven.

12.3. Drivers are responsible for checking the lift on the vehicle is working correctly as part of their first use vehicle checks.

12.4. Power operated lifts will usually be provided with a means of manual operation in the event of a power failure and sometimes a separate tool is needed for this purpose. A driver must ensure that any tool required for the manual operation of a lift or ramp is carried on the vehicle. A driver must therefore know what tools are needed (if any), where they are located on the vehicle, and how to operate the lift manually.

12.5. When a wheelchair user wants to board or alight from a vehicle a driver must safely deploy the lift. It is essential that a lift is safely deployed. This includes:

12.5.1. positioning the vehicle as close as possible to the kerb so that the lift can be deployed onto the pavement (where there is one)

12.5.2. positioning and operating the device and any safety systems associated with it correctly. This may include ensuring that any handrails are in place, and that safety devices are operating such as lift roll-off stops and monitoring the movement of a power-operated lift or ramp to minimise the risk of injury to passengers or other members of the public.

13.Staff Training

13.1. All drivers, couriers, and relevant operational staff receive training on this Coach Accessibility Policy and their responsibilities under it. This includes training on:

13.1.1. the safe operation of wheelchair lifts and ramps

13.1.2. the correct procedures for securing wheelchairs using approved restraint systems

13.1.3. assisting wheelchair users and other disabled passengers in accordance with safety requirements and personal physical limitations

13.1.4. recognising when equipment or circumstances make boarding unsafe

13.1.5. emergency procedures, including awareness of the Passenger Evacuation Policy.

13.2. Training must be completed **before** a member of staff is allocated to any duty requiring operation of a lift, ramp, or wheelchair securement system. Refresher training is provided periodically or whenever equipment, legislation, or Company procedures change.

14. Emergency Evacuation

14.1. In the event of an emergency requiring passengers to leave the coach, wheelchair users may be required to transfer from their wheelchair to an evacuation device or to receive assistance from their companions or authorised persons.

14.2. Drivers and Company staff are not permitted to lift passengers or perform any action that may compromise their own safety or that of others.

14.3. Emergency evacuation procedures are detailed in the Company's **Passenger Evacuation Policy**, which must be read and followed in conjunction with this policy.

14.4. Passengers and group organisers should ensure appropriate support is available for any passenger who may require assistance beyond that which the driver is permitted to provide.

15. Driver assistance

15.1. The driver should be prepared to offer reasonable assistance with equipment such as rails or securing the wheelchair on the coach.

15.2. If a wheelchair user or any other disabled person requests assistance a driver must provide it (subject to certain conditions described below). It is also good practice to offer assistance. Providing some assistance can help ensure the safety of disabled passengers and give that all-important reassurance that may help keep the time taken for a disabled person to board or alight to a minimum, helping them to feel comfortable and respected just like any other passenger.

15.3. A wheelchair user may not be able to apply the wheelchair user restraint or may not know how to wear it correctly. A driver must offer assistance to the wheelchair user to enable them to wear the wheelchair user restraint system and ensure it is worn in

accordance with instructions provided on the vehicle. It is most important that it fits the user like a seat belt and is not held away from them by parts of the wheelchair. It may be necessary to pass the restraint through the arms of the wheelchair to achieve this. The driver should be familiar with the operation of the system.

15.4. A driver or courier must not allow a wheelchair user to board, alight or travel on a vehicle if a fault or failure of any equipment means that it is not safe to do so. That does not prevent the use of manual backup systems provided for use in the event of power failure nor does it mean that boarding should be denied if the nature of the equipment failure is such that it is safe for the wheelchair user to board, alight or travel on the vehicle.

15.5. In the case of a kneeling system, folding/retractable step or route and destination displays a driver will not be considered to have failed to fulfil a duty if there is a fault or failure of any such equipment that prevents it being used. These systems may not have direct safety implications should they fail to operate but it should be remembered that the operation of a kneeling system may be needed. In most cases the driver should provide assistance to a wheelchair user in these circumstances.

15.6. Daily checks to ensure that equipment is working and early reporting of faults can help ensure the availability of vehicles and equipment for disabled people and help prevent problems arising when the vehicle is in service.

Limitations to drivers and couriers duties

15.7. The Regulations require the operating or deploying of a kneeling system, a folding or retractable step, a lift or ramp, or the provision of assistance to a disabled person. In fulfilling any of these duties it is essential to take all reasonable care to ensure that the disabled person is safe when boarding or alighting.

15.8. In circumstances where there may be a risk to the health and safety of the driver, or to the disabled person, or to other passengers, or to the security of the vehicle, a driver must decide whether in such circumstances it is reasonable not to fulfil a particular duty. Advice should always be sought if in any doubt.

15.9. Drivers will provide reasonable assistance to wheelchair users. Drivers can only provide assistance where it is within their own physical limitations to do so. The Public Service Vehicles (Conduct of Drivers, Inspectors, Conductors and Passengers) Regulations 1990 (the “Conduct Regulations”) states that *“drivers of public service*

vehicles must provide disabled passengers with certain types of assistance for example deploy boarding ramps and lifts when required, provide wheelchair users with assistance to board or alight the vehicle etc."

15.10. There is no obligation for drivers to provide physical assistance to wheelchair users which might have the potential to cause them harm or injury. Each driver will have different personal, physical limitations and therefore the level of assistance provided may also be different.

15.11. To protect the health and safety of drivers, we ask that the group leader or other authorised person is able to provide assistance with lifting wheelchairs, scooters or parts thereof for stowage.

16.Route and destination displays

16.1. Drivers must ensure that the correct route number (if any) and the destination is correctly displayed in the positions provided on the vehicle. If the route number and destination displays are provided with a means of illumination, then they must be illuminated between sunset and sunrise.

16.2. If the vehicle is providing a temporary service (e.g. rail replacement) or is an emergency replacement vehicle on the route in question it may not be possible to display the route and destination in all the usual places. In such cases a temporary sign must be displayed and must show the correct route number (if any) and the correct destination displayed on the front or nearside of the vehicle as close as practicable to the front entrance.

16.3. The route and destination need not be illuminated at night. These relaxations apply only for the first 21 days of operation of such services.

17.Kneeling systems

17.1. Many buses and coaches are fitted with a kneeling system that lowers the body of the vehicle closer to the ground. Some may have a folding or a retractable step or ramp. These systems are usually fitted to ensure that the first step from the ground is not too high and difficult for disabled people.

17.2. A kneeling system or folding or retractable step must be operated so as to minimise the height of the first step from the ground if a disabled person is clearly about to board or alight from the vehicle or if the driver is requested to do so.

17.3. In some cases it may not be apparent that a person has a disability be it permanent or temporary and they may have just as much difficulty alighting as they do when boarding. Therefore, it is good practice to operate these systems at every stop. It is also likely that all passengers will board and alight more quickly if the step height is lower.

17.4. There may be reasons why it is not possible to operate the kneeling system or folding or retractable step in which case a driver may be excused for not doing so. For example, if the height of the first step would not be reduced because the vehicle is next to a high kerb or in situations where damage to the vehicle may occur.

18.Limitations on Travel

18.1. The company are able to provide coaches that are wheelchair accessible however the toilets on the most of the company's coaches are not.

18.2. Should customers have any requirements in this respect the group organiser should advise the Operations Team when making a reservation.

18.3. If a wheelchair user needs to use the toilet during the journey, they or their representative should ask the driver to make a stop at the next available/appropriate services.

18.4. Company staff are not permitted to assist passengers with eating or with personal care/hygiene.

18.5. Health and Safety considerations mean that staff cannot lift or carry passengers in any way (either on or off the coach or in or out of their wheelchair), or take any other action that might put the health, safety and welfare of company staff at risk. Drivers are expected to provide reasonable assistance but not where it is beyond their own personal physical limitations to do so.

18.6. Drivers and staff cannot provide any medical service such as giving injections. If a passenger has a medical condition that requires others to provide this type of care, the passenger must ensure that they always travel with a companion, who can assist them during their journey.

18.7. Drivers and staff are unable to dismantle or reassemble mobility scooters or wheelchairs or remove and replace batteries.

Safety Limitations and Disclaimer

18.8. Travel cannot be guaranteed until all required safety checks have been completed and the Company has confirmed that the wheelchair, mobility aid, boarding location, and lift capacity are suitable and safe for use. The Company reserves the right to refuse travel where any aspect of the journey presents an unacceptable safety risk to the passenger, other passengers, the driver, or the vehicle. In some circumstances, adverse weather, uneven surfaces, or environmental conditions may prevent safe deployment of the lift or ramp; in such cases, alternative arrangements will be discussed with the group organiser where possible.

19.Wheelchair Lift Maintenance

19.1. All PSVAR vehicle wheelchair lifts in the Company's fleet are LOLER inspected at the appropriate intervals(usually every 6 months.

20.Accessibility Support and Enquiries

20.1. For questions, clarification, or assistance regarding accessibility requirements, passengers and group organisers may contact the Company's Operations Team at:

20.2. **01636 821138 or email office@marshallscoaches.co.uk**

If a passenger wishes to request a review of an accessibility decision, an escalation may be made to the Transport Manager, who will reassess the circumstances and respond as soon as reasonably practicable.

21.Reference material in relation to this policy

DFT Wheelchair Guidance

https://www.gov.uk/government/publications/accessible-buses-and-coaches

https://www.gov.uk/guidance/the-highway-code/rules-for-users-of-powered-wheelchairs-and-mobility-scooters-36-to-46

https://www.gov.uk/government/publications/accessible-buses-and-coaches/bus-and-coach-accessibility-and-the-public-service-vehicle-accessibility-regulations-2000

https://www.ridc.org.uk/features-reviews/out-and-about/choosing-wheelchair/mobility-scooters/class-2-and-class-3-mobility

https://www.gov.uk/government/consultations/proposed-changes-to-the-laws-governing-powered-mobility-scooters-and-powered-wheelchairs

PSVAR Hire Agreement

As part of the confirmation procedure for the booking of private coach hire for a wheelchair accessible vehicle the following form needs to be completed in full and returned to our office. If you have any queries please let us know

Date of Hire……

Name of Hirer……

Will you require comfort stops between pick up point and destination, if so please details where:

……

……

……

Destination of Hire……

Number of wheelchair spaces required……

Total weight of wheelchair and occupant (max 300kg) ……

Do any of the wheelchair passengers intend to move to a coach seat once inside the vehicle Y / N

Hirer of coach to sign below to accept Marshalls terms and conditions for wheelchair accessible coach hire including suitability of pick up and drop off points for operation of PSVAR lift

Signed…….

Date……

Print name……

Last updated January 2026