



House of Commons

NOTICES OF AMENDMENTS

given up to and including

Monday 6 March 2017

New Amendments handed in are marked thus ★

☆ *Amendments which will comply with the required notice period at their next appearance*

Amendments tabled since the last publication: 1-18, NC1

PUBLIC BILL COMMITTEE

BUS SERVICES BILL [LORDS]

NOTE

This document includes all amendments tabled to date and includes any withdrawn amendments at the end. The amendments have been arranged in accordance with the Order to be proposed by Andrew Jones.

Andrew Jones

To move, That the Bill be considered in the following order: Clauses 1 and 2; Schedule 1; Clauses 3 to 6; Schedule 2; Clauses 7 and 8; Schedule 3; Clauses 9 to 15; Schedule 4; Clauses 16 to 21; new Clauses; new Schedules; Clauses 22 to 26; remaining proceedings on the Bill.

Andrew Jones

That, subject to the discretion of the Chair, any written evidence received by the Committee shall be reported to the House for publication.

 Bus Services Bill [*Lords*], *continued*

Andrew Jones

- 1
- ★ Clause 1, page 2, line 43, leave out from beginning to end of line 4 on page 3
Member's explanatory statement
This amendment removes an order-making power under which the Secretary of State may confer on a local transport authority with an advanced quality partnership scheme power to enforce traffic offences.

Andrew Jones

- 2
- ★ Clause 1, page 4, leave out lines 37 to 42
Member's explanatory statement
This amendment removes a requirement that, under an advanced quality partnership scheme, new buses providing local services must meet eligibility requirements contained in the "Low Emission Bus Scheme" (a programme of grants to support the use of low and ultra-low emission vehicles), where the vehicle comes into service after 1 April 2019.

Andrew Jones

- 3
- ★ Clause 1, page 6, leave out line 1
Member's explanatory statement
This amendment and amendment 4 remove a requirement to consult representatives of employees of affected bus operators about a proposed advanced quality partnership scheme. The representatives must be representatives of a trade union recognised by bus operators or, if there are no such representatives, appointed or elected representatives of the employees.

Andrew Jones

- 4
- ★ Clause 1, page 6, leave out lines 8 to 16
Member's explanatory statement
See the explanatory statement for amendment 3.
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Andrew Jones

- 5
- ★ Clause 4, page 15, line 11, at end insert—
 “But each of paragraphs (b) to (f) has effect only if the Secretary of State by regulations so provides.”
Member's explanatory statement
This amendment enables the Secretary of State to control the bodies, other than mayoral combined authorities, that may introduce franchising schemes. The Secretary of State must make provision by regulations before county councils and other authorities in England referred to in paragraphs (b) to (f) may be franchising authorities.

Andrew Jones

- 6
- ★ Clause 4, page 15, leave out lines 41 to 45
Member's explanatory statement
This amendment removes a requirement that, under a franchising scheme, new buses providing local services must meet eligibility requirements contained in the "Low Emission Bus Scheme" (a programme of grants to support the use of low and ultra-low emission vehicles), where the vehicle comes into service after 1 April 2019.

 Bus Services Bill [*Lords*], *continued*

Andrew Jones

7

- ★ Clause 4, page 16, line 41, at end insert—

- “() A franchising authority or authorities may not prepare an assessment of a proposed franchising scheme under section 123B unless the Secretary of State consents to their doing so.
- () The Secretary of State’s consent is not required if the proposed scheme relates only to—
- (a) the area of a mayoral combined authority, or
- (b) the combined area of two or more mayoral combined authorities.
- () The Secretary of State must publish a notice of a consent given under this section.”

Member’s explanatory statement

This amendment allows the Secretary of State to control the introduction of franchising schemes by bodies other than mayoral combined authorities. The Secretary of State must give consent before such a franchising authority may take the preliminary step of preparing an assessment.

Andrew Jones

8

- ★ Clause 4, page 18, leave out line 3

Member’s explanatory statement

This amendment and amendment 9 remove a requirement to consult representatives of employees of affected bus operators about a proposed franchising scheme. The representatives must be representatives of a trade union recognised by bus operators or, if there are no such representatives, appointed or elected representatives of the employees.

Andrew Jones

9

- ★ Clause 4, page 18, leave out lines 12 to 20

Member’s explanatory statement

See the explanatory statement for amendment 8.

Andrew Jones

10

- ★ Clause 4, page 24, line 41, leave out “21” and insert “(Bus companies: limitation of powers of authorities in England)”

Member’s explanatory statement

This amendment is consequential on amendment NCI.

Andrew Jones

17

- ★ Schedule 2, page 84, line 35, leave out “123A(4)(b) to (f)” and insert “123A(4)”

Member’s explanatory statement

This amendment and amendment 18 correct cross-references to text inserted by clause 4.

 Bus Services Bill [*Lords*], *continued*

Andrew Jones

11

- ★ Clause 9, page 42, leave out lines 15 to 20

Member's explanatory statement

This amendment removes a requirement that, under an enhanced partnership scheme, new buses providing local services must meet eligibility requirements contained in the "Low Emission Bus Scheme" (a programme of grants to support the use of low and ultra-low emission vehicles), where the vehicle comes into service after 1 April 2019.

Andrew Jones

18

- ★ Schedule 4, page 88, line 12, leave out "123A(4)(b) to (f)" and insert "123A(4)"

Member's explanatory statement

See explanatory statement for amendment 17.

Andrew Jones

12

- ★ Clause 18, page 74, leave out lines 7 to 12 and insert "which have one or more stopping places in their areas"

Member's explanatory statement

This amendment will allow regulations under new section 141A of the Transport Act 2000 to require local transport authorities to provide information about all relevant local services which have stopping places in their areas. As currently drafted the power is available only where there are franchising arrangements.

Andrew Jones

13

- ★ Clause 18, page 74, line 22, after "routes," insert "stopping places,"

Member's explanatory statement

This amendment and amendment 14 ensure that information about stopping places is included in the types of information that can be required by regulations under new section 141A of the Transport Act 2000.

Andrew Jones

14

- ★ Clause 18, page 74, line 23, at end insert "stopping places,"

Member's explanatory statement

See the explanatory statement for amendment 13.

 Bus Services Bill [*Lords*], *continued*

Andrew Jones

15

★ Clause 19, page 76, line 36, at end insert—

“() In this section “local transport authority” has the meaning given in section 108(4) of the Transport Act 2000.””

Member’s explanatory statement

This amendment adds a definition of a term, “local transport authority”, which appears in the clause.

Andrew Jones

NC1

★ To move the following Clause—

“Bus companies: limitation of powers of authorities in England

- (1) A relevant authority may not, in exercise of any of its powers, form a company for the purpose of providing a local service.
- (2) Subsection (1) applies whether the relevant authority is acting alone or with any other person.
- (3) In this section—

“company” has the same meaning as in the Companies Acts (see sections 1(1) and 2(1) of the Companies Act 2006);

“form a company” is to be construed in accordance with section 7 of the Companies Act 2006;

“local service” has the same meaning as in the Transport Act 1985 (see section 2 of that Act);

“Passenger Transport Executive”, in relation to an integrated transport area in England or a combined authority area, means the body which is the Executive in relation to that area for the purposes of Part 2 of the Transport Act 1968;

“relevant authority” means—

- (a) a county council in England;
- (b) a district council in England;
- (c) a combined authority established under section 103 of the Local Democracy, Economic Development and Construction Act 2009;
- (d) an Integrated Transport Authority for an integrated transport area in England;
- (e) a Passenger Transport Executive for—
 - (i) an integrated transport area in England, or
 - (ii) a combined authority area.”

Member’s explanatory statement

This amendment prohibits county and district councils in England, combined and integrated authorities in England and passenger transport executives in England from setting up companies to provide local services.

Bus Services Bill [*Lords*], *continued*

Andrew Jones

16

- ★ Clause 26, page 79, line 37, leave out subsection (2)

Member's explanatory statement

This amendment removes the privilege amendment inserted by the Lords.

ORDER OF THE HOUSE [1 MARCH 2017]

That the following provisions shall apply to the Bus Services Bill [*Lords*]:

Committal

1. The Bill shall be committed to a Public Bill Committee.

Proceedings in Public Bill Committee

2. Proceedings in the Public Bill Committee shall (so far as not previously concluded) be brought to a conclusion on Tuesday 21 March 2017.
3. The Public Bill Committee shall have leave to sit twice on the first day on which it meets.

Proceedings on Consideration and up to and including Third Reading

4. Proceedings on Consideration and proceedings in legislative grand committee shall (so far as not previously concluded) be brought to a conclusion one hour before the moment of interruption on the day on which proceedings on Consideration are commenced.
5. Proceedings on Third Reading shall (so far as not previously concluded) be brought to a conclusion at the moment of interruption on that day.
6. Standing Order No. 83B (Programming committees) shall not apply to proceedings on Consideration and up to and including Third Reading.

Other proceedings

7. Any other proceedings on the Bill (including any proceedings on consideration of any message from the Lords) may be programmed.
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