

*Changes to legislation: There are currently no known outstanding effects for the Bus Services Act 2017, Paragraph 23. (See end of Document for details)*

## SCHEDULES

### SCHEDULE 2 **E+W**

#### FURTHER AMENDMENTS: FRANCHISING SCHEMES

##### *Transport Act 2000 (c. 38)*

- 23 (1) Section 162 (interpretation of Part 2) is amended as follows.
- (2) In subsection (1) (specific terms), at the appropriate place insert—
- ““effective time”, in relation to a local service contract, has the meaning given by section 123J(7),”;
  - ““franchising authority” has the meaning given by section 123A(4),”;
  - ““franchising scheme” is to be construed in accordance with section 123A(3),”;
  - ““interim service” has the meaning given by section 123O,”;
  - ““local service contract” has the meaning given by section 123A(5),”;
  - ““mayoral combined authority” has the meaning given by section 107A of the Local Democracy, Economic Development and Construction Act 2009,”;
  - ““scheme sub-area” has the meaning given by section 123H,”;
  - ““service permit” has the meaning given by section 123P.”.
- (3) In subsection (1), in the definition of “appropriate national authority”, omit paragraph (a) (meaning for schemes relating to areas in England).
- (4) In subsection (1), omit the definition of “QCS board”.
- (5) In subsection (4) (interpretation of references to Integrated Transport Authorities), omit the following entries— “ section 124(4)(a), (5) and (7), ”; “ section 127(3A), ”; “ section 127A(7), ”; “ section 130, ”; “ section 131, ”; “ section 132C, ”; “ section 132D, ”.

#### **Commencement Information**

**II** [Sch. 2 para. 23](#) in force for certain purposes at Royal Assent and 27.6.2017 otherwise, see [s. 26\(3\)](#)

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