 Regulatory Policy Committee	Validation of the One-in, Two-out Status and the Net Direct Impact on Business
Validation Impact Assessment (IA)	Changes to the Public Service Vehicles (Conduct of Drivers, Inspectors and Passengers) Regulations 1990
Lead Department/Agency	Department for Transport
IA Number	Dft00324
Origin	Domestic
Expected date of implementation	SNR 9
Date of Regulatory Triage Confirmation	Not Applicable. Red Tape Challenge
Date submitted to RPC	19 March 2015
Date of RPC Validation	27 April 2015
RPC reference	RPC15-DFT-2346
Departmental Assessment	
One-in, Two-out status	OUT
Estimate of the Equivalent Annual Net Cost to Business (EANCB)	Not quantified
RPC assessment VALIDATED	
Summary RPC comments <p>The validation IA is fit for purpose</p> <p>The Department proposes to simplify and improve the Conduct Regulations for drivers, inspectors, conductors and passengers</p> <p>Based on the consultation with relevant key stakeholders, the Department considers that the proposals are beneficial to business but that any impacts on business are likely to be minimal. It, therefore, considers that it would be disproportionate to monetise them.</p> <p>This seems to be a reasonable assessment and the RPC can validate this measure as zero net cost for One-in, Two-out purposes.</p>	
Background (extracts from IA) <p>What is the problem under consideration? Why is government intervention necessary?</p> <p><i>“The Conduct Regulations set the expected standards of behaviour on buses and coaches for drivers, inspectors, conductors and passengers. Feedback received as part of the road transportation theme of the Red Tape Challenge (RTC) suggested that aspects of these regulations could be removed as they duplicate other legislation or can be covered more effectively by operator</i></p>	

conditions of carriage.

We believe intervention is necessary to bring the Conduct Regulations up to date, ensuring they do not impose unnecessary requirements on businesses or the public, without changing existing rights of passengers in relation to safety and accessibility.”

What are the policy objectives and the intended effects?

“The intended objective of the proposed changes is to emerge with a set of regulations that are better focussed but which do not change the existing rights of passengers, by amending three specific areas - updating a number of outdated definitions and references (interpretation), updating rules around driver interaction with passengers while removing legal requirements covered elsewhere in legislation (driver conduct), and simplifying regulations related to passenger conduct e.g. where these can be covered by operator conditions of carriage or other legislation. The outcome is to ensure that the regulations are fit for purpose, and do not impose unnecessary burden on business or the public.”

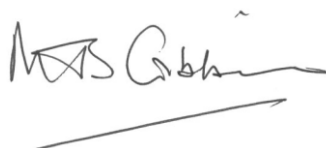
RPC comments

The Department proposes to simplify and improve the Conduct Regulations for drivers, inspectors, conductors and passengers. It will remove those sections that are outdated or covered by other legislation, or where suitable non-regulatory alternatives exist. This will provide a set of regulations that are better focused, but that do not change the existing rights of passengers. The proposals are, therefore, deregulatory and expected to be net beneficial to business.

The Department explains that the proposed changes are largely a simplification of existing wording. Bus and coach operators could potentially benefit from the removal of outdated and confusing aspects of the regulations. The Department has worked closely with key stakeholders and considers the impact on business, if any, to be minimal, given the industry’s input into these changes. As such, the Department believes it would not be proportionate to quantify the impacts.

This seems to be a reasonable assessment and the RPC can validate this measure as zero net cost for One-in, Two-out purposes.

Signed



Michael Gibbons, Chairman