

Bus Services (No. 2) Bill [HL]

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
20 January 2025*

The amendments are listed in accordance with the following Instruction –

Clauses 1 to 10
Schedule

Clauses 11 to 31
Title

[Amendments marked ★ are new or have been altered]

Clause 4

LORD GODDARD OF STOCKPORT

Clause 4, page 3, line 2, at end insert “, and more than one day”

Member's explanatory statement

This amendment seeks to probe the Government on whether there is no longer any minimum period from which the provisions proposed by a franchising authority may be mobilised.

Clause 12

BARONESS PIDGEON

Clause 12, page 9, line 20, at end insert –

- “(iv) health care services, including, but not limited to, hospitals or GP surgeries, or
- (v) schools, and”

Clause 16

BARONESS PIDGEON

Clause 16, page 14, line 25, at end insert –

“154B Consideration of operator size in grant allocation

- (1) In exercising their powers under section 154A, a local transport authority in England may have regard to the size of the operator when determining the amount of grant and the conditions attached to it.
- (2) In particular, local transport authorities may –
 - (a) give priority to small operators to ensure the sustainability and diversity of local transport services,
 - (b) adopt measures to protect small operators from disproportionate financial burdens or competition, and
 - (c) take into account the financial and operational capacity of small operators to meet service demands.
- (3) When determining what constitutes a small operator, a local transport authority may consider –
 - (a) the size of the operator’s fleet,
 - (b) the number of employees employed by the operator, and
 - (c) the operator’s annual turnover or other financial capacity.”

Member’s explanatory statement

This amendment enables local transport authorities to prioritise small transport operators when allocating grants, ensuring their protection and promoting diversity in local transport services.

After Clause 27

BARONESS PIDGEON

After Clause 27, insert the following new Clause –

“Impact on rural areas

- (1) Within six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a report detailing the impacts of the provisions of this Act on rural areas.
- (2) For the purposes of this section “rural” refers to areas so defined by the Rural Urban Classification.
- (3) The report in subsection (1) must include, but is not limited to –
 - (a) an assessment of the level of bus service provision in rural areas including frequency, coverage, and accessibility;
 - (b) an evaluation of how the provisions of this Act affect access to public transport for residents in rural areas, with a focus on affordability, reliability, and inclusivity;

- (c) a review of the potential economic, social, and environmental impacts of any changes in transport services or infrastructure in rural areas as a result of this Act;
 - (d) recommendations for any further actions or policies that may be required to ensure that rural areas are not disproportionately impacted by the provisions of this Act.
- (4) The report must be accompanied by a statement from the Secretary of State on how the findings of the report will be addressed, including any further steps to mitigate negative impacts on rural areas, if applicable.”

Member's explanatory statement

This amendment requires the Secretary of State to publish a report within six months on the impacts of the Act on rural areas.

LORD BRADSHAW

After Clause 27, insert the following new Clause –

“Provision of grants for bus services: traffic reduction plan requirement

In the Transport Act 2000, after section 159 insert –

“159A Provision of grants for bus services: traffic reduction plan requirement

- (1) Where the Government has issued financial support for the provision of bus services, including in the form of grants, to local highway authorities, or other authorities deemed relevant by the Secretary of State, it must be subject to the condition that the recipient authority implements a traffic reduction strategy aimed at increasing bus speeds.
- (2) The strategy published under the provisions of subsection (1) must include –
 - (a) measures to reduce congestion and delays for bus services;
 - (b) provisions to improve bus priority and traffic flow;
 - (c) clear targets for improving bus speeds and service reliability.
- (3) The relevant authority must take reasonable steps to implement the strategy, and where it is unable to do so, it must provide a statement outlining the reasons for non-implementation, which must be made available to the Secretary of State.
- (4) If the authority fails to adequately implement the strategy or meet the agreed targets, the financial support may be reduced or revoked.
- (5) The Secretary of State may issue guidance to ensure consistency in the development and implementation of traffic reduction strategies.””

Member's explanatory statement

This amendment requires that financial support, including grants, issued by the Government to local highway authorities or other relevant bodies is conditional on the implementation of a traffic

reduction strategy aimed at increasing bus speeds, with provisions for reporting and accountability if the strategy cannot be fully implemented.

BARONESS PIDGEON

★ After Clause 27, insert the following new Clause –

“Review of bus fare impact on patronage

- (1) Local transport authorities must conduct a comprehensive review of the impact of bus fares on passenger patronage within their jurisdiction.
- (2) The review may assess –
 - (a) how fare levels influence ridership trends,
 - (b) the social, economic, and environmental outcomes of current fare structures,
 - (c) potential changes to improve accessibility and increase patronage, and
 - (d) potential benefits, if any, of the simplification of ticketing systems for the purposes of increasing bus patronage.
- (3) The first review must be completed and published no later than six months after the date on which this Act is passed.
- (4) Subsequent reviews must be conducted at least once every three years, and made publicly available.
- (5) In conducting the review, local transport authorities must consult relevant stakeholders, including public transport users, service operators, and community representatives, and any other stakeholders deemed relevant by the local transport authority.”

BARONESS PIDGEON

★ After Clause 27, insert the following new Clause –

“Duty to promote bus services

- (1) It is the general duty of any relevant authorities overseeing bus operations to promote bus services in their jurisdiction.
- (2) In fulfilling this duty, authorities may consider –
 - (a) the potential benefits of making bus services economically competitive with other transport options, ensuring affordability, reliability, and accessibility;
 - (b) measures to enhance the environmental sustainability of bus services, such as reducing emissions and supporting greener transport alternatives;
 - (c) the broader social, economic, and environmental benefits of increasing bus patronage;
 - (d) reducing road congestion and improving urban mobility;

- (e) contributing to lower air pollution and reduced greenhouse gas emissions;
 - (f) providing affordable, accessible transport that promotes social inclusion;
 - (g) improving access to employment, education, health, and other essential services.
- (3) The relevant authority must publish a report every two years outlining the steps taken to fulfil this duty, including—
- (a) progress in making bus services economically competitive and environmentally sustainable,
 - (b) the effectiveness of policies and measures aimed at increasing bus patronage,
 - (c) any challenges faced in promoting bus services and proposed solutions, and
 - (d) plans for future improvements in bus services.
- (4) The relevant authorities may consult with any relevant stakeholders, including transport operators, local businesses, and members of the public, which they deem to be expedient for the purpose of fulfilling the duty outlined in subsection (1).”

Member's explanatory statement

This amendment places a broad duty on authorities to promote bus services in their jurisdiction.

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