

Bus Services (No. 2) Bill [HL]

SECOND MARSHALLED
LIST OF AMENDMENTS
TO BE MOVED
IN GRAND COMMITTEE

The amendments have been marshalled in accordance with the Instruction of 8th January 2025, as follows –

Clauses 1 to 10	Clauses 11 to 31
Schedule	Title

[Amendments marked ★ are new or have been altered]

**Amendment
No.**

Clause 11

LORD MOYLAN
THE EARL OF EFFINGHAM

11 Clause 11, page 8, line 2, at end insert –

“(1A) A franchising authority may not make a direct award of a public service contract under this regulation until it has conducted an evaluation of the operator’s previous performance in meeting accessibility targets, including specific improvements to service accessibility for disabled passengers.”

Member's explanatory statement

This amendment ensures that franchising authorities evaluate the incumbent operator’s past performance on accessibility metrics, including improvements for disabled passengers, before granting a direct award.

After Clause 11

LORD GODDARD OF STOCKPORT

12 After Clause 11, insert the following new Clause –

“Reporting on the implementation of franchising

(1) A franchising authority must prepare and publish a report no later than one year after the commencement of bus operations in a franchised area.

- (2) The report must include –
- (a) an assessment of the quality of outcomes resulting from the implementation of franchised bus services, including reviews of –
 - (i) passenger satisfaction,
 - (ii) changes in service reliability and coverage,
 - (iii) accessibility improvements, and
 - (iv) environmental impacts,
 - (b) a review of the process of establishing and implementing the franchising scheme, including –
 - (i) challenges encountered,
 - (ii) costs incurred, and
 - (iii) timelines achieved,
 - (c) a list of recommendations for other authorities considering the introduction of franchising schemes, based on the authority’s experience, and
 - (d) any other matters the franchising authority considers relevant to the operation and outcomes of the franchising scheme.
- (3) The report must be made publicly available and a copy submitted to the Secretary of State.
- (4) The Secretary of State may issue guidance on the content and format of reports prepared under this section, and franchising authorities must have regard to this guidance.”

Member's explanatory statement

This amendment requires franchising authorities to publish a report a year after the commencement of operations with recommendations for other authorities considering implementing a franchised bus service.

LORD MOYLAN
THE EARL OF EFFINGHAM

13 After Clause 11, insert the following new Clause –

“Review of direct awards of contracts

The Secretary of State must conduct an annual review of all direct awards made under section 11 and publish a report assessing their impact on service quality, passenger satisfaction, and market competition.”

Member's explanatory statement

This amendment ensures ongoing oversight of direct awards by requiring the Secretary of State to review and report on their effectiveness annually.

LORD MOYLAN
THE EARL OF EFFINGHAM

14 After Clause 11, insert the following new Clause –

“Actions in the event of poor performance of a franchising authority

- (1) The Secretary of State must, by regulations, define the minimum service levels that must be met by franchising authorities, which must include, but need not be limited to –
 - (a) the frequency, reliability, and accessibility of bus services,
 - (b) passenger satisfaction and accessibility, including for vulnerable groups,
 - (c) financial viability and sustainability of bus services within the authority’s area, and
 - (d) environmental and operational standards as set out in this Act.
- (2) If a franchising authority is found not to meet the defined minimum service levels, the Secretary of State must undertake a review of the franchising authority’s ability to effectively run bus services within its area.
- (3) Based on a review conducted under subsection (2), the Secretary of State may –
 - (a) initiate corrective actions to address service deficiencies,
 - (b) require the franchising authority to enter into a new arrangement with alternative operators,
 - (c) require the franchising authority to implement a remedial plan to improve service provision within a set period, or
 - (d) implement a clawback agreement to secure the return of funding previously granted.
- (4) The Secretary of State must publish the findings of any reviews conducted under subsection (2) and outline any actions taken as a result of the review, including steps to ensure the continued provision of high-quality bus services for passengers.”

Member's explanatory statement

This new clause ensures that the Secretary of State sets clear service standards, holds LTAs accountable for meeting those standards, and provides a framework for action when service levels fall short, including the option of a clawback provision.

LORD MOYLAN
THE EARL OF EFFINGHAM

15 After Clause 11, insert the following new Clause –

“Requirement for preliminary case for franchising

Before commissioning an assessment under section 123D(1) of the Transport Act 2000 (audit), local transport authorities must prepare and publish a preliminary case setting out –

- (a) the objectives of franchising in the area,

- (b) the expected benefits to passengers, including improvements in service quality, accessibility, and coverage,
- (c) a cost-benefit analysis outlining the anticipated financial implications, and
- (d) an evaluation of alternative approaches, including enhanced partnerships or other mechanisms, to ensure franchising represents the best option.”

Member's explanatory statement

This amendment seeks to ensure that LTAs establish a clear, evidence-based case for franchising before initiating an assessment, with the intention of safeguarding public funds and ensuring that franchising is pursued only when it is the most viable and beneficial option.

LORD MOYLAN
THE EARL OF EFFINGHAM

16 After Clause 11, insert the following new Clause –

“Restriction on repeated franchising assessments

- (1) Where a local transport authority decides not to proceed with a franchising scheme in light of an assessment carried out under section 123D(1) of the Transport Act 2000 (audit), the authority must not initiate another franchising assessment for the same area or a substantially similar area for a period of five years from the date of that decision.
- (2) The prohibition in subsection (1) may only be waived if –
 - (a) there is a material change in circumstances that would significantly alter the conclusions of the previous franchising assessment, and
 - (b) the Secretary of State grants approval for a new assessment, based on evidence provided by the local transport authority.”

Member's explanatory statement

This amendment introduces a five-year moratorium on repeating franchising assessments in the same area if an LTA decides not to proceed with franchising.

LORD WOODLEY

17 After Clause 11, insert the following new Clause –

“Franchising authorities: joint forum

- (1) When operating a franchise scheme, the franchising authority must establish a joint forum with operators and trades unions.
- (2) The purpose of the joint forum is to address bus service staffing and employment issues in the area covered by that franchising authority.”

LORD WOODLEY

18 After Clause 11, insert the following new Clause –

“Application of TUPE: local authority bus services

In section 123X of the Transport Act 2000 (local service contracts: application of TUPE), after subsection (2) insert –

“(2A) Subsection (3) also applies to a situation in which a local service is transferred to a local authority bus company.””

LORD WOODLEY

19 After Clause 11, insert the following new Clause –

“Franchising: termination of employment

(1) Section 123X of the Transport Act 2000 (local service contracts: application of TUPE) is amended as follows.

(2) In subsection (7), omit paragraph (a).

(3) After subsection (7), insert –

“(7A) For the purposes of subsection (4), whether a person’s employment is principally connected with the provision of any particular local services must be determined by agreement between the local authority, bus service operators and trades unions.”

(4) After subsection (9), insert –

“(9A) Any termination of employment for a reason connected to the introduction of a franchise or the transfer to a newly franchised bus service under the provisions in this Act is considered unfair dismissal under section 94 of the Employment Rights Act 1996.

(9B) The terms and conditions of workers who are transferred to a new local service contract must not be inferior to those of their previous contract for the duration of that contract and the terms and conditions of new employees must not be inferior to existing employees.””

LORD WOODLEY

20 After Clause 11, insert the following new Clause –

“Franchising consultation: Transfer of Undertakings (Protection of Employment) regulations

In regulation 3 of the Transfer of Undertakings (Protection of Employment) Regulations 2006 (S.I. 2006/246) (a relevant transfer), after paragraph (1)(b) insert –

“(c) the introduction or transfer of a bus franchise under section 123A of the Transport Act 2000 (franchising schemes).””

Clause 12

BARONESS PIDGEON
LORD HAMPTON

21 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”

Member's explanatory statement

This amendment ensures that primary health care services are considered under the provisions of 'socially necessary routes'.

BARONESS JONES OF MOULSECOOMB

22 Clause 12, page 9, line 23, at end insert –

- “(16) A route which was abolished in the 15 years before the day on which the Bus Services (No.2) Act 2025 was passed may also be considered a socially necessary local service in this section and section 138C.”

Member's explanatory statement

This amendment ensures previously existing routes that have been abolished are considered as potential "socially necessary routes".

LORD MOYLAN

22A★ Clause 12, page 9, line 28, after “138A(3)(ba)” insert “, including when this service is a local transport authority tendered service,”

Member's explanatory statement

This amendment ensures that tendered services provided by Local Transport Authorities receive the same level of protection as commercial services under the Bill.

BARONESS PIDGEON

23 Clause 12, page 10, line 7, at end insert –

- “(5) Where a socially necessary route has been identified in accordance with section 138A(15) of the Transport Act 2000, and no alternative operator has implemented the service within a period of six months, the relevant local authority must take reasonable steps to implement a service on the socially necessary route as far as is reasonably practicable.

(6) Where a local authority has established a socially necessary service in the absence of alternative operators, the local authority must publish a report on the

establishment and operability of the service within six months of establishing that service, which should include, but not be limited to –

- (a) the scope and nature of the service;
 - (b) the estimated operating costs and any identified funding gaps;
 - (c) the impact of the service on local accessibility and transport needs;
 - (d) a timeline for the operation of the service;
 - (e) a statement where the local authority is unable to meet the financial burdens of operating the service within six months of establishing that service, specifying the extent of the financial shortfall.
- (7) Where a local authority makes a statement under subsection (6)(e), the new burdens doctrine shall apply to the provisions of this section, and the Secretary of State must consider providing appropriate financial support to the local authority to ensure the service can be delivered.
- (8) Where a local authority is not operating a service in the absence of alternative operators, the provisions in subsection (6) do not apply.
- (9) A local authority may, in consultation with the relevant local transport authority and following the implementation of a socially necessary service under the provisions of subsection (5), transfer the responsibility for the operation of the service to an alternative operator, provided that the local authority is satisfied that the alternative operator is reasonably able to implement an equivalent service.
- (10) A service established under these provisions is a local service operated by a local government bus company as defined by section 15(5).”

Member's explanatory statement

This amendment clarifies that the relevant local authority has a duty to implement a socially necessary service as far as is reasonably practical, should alternative operators fail to do so, with provisions for financial support if needed and the possibility of transferring responsibility to an alternative operator once the service is established.

LORD MOYLAN
THE EARL OF EFFINGHAM

24 Clause 12, page 10, line 7, at end insert –

- “(5) When carrying out their functions under this section, local transport authorities must assess whether demand responsive bus services could mitigate any adverse effects resulting from the cancellation or variation of a socially necessary local service.”

Member's explanatory statement

This amendment encourages local transport authorities to explicitly consider demand responsive bus services as a potential alternative when addressing the impact of changes to socially necessary services.

LORD MOYLAN
THE EARL OF EFFINGHAM

25 Clause 12, page 10, line 7, at end insert –

“(5) In taking any actions under the provisions of this section, local transport authorities must have regard to the purpose of maintaining a competitive market when prioritising socially necessary services, ensuring that smaller operators are not unduly excluded from market opportunities.”

Member's explanatory statement

This amendment ensures that LTAs consider the impact of their actions on market competition, with particular attention to the interests of smaller or emerging private operators.

After Clause 12

LORD HENDY OF RICHMOND HILL

26 After Clause 12, insert the following new Clause –

“Measures specified in schemes

- (1) The Transport Act 2000 is amended as follows.
- (2) In section 138A(6)(b) (contents of schemes), for the words from “routes in” to “local services” substitute “local services in the whole or part of that area”.
- (3) In section 138D(2)(a) (measures specified in scheme), omit “serving the routes” (in both places).”

Member's explanatory statement

This amendment widens the measures that can be taken by a local transport authority under an enhanced partnership scheme so that they can relate to any local services in the area concerned.

LORD HENDY OF RICHMOND HILL

27 After Clause 12, insert the following new Clause –

“Passenger benefit requirement

In section 138C of the Transport Act 2000 (requirements in respect of local services), for subsection (9) substitute –

- “(9) The requirements that may be specified in an enhanced partnership scheme also include requirements –
- (a) as to operators of local services establishing and operating arrangements that facilitate the operation of the scheme;
 - (b) that persons using local services in the area to which the scheme relates benefit from any reduction in the cost of operating those services that results from facilities provided or measures taken by –

- (i) the Secretary of State,
- (ii) a local transport authority, or
- (iii) any other person exercising functions of a public nature.””

Member's explanatory statement

This amendment allows an enhanced partnership scheme to require bus operators to provide benefits to bus passengers in return for public expenditure on facilities or measures that will reduce operating costs.

LORD HENDY OF RICHMOND HILL

28 After Clause 12, insert the following new Clause –

“Variation of schemes

After section 138K of the Transport Act 2000 insert –

“138KA Variation where scheme includes provision under section 138E

- (1) A variation of an enhanced partnership scheme may not be made under section 138K in a case to which subsection (2) of this section applies unless –
 - (a) the Secretary of State has directed the authority or authorities concerned to make the variation, or
 - (b) the variation is one that the authority or authorities are required to make by section 12(4)(b) of the Bus Services (No. 2) Act 2025.
- (2) This subsection applies to any case specified in the scheme as one in which the scheme may be varied in accordance with the scheme (see section 138E).
- (3) The Secretary of State may give a direction under this section only if, on an application made by the authority or authorities, the Secretary of State is satisfied that –
 - (a) the variation cannot be made in accordance with the scheme because of unreasonable or obstructive behaviour by one or more operators of local services, or
 - (b) persons using local services in the area to which the scheme as varied will relate will benefit from the variation of the scheme.
- (4) A direction under this section does not affect the application of the other requirements that must be met before the scheme can be varied under section 138K.””

Member's explanatory statement

This amendment provides that where an enhanced partnership scheme can be varied in accordance with the scheme, a variation can be made under section 138K only where the Secretary of State is satisfied that operators have behaved unreasonably or obstructively or that the variation or revocation will benefit users of local services.

LORD MOYLAN
THE EARL OF EFFINGHAM

29 After Clause 12, insert the following new Clause –

“Duty to report on funding for socially necessary local services

- (1) The Secretary of State must, within three months of the day on which this Act is passed, lay before Parliament a report setting out the Government’s plan for providing additional funding to support socially necessary local services identified under section 138A(3)(ba) of the Transport Act 2000.
- (2) The report must include –
 - (a) an assessment of the funding requirements for socially necessary local services across England,
 - (b) the criteria by which funding will be allocated to local transport authorities,
 - (c) a timetable for the implementation of additional funding measures, and
 - (d) an evaluation of how proposed funding will ensure the sustainability and accessibility of these services.
- (3) In preparing that report the Secretary of State must consult with –
 - (a) local transport authorities, and
 - (b) representatives of passengers, including those with disabilities.”

Member's explanatory statement

This amendment requires the Secretary of State to produce a detailed plan for additional funding for socially necessary local bus services, ensuring transparency and accountability to Parliament.

Clause 16

LORD MOYLAN
THE EARL OF EFFINGHAM

30 Clause 16, page 13, line 39, at end insert –

- “(3A) Before making a grant under this section, the franchising authority must consult with local passenger groups, community representatives and relevant stakeholders to assess the potential impact of the grant on service quality and accessibility.”

Member's explanatory statement

This amendment introduces a requirement for franchising authorities to consult with stakeholders before granting direct awards, ensuring decisions reflect the needs of passengers and local communities.

LORD MOYLAN
THE EARL OF EFFINGHAM

31 Clause 16, page 14, line 17, at end insert –

- “(7A) The Secretary of State must, as part of the guidance issued under subsection (6), publish –
- (a) specific information on the total funding to be allocated to local transport authorities and mayors to carry out the functions under this section,
 - (b) the criteria to be used from time to time for determining how funding will be allocated between local transport authorities, ensuring transparency and equity in allocation, and
 - (c) a statement confirming that all funding allocated under this section will be provided by central government.”

Member's explanatory statement

This amendment requires the Secretary of State to publish detailed guidance on funding allocation, including the total funding available, the criteria for distribution between local transport authorities, and confirmation that the funding will be provided by central government.

LORD MOYLAN
THE EARL OF EFFINGHAM

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

- “(11) When designing and administering grants under this section, local transport authorities must have regard to the potential benefits of demand responsive bus services as part of their service offerings.
- (12) The Secretary of State, in issuing guidance under subsection (6), must ensure that the guidance encourages local transport authorities to consider demand responsive bus services where such services could offer an effective or efficient alternative to timetabled bus services.”

Member's explanatory statement

This amendment ensures that local transport authorities are encouraged to consider demand responsive bus services when designing services and administering bus grants.

BARONESS PIDGEON

33 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.

Clause 18

LORD MOYLAN

Lord Moylan gives notice of his intention to oppose the Question that Clause 18 stand part of the Bill.

Clause 19

LORD MOYLAN

Lord Moylan gives notice of his intention to oppose the Question that Clause 19 stand part of the Bill.

Clause 21

BARONESS PINNOCK

34 Clause 21, page 20, line 3, at end insert –

- “(c) publish a review on –
- (i) the enforceability of byelaws,
 - (ii) training provisions for staff on applying byelaws, and
 - (iii) other measures to support effective enforcement of byelaws.”

Member's explanatory statement

This amendment requires a Local Transport Authority or relevant authority to publish a review on the enforceability of byelaws and staff training provisions when proposing to create byelaws under Section 144A.

Clause 22

LORD HOLMES OF RICHMOND
BARONESS JONES OF MOULSECOOMB
BARONESS BRINTON
LORD HAMPTON

35 Clause 22, page 23, line 26, leave out “or” and insert –

“(aa) ensuring inclusive design principles are fully complied with, and”

LORD HOLMES OF RICHMOND
BARONESS JONES OF MOULSECOOMB
BARONESS BRINTON
LORD HAMPTON

36 Clause 22, page 23, line 27, after “facilitating” insert “independent”

LORD HOLMES OF RICHMOND
BARONESS JONES OF MOULSECOOMB
BARONESS BRINTON
LORD HAMPTON

37 Clause 22, page 23, line 31, at end insert –

“(aa) accessibility features in the vicinity of stopping places, including audio, digital and visual information at the bus stop, provision of bus shelters, seating, minimum distance between stops and accessible wayfinding;”

LORD HOLMES OF RICHMOND
BARONESS JONES OF MOULSECOOMB
BARONESS BRINTON
LORD HAMPTON

38 Clause 22, page 23, line 34, at end insert –

“(2A) The Secretary of State must issue guidance requiring –

- (a) buses to stop at the kerbside to allow disabled passengers to board from and alight directly to the pavement, and
- (b) stopping places to be designed such that disabled passengers can continue their journey without crossing a live cycle lane running through or on any part of the pavement.”

LORD HOLMES OF RICHMOND
 BARONESS JONES OF MOULSECOOMB
 BARONESS BRINTON
 LORD HAMPTON

- 39 Clause 22, page 23, line 40, at end insert “and conduct a consultation open to responses from other representative organisations for disabled people and disabled people themselves”

BARONESS BRINTON
 LORD BLUNKETT
 LORD HOLMES OF RICHMOND

- 40 Clause 22, page 24, line 4, leave out “have regard to”, and insert “take reasonable steps to implement”

Member's explanatory statement

This amendment ensures that authorities listed in subsection (6) take reasonable steps to ensure that disability guidance issued by the Secretary of State is implemented.

BARONESS PIDGEON

- 41 Clause 22, page 24, line 15, at end insert –
- “(6A) Guidance issued by the Secretary of State under subsection (1) must include provision for the bodies listed in subsection (6) to support the development of training programmes for relevant staff which must address the content of the guidance issued under subsection (1).
- (6B) The guidance and training under subsections (1) and (6A) must also be made available to bus operating companies, who must ensure their relevant staff undertake training programmes aligned with the guidance issued by the Secretary of State.”

Member's explanatory statement

This amendment requires relevant bodies to support the development of training programmes for relevant staff which must address the content of disability guidance issued by the Secretary of State.

LORD MOYLAN
 THE EARL OF EFFINGHAM

- 42 Clause 22, page 24, line 15, at end insert –
- “(6A) Guidance issued under subsection (1) must include references to accessible demand-responsive bus services as an alternative to upgrading stopping places in areas where fixed-line bus services are not viable or upgrading stopping places is not cost-effective.”

Member's explanatory statement

This amendment ensures that statutory guidance includes consideration of accessible demand-responsive bus services as a practical and cost-effective alternative in areas where upgrading stopping places may not be feasible or where passengers struggle to access conventional public transport.

LORD HOLMES OF RICHMOND

43 Clause 22, page 24, line 15, at end insert –

“(6A) The organisations listed in subsection (6) must comply with the guidance issued under subsection (2A) when commissioning the design, construction or maintenance of a stopping place for a local service, or any facilities in the vicinity of a stopping place for a local service.”

LORD HENDY OF RICHMOND HILL

44 Clause 22, page 24, line 22, leave out from “assist” to “at” in line 23 and insert “with the positioning of a public service vehicle being used to provide a local service”

Member's explanatory statement

This amendment amends the definition of “facilities” so that it captures facilities provided to assist with the positioning of both automated and non-automated public service vehicles.

LORD HENDY OF RICHMOND HILL

45 Clause 22, page 24, line 27, at end insert –

““public service vehicle” has the same meaning as in the Public Passenger Vehicles Act 1981 (see section 1 of that Act);”

Member's explanatory statement

This amendment inserts a definition of “public service vehicle” into the clause.

After Clause 22

LORD HOLMES OF RICHMOND

45A After Clause 22, insert the following new Clause –

“Moratorium on all new floating bus stops and plan to retrofit all existing sites

- (1) On the day on which this Act is passed, the Secretary of State must –
 - (a) announce a moratorium on the construction of all new floating bus stops;
 - (b) launch a review of all existing floating bus stops and announce a plan to retrofit all sites to fully accessible, inclusive-by-design principles.

- (2) The review must be completed within six months of the day on which this Act is passed.
- (3) The full retrofit programme must be completed within 12 months of publication of the review.”

Clause 24

LORD WOODLEY

46 Clause 24, page 26, line 21, at end insert –

- “(2A) Before preparing training under subsection (2), PSV operators must consult trades unions on the proposed content and implementation of the training.”

LORD MOYLAN
THE EARL OF EFFINGHAM

The above-named Lords give notice of their intention to oppose the Question that Clause 24 stand part of the Bill.

Clause 27

LORD MOYLAN
THE EARL OF EFFINGHAM

47 Clause 27, page 29, line 36, at end insert –

- “(4A) Local transport authorities must ensure that, in the implementation of this section –
- (a) the availability, affordability, and reliability of local passenger transport services are not adversely affected,
 - (b) passengers in all areas, including rural and underserved regions, continue to have access to essential services, and
 - (c) sufficient support is provided to bus operators to enable compliance with zero-emission requirements while maintaining service quality.
- (4B) Before implementing any changes to local service provision under this section, local transport authorities must –
- (a) assess the potential impact of such changes on passenger services, and
 - (b) consult with operators, passenger groups, and other relevant stakeholders to ensure minimal disruption to service accessibility and affordability.”

Member's explanatory statement

This amendment places a duty on local transport authorities to ensure that the transition to zero-emission vehicles does not compromise passenger service availability, reliability, or affordability. It also requires LTAs to consult stakeholders and assess the impact of such changes.

LORD MOYLAN

47A★ Clause 27, page 29, line 36, at end insert –

“(4A) If the date specified under subsection (2)(b) falls before 1 January 2035, for services operating in rural or remote areas the Secretary of State may, upon application from a local transport authority or operator, extend the deadline for compliance with subsection (1) until 1 January 2035, provided that the application demonstrates that a transition to zero-emission vehicles by the date specified under subsection (2)(b) is not economically or logistically feasible.”

Member's explanatory statement

This amendment allows rural and remote operators additional time to comply with the zero-emission vehicle requirement.

BARONESS PIDGEON

48 Clause 27, page 29, line 38, at end insert “including any area under the jurisdiction of a mayoral combined authority.

(6) The provisions of this section apply equally to any mayoral combined authority in England, where “mayoral combined authority” means an authority established under the Cities and Local Government Devolution Act 2016.”

Member's explanatory statement

This probing amendment explores whether the provisions of section 151A on zero-emissions vehicles also apply to mayoral combined authorities.

LORD MOYLAN

48A★ Clause 27, page 29, line 38, at end insert –

“151B Public health benefits of zero-emission buses

- (1) The Secretary of State must conduct an impact assessment of the expected public health benefits of transitioning to zero-emission buses, specifically in terms of –
 - (a) air quality improvements, and
 - (b) reduction in noise pollution.
- (2) The Secretary of State must publish a report detailing the public health impact of zero-emission buses every five years.”

Member's explanatory statement

This amendment requires the Secretary of State to publish an impact assessment of the expected public health benefits of transitioning to zero-emission buses and to assess those benefits every five years.

After Clause 27

BARONESS PIDGEON
LORD HAMPTON
BARONESS GREY-THOMPSON

49 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
BARONESS PINNOCK

50 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

51 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

52 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.

BARONESS PINNOCK

53 After Clause 27, insert the following new Clause –

“Review of the operation of this Act following changes to local council powers

- (1) The Secretary of State must, within six months of the passage of any primary legislation in the session in which this Act was passed that alters the powers of local councils in relation to transport, lay before Parliament a review of the operation of this Act.
- (2) The review must assess –
 - (a) the extent to which the changes in local council powers impact the implementation of provisions under this Act,
 - (b) whether any additional measures are necessary to ensure the effective operation of this Act in the light of the changes, and
 - (c) the adequacy of current funding and resources available to local councils to fulfil their duties under this Act following the legislative changes.
- (3) In conducting the review, the Secretary of State must consult relevant stakeholders, including local councils and transport authorities, in preparing the review.”

Member's explanatory statement

This amendment requires the Secretary of State to review and report to Parliament on the operation of the Act within six months of any new legislation affecting local councils' transport powers insofar as those measures are relevant to the provisions of this Act.

BARONESS PINNOCK

54 After Clause 27, insert the following new Clause –

“Training programmes on provisions in this Act and their impact on local transport authorities

- (1) Local transport authorities must establish and maintain training programmes to ensure staff and relevant stakeholders are informed of the provisions in this Act and their impact on the powers and responsibilities of local transport authorities.
- (2) Such training programmes shall –
 - (a) provide a comprehensive overview of relevant legislative provisions in this Act,
 - (b) focus on the practical application of these powers in policy development, planning, and service delivery, and
 - (c) ensure compliance with legal obligations and promote effective decision-making.
- (3) Training must be made available to –
 - (a) elected representatives overseeing transport functions,
 - (b) officers responsible for the implementation of transport policies, and

- (c) any other individuals or organisations directly involved in delivering transport services.
- (4) Local transport authorities must review and update the training programmes regularly to reflect changes to this Act.
- (5) Authorities must publish a summary of the training programmes and participation rates annually to ensure transparency and accountability.”

20

Member's explanatory statement

This amendment requires local transport authorities to develop training programmes to ensure staff and stakeholders are informed about the provisions in this Act and their impact on the powers and responsibilities of local transport authorities.

BARONESS GREY-THOMPSON
BARONESS BRINTON

As an amendment to Amendment 54

55 After subsection (2)(c) insert –

“(d) include disability awareness training.”

BARONESS BRINTON
BARONESS GREY-THOMPSON
LORD HOLMES OF RICHMOND

56 After Clause 27, insert the following new Clause –

“Reporting on accessibility of bus services

- (1) Each relevant authority must prepare and publish an annual report assessing the accessibility of bus services within its geographical boundaries.
- (2) In this section, “relevant authority” includes –
- (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) a combined county authority established under section 9(1) of the Levelling-up and Regeneration Act 2023;
 - (e) an integrated transport authority for an integrated transport area in England.
- (3) When publishing the report, the relevant authority must include a statement indicating whether, in their view, accessibility standards within their geographical boundaries are satisfactory or unsatisfactory.
- (4) The report must also include –
- (a) an assessment of areas with inadequate accessibility provisions, identifying specific locations and the reasons for accessibility shortcomings;

- (b) proposals to improve bus route accessibility, including measures to address shortcomings and timelines for implementation;
 - (c) an evaluation of the effectiveness of previous accessibility improvements, including data on their impact on disabled passengers and other affected groups;
 - (d) a review of any barriers preventing the full implementation of accessibility improvements, with recommendations for addressing these barriers, including any additional funding or resources required;
 - (e) evidence of consultations with relevant stakeholders, including disabled persons' organizations, transport providers, and local communities, to ensure that accessibility improvements meet the needs of all passengers.
- (5) The first report under subsection (1) must be published within 12 months of the day on which this Act is passed.
- (6) Relevant authorities must ensure these reports are publicly accessible and submit copies to the Secretary of State."

Member's explanatory statement

This amendment requires relevant authorities to publish a report on the state of accessibility standards of bus services in its geographical boundaries, which include a statement on whether those standards are satisfactory or unsatisfactory.

BARONESS BRINTON
LORD BLUNKETT
LORD HOLMES OF RICHMOND

57 After Clause 27, insert the following new Clause –

“Public sector equality duty

In Schedule 19 to the Equality Act 2010 (authorities subject to public sector equality duty), at the appropriate place under the heading “Transport”, insert –

“A bus company providing services for the carriage of passengers by bus under a public service contract awarded under relevant provisions of the Transport Act 1985 or subsequent legislation.””

Member's explanatory statement

This amendment seeks to ensure that bus companies are subject to the public sector equality duty.

LORD HAMPTON
BARONESS JONES OF MOULSECOOMB
BARONESS PIDGEON

58 After Clause 27, insert the following new Clause –

“Access to the Confidential Incident Reporting and Analysis System (CIRAS)

In the Transport Act 2000, after section 144E (inserted by section 21 of this Act) insert –

“144F Access to the Confidential Incident Reporting and Analysis System (CIRAS) for drivers of PSVs

- (1) Local authorities must ensure that service operators provide drivers of a PSV being used under a licence to provide a local bus service with access to the Confidential Incident Reporting and Analysis System (CIRAS).
- (2) If service operators do not fulfil the requirement under subsection (1) to provide access to CIRAS for drivers, the local authority may revoke the service permit.””

Member's explanatory statement

This amendment seeks to ensure that service operators provide drivers with access to CIRAS (Confidential Incident Reporting and Analysis System).

LORD HAMPTON
BARONESS JONES OF MOULSECOOMB

59 After Clause 27, insert the following new Clause –

“Bus safety performance data

In the Transport Act 2000, after section 144E (inserted by section 21 of this Act) insert –

“144F Bus safety performance data

- (1) Local authorities must publish bus safety performance data online every quarter at a minimum.
- (2) Every calendar year, local authorities must submit bus safety performance data to an independent auditor to assess the data’s accuracy.
- (3) The independent auditor carrying out an assessment under subsection (2) must publish a report on the data which must be made available on the local authority’s website.””

Member's explanatory statement

This amendment seeks to ensure that local authorities publish bus safety performance data every quarter, and that an independent auditor assesses the accuracy of the data annually.

LORD HAMPTON

60 After Clause 27, insert the following new Clause –

“Permitted driving time for drivers of PSVs being used under the licence to provide a local service

In the Transport Act 1968, in section 96(1), at end insert “, subject to subsection (1A).

(1A) Drivers of public service vehicles (PSV) being used under a licence to provide a local bus service under provisions of the Bus Services (No.2) Act 2025 must not on any working day drive a PSV for periods amounting in the aggregate to more than nine hours.”

Member's explanatory statement

This amendment seeks to change the permitted driving time for bus drivers from ten hours (in aggregate) to nine hours (in aggregate) to align with permitted driving time for HGV drivers.

LORD HAMPTON
BARONESS PIDGEON

61 After Clause 27, insert the following new Clause –

“Professional qualifications for officials in franchising authorities

In the Transport Act 2000, after section 123X insert –

“123Y Professional qualifications for officials in franchising authorities

Officials from a franchising authority responsible for designing, negotiating and enforcing any franchise scheme must have –

- (a) Institution of Occupational Safety and Health (IOSH) certification, and
- (b) National Examination Board in Occupational Safety and Health (NEBOSH) certification.”

Member's explanatory statement

This amendment seeks to ensure that officials from franchising authorities responsible for designing, negotiating and enforcing any franchise scheme have IOSH and NEBOSH certifications.

LORD BERKELEY

62 After Clause 27, insert the following new Clause –

“Review: impact on other forms of local transport

- (1) Within six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a review of the impact of this Act on other forms of local transport.

- (2) The review required by subsection (1) must consider both road- and water-based forms of transport.
- (3) For the purposes of this section, “local transport” means transport which carries passengers no more than 30 miles and does not cross international boundaries.”

THE EARL OF EFFINGHAM
LORD MOYLAN

63 After Clause 27, insert the following new Clause –

“Assessment of the impact of ending the £2 bus fare cap

- (1) The Secretary of State must undertake and publish an assessment of the likely economic and social impacts of ending the £2 bus fare cap.
- (2) The assessment under subsection (1) must include, but is not limited to –
 - (a) the potential impact on passenger numbers, particularly in low-income areas,
 - (b) the financial implications for local transport authorities,
 - (c) the potential impact on accessibility for individuals who rely on bus services for essential travel, and
 - (d) the impact on passengers’ ability to access socially necessary services, as defined in section 12 of this Act.
- (3) The Secretary of State must lay a report of the assessment before Parliament within six months of the day on which this Act is passed.”

Member's explanatory statement

This amendment requires the Secretary of State to conduct and publish an impact assessment on the economic and social consequences of removing the £2 bus fare cap. The assessment must also explicitly consider the impact on passengers’ ability to access socially necessary services, as defined in Clause 12 of this Act.

THE EARL OF EFFINGHAM
LORD MOYLAN

64 After Clause 27, insert the following new Clause –

“Financial inclusion in public transport policies

- (1) Local transport authorities (LTAs) must ensure that all guidance, regulations, and policies implemented under this Act take into account the principle of financial inclusion.
- (2) In particular, LTAs must have due regard to –
 - (a) the affordability of bus services for passengers on low incomes,
 - (b) the availability of payment methods, including cash, that are accessible to all passengers, including those who do not have access to digital or contactless payment methods, and

- (c) measures to prevent financial barriers from excluding any groups of passengers from accessing essential bus services.
- (3) LTAs must publish a report every four years on steps taken to promote financial inclusion in bus services, including measures adopted to ensure access to cash payment options and affordable services.”

Member's explanatory statement

This amendment places a duty on Local Transport Authorities to prioritise financial inclusion in their public transport policies. It requires LTAs to ensure affordability and accessibility, including access to cash payment options, and mandates periodic reporting on progress.

THE EARL OF EFFINGHAM
LORD MOYLAN

65 After Clause 27, insert the following new Clause –

“SEND pupils and home-to-school buses

- (1) In discharging their duties under this Act, local transport authorities must have due regard to the needs of pupils with special educational needs and disabilities (SEND) when planning, commissioning, or providing services for home-to-school buses.
- (2) In particular, local transport authorities must take into account the following when providing home-to-school bus services for SEND pupils –
 - (a) the specific travel requirements of SEND pupils, including but not limited to the provision of accessible vehicles, safe travel arrangements, and appropriate support during transit;
 - (b) the need for flexibility in travel arrangements to accommodate the varied needs of SEND pupils, including those with physical, sensory, or cognitive disabilities;
 - (c) the availability of transport options that support the inclusion of SEND pupils in mainstream education, ensuring they can access education on an equal basis with other pupils;
 - (d) the potential for tailored travel arrangements, such as assistance with transfers, escort services, or adaptations to vehicles, to ensure the safety and comfort of SEND pupils during their journey to and from school.
- (3) Local transport authorities must also ensure that –
 - (a) there is clear communication with parents, carers, and guardians of SEND pupils regarding bus transport arrangements and options available to meet their child’s specific needs;
 - (b) where applicable, there is collaborative working between the local transport authority and educational institutions to ensure that home-to-school bus travel arrangements align with the pupil’s education plan or needs assessment.
- (4) The Secretary of State must, by guidance, specify further details on the best practices and requirements for local transport authorities to meet the needs of

SEND pupils in the provision of home-to-school bus travel, with regard to accessibility, safety and effectiveness.

- (5) The Secretary of State must, every three years, publish a report on the adequacy of home-to-school bus travel provisions for SEND pupils, including any identified gaps in provision and the steps being taken to address them.”

Member's explanatory statement

This amendment ensures that Local Transport Authorities (LTAs) must consider the needs of SEND pupils when arranging or overseeing home-to-school bus travel services.

THE EARL OF EFFINGHAM
LORD MOYLAN

66 After Clause 27, insert the following new Clause—

“Ensuring travel for pupils attending schools outside local transport authority boundaries

- (1) Local transport authorities (LTAs) must have regard to the transport needs of pupils attending schools outside their authority’s area.
- (2) LTAs must have discussions with neighbouring LTAs to coordinate travel arrangements for pupils attending schools outside their geographical area, ensuring these arrangements are reasonable and meet the needs of the pupils, particularly those with special educational needs and disabilities.
- (3) The Secretary of State must provide guidance to LTAs on coordinating cross-authority travel for school pupils.
- (4) The Secretary of State must also ensure that, at least once every four years, a report is published evaluating the effectiveness of cross-authority travel arrangements for school pupils, including an assessment of any identified barriers or issues preventing access to education for pupils travelling across authority boundaries.”

Member's explanatory statement

This amendment places a duty on Local Transport Authorities (LTAs) to ensure convenient and accessible travel arrangements for pupils who need to travel to schools outside their authority’s area. It emphasizes collaboration between LTAs to coordinate travel routes and ensure efficiency, particularly for pupils with additional needs.

THE EARL OF EFFINGHAM
LORD MOYLAN

67 After Clause 27, insert the following new Clause—

“VAT exemption for private school SEND bus services

- (1) The Secretary of State must review the application of Value Added Tax (VAT) on bus services provided for special educational needs and disabilities (SEND) pupils attending private schools.

- (2) In conducting this review, the Secretary of State must consider whether bus services provided by private schools for SEND pupils should be exempt from VAT to ensure that these services are accessible and affordable for SEND families.
- (3) The review must specifically assess the impact of VAT on the financial feasibility of providing SEND transport by private schools, including how it may affect access to educational opportunities for SEND pupils.
- (4) The Secretary of State must publish a report on the findings of the review and any subsequent recommendations regarding the VAT exemption for such services within six months of the day on which this Act is passed.”

Member's explanatory statement

This amendment ensures the Secretary of State reviews whether SEND bus services provided by private schools should be exempt from VAT. The review will focus on alleviating financial burdens on private schools and SEND families and enhancing accessibility to appropriate transport services for SEND pupils.

THE EARL OF EFFINGHAM
LORD MOYLAN

68

After Clause 27, insert the following new Clause—

“Review of National Insurance impact on SEND bus services

- (1) The Secretary of State must undertake an assessment of the impact of the level of employers’ National Insurance contributions on special educational needs and disabilities (SEND) bus services, both for state and private schools.
- (2) The assessment must include—
 - (a) an evaluation of how any increase in National Insurance contributions implemented in the preceding year affects the financial viability of providing SEND school transport services, especially for private providers;
 - (b) an assessment of how any increased costs have impacted the affordability of SEND school transport for families, including whether additional funding or subsidies are required to maintain access to services.
- (3) The Secretary of State must publish a report detailing the findings of this assessment, with recommendations for mitigating any negative impact on SEND school bus services resulting from any National Insurance increase.
- (4) The report must be laid before Parliament within six months of the day on which this Act is passed.”

Member's explanatory statement

This amendment calls for a review of how the recent increase in National Insurance contributions affects the financial sustainability of SEND school transport services, particularly in terms of affordability and accessibility for families.

LORD MOYLAN
THE EARL OF EFFINGHAM

69 After Clause 27, insert the following new Clause –

“Customer-facing technology standards

- (1) Local transport authorities must take steps to promote the adoption of customer-facing technology to enhance passenger experience on bus services.
- (2) Such steps must include encouraging operators to provide –
 - (a) free WiFi on buses,
 - (b) free device charging facilities for passengers, and
 - (c) technology to improve accessibility and real-time service information for passengers.”

Member's explanatory statement

This amendment would require Local Transport Authorities to promote the use of customer-facing technology, including free WiFi, charging facilities, and accessibility enhancements, to improve the passenger experience.

LORD MOYLAN
THE EARL OF EFFINGHAM

70 After Clause 27, insert the following new Clause –

“Transfer of functions of Traffic Commissioners to the Department for Transport

- (1) The functions of the Traffic Commissioners established under the Public Passenger Vehicles Act 1981, in so far as they relate to buses, are transferred to the Secretary of State for Transport.
- (2) The Secretary of State may establish a dedicated division within the Department for Transport to carry out functions previously exercised by the Traffic Commissioners and transferred by subsection (1).
- (3) All references to the Traffic Commissioners in any relevant legislation, regulations, or guidance, in so far as they relate to buses, are to be construed as references to the Secretary of State or the dedicated division established under subsection (2).
- (4) The Secretary of State must, within 12 months of the commencement of this provision, publish a report outlining the structure, roles, and responsibilities of any division established under subsection (2).”

Member's explanatory statement

This amendment abolishes the role of Traffic Commissioners in so far as they relate to buses and transfers their functions to the Department for Transport. The Secretary of State will be responsible for implementing these functions through a dedicated division, ensuring streamlined and consistent governance.

LORD MOYLAN
THE EARL OF EFFINGHAM

71 After Clause 27, insert the following new Clause –

“Ensuring interoperability of contactless payment systems

The Secretary of State must ensure that all contactless payment systems which may be used by those entitled to concessionary fares on buses, whether those buses are operated by different providers or local transport authorities, are fully interoperable across the transport network.”

Member's explanatory statement

This amendment ensures that passengers entitled to concessionary fares on buses can use a single contactless payment method, regardless of which transport network or provider is responsible, promoting ease of travel across different regions.

LORD MOYLAN
THE EARL OF EFFINGHAM

72 After Clause 27, insert the following new Clause –

“Requirement for contactless payment option

A local transport authority may not commence a franchising contract, implement an enhanced partnership, or establish a municipal bus operator under the provisions of this Act unless it can guarantee the availability of contactless payment options on all services operated under those arrangements.”

Member's explanatory statement

This amendment ensures that LTAs can only proceed with franchising contracts, enhanced partnerships, or municipal bus operations if contactless payment options are guaranteed for all services.

LORD MOYLAN
THE EARL OF EFFINGHAM

73 After Clause 27, insert the following new Clause –

“Passenger complaint handling guidance

- (1) The Secretary of State must issue guidance to local transport authorities on establishing effective systems for handling and responding to passenger complaints in relation to bus services.
- (2) The guidance must include measures to ensure complaints inform service improvements.”

Member's explanatory statement

This amendment requires the Secretary of State to provide guidance to LTAs on handling passenger complaints effectively and using the feedback to improve services.

BARONESS PIDGEON

74 After Clause 27, insert the following new Clause –

“Bus fare cap

- (1) Bus operators in England, including private companies, franchisees, and local authorities, must not charge more than £2 for a single journey.
- (2) The Secretary of State may review this limit every three years, and consequentially adjust it by regulations made by statutory instrument.
- (3) A statutory instrument containing regulations under this section may not be made unless a draft of the instrument has been laid before and approved by a resolution of each House of Parliament.”

Member's explanatory statement

This amendment, combined with another in the name of Baroness Pidgeon, places a £2 limit on single journey bus fares, which may be reviewed periodically by the Secretary of State.

LORD WOODLEY

75 After Clause 27, insert the following new Clause –

“National Bus Forum

- (1) Within six months of the day on which this Act is passed, the Secretary of State must establish a National Bus Forum.
- (2) The purpose of the National Bus Forum is to address issues affecting the provision of local bus services at industry-wide and strategic level.
- (3) The membership of the National Bus Forum must include –
 - (a) HM Government,
 - (b) trades unions,
 - (c) bus service operators,
 - (d) local authorities in England, and
 - (e) any other body or persons as the Secretary of State deems necessary.”

LORD WOODLEY

76 After Clause 27, insert the following new Clause –

“Report: local bus services and national sectoral collective bargaining

With six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a report assessing the impact of the provisions in this Act on the ability of HM Government to introduce national sectoral collective bargaining to the local bus service sector.”

BARONESS JONES OF MOULSECOOMB

77 After Clause 27, insert the following new Clause –

“Review of the operation of the English national concessionary travel scheme

- (1) Within six months of the day on which this Act is passed, the Secretary of State must conduct a review of the English national concessionary travel scheme (ENCTS).
- (2) The review must assess –
 - (a) the overall effectiveness and impact of the ENCTS for eligible persons,
 - (b) the impact of the timing restrictions of the ENCTS for eligible persons, and
 - (c) the approximate cost of removing timing restrictions of the ENCTS to allow eligible persons to use the scheme on travel 24 hours a day and seven days a week.
- (3) In conducting the review, the Secretary of State must consult relevant stakeholders, including local councils, transport authorities and relevant user groups.”

Member's explanatory statement

This amendment requires the Secretary of State to review the current English national concessionary travel scheme.

BARONESS JONES OF MOULSECOOMB

78 After Clause 27, insert the following new Clause –

“Review of the provision of bus services to villages in England

- (1) The Secretary of State must, within two years of the day on which this Act is passed, conduct a review of the level of bus services being provided to villages in England.
- (2) The review under subsection (1) must assess –
 - (a) the change in the level of services to villages since the passing of this Act,
 - (b) the number of villages in England not served by bus services,
 - (c) demographic characteristics of villages in relation to the level of bus services available, and
 - (d) the impact of this Act on the provision of bus services to villages in England.
- (3) In conducting the review under subsection (1), the Secretary of State must consult relevant stakeholders, including local councils and transport authorities.”

Member's explanatory statement

This amendment requires the Secretary of State to review provision of bus services to villages in England.

BARONESS JONES OF MOULSECOOMB

79 After Clause 27, insert the following new Clause –

“Review of the use and costs of bus travel for children

- (1) Within two years of the day on which this Act is passed, the Secretary of State must conduct a review of the use of bus services by children and the possible impact of making bus travel free for children.
- (2) The review must assess –
 - (a) the level of use of bus services by children,
 - (b) the degree to which cost is a limiting factor in children’s use of bus services, and
 - (c) the potential health, social and environmental impacts of children being unable to use bus services as a result of the cost of those services.
- (3) For the purposes of the review under subsection (1), “child” means any person under the age of 18.
- (4) In conducting the review, the Secretary of State must consult relevant stakeholders, including local councils, transport authorities and youth organisations.”

Member's explanatory statement

This amendment requires the Secretary of State to review the impact of making bus travel free for children.

LORD HOLMES OF RICHMOND

79A After Clause 27, insert the following new Clause –

“Audio-visual announcements

- (1) On the day on which this Act is passed, the Secretary of State must publish a plan to ensure all buses are fitted with audio-visual announcement technologies.
- (2) The audio-visual technologies required by subsection (1) must be installed within 12 months of the day on which this Act is passed.”

LORD MOYLAN

79B★ After Clause 27, insert the following new Clause –

“Real-time passenger information (RTPI) systems

- (1) Local transport authorities must take steps to introduce and maintain real-time passenger information systems within their area of responsibility.
- (2) A real-time passenger information system is a system that provides passengers with up-to-date information on bus arrival times.

- (3) Local transport authorities must work with operators to ensure that real-time information is accurately captured and displayed in the franchised areas where feasible.
- (4) The Secretary of State must issue guidance to local authorities on the implementation, maintenance, and funding of these systems, to ensure consistency and efficiency across the country.”

Member's explanatory statement

This amendment ensures that all Local Transport Authorities are required to implement real-time passenger information (RTPI) systems within their area of responsibility.

LORD MOYLAN

79C★ After Clause 27, insert the following new Clause –

“Impact assessment report

- (1) The Secretary of State must, every four years, publish a report assessing the impact of this Act.
- (2) The report must include an analysis of the effect of this Act on –
 - (a) bus routes,
 - (b) total mileage of local bus services,
 - (c) bus services passenger numbers,
 - (d) subsidy per bus route, and
 - (e) subsidy per bus passenger.
- (3) For the purposes of this section, “subsidy” includes income foregone as a result of concessionary fares.”

Member's explanatory statement

This amendment requires the Secretary of State to publish a report every four years on the impact of this Act on bus routes, mileage, passenger numbers, subsidy per route, and subsidy per passenger, including income foregone from concessionary fares.

LORD MOYLAN

79D★ After Clause 27, insert the following new Clause –

“Access to airports by bus

The Secretary of State must ensure that local transport authorities work with airport operators to create and maintain efficient, affordable, and frequent bus services to and from major airports.”

Member's explanatory statement

This amendment aims to ensure better connectivity between local areas and airports, improving the overall efficiency of the transport system and enabling easier access for passengers.

Clause 30

BARONESS PIDGEON

80 Clause 30, page 30, line 35, after “Sections” insert “(Bus fare cap),”

Member's explanatory statement

This amendment, combined with another in the name of Baroness Pidgeon, places a £2 limit on single journey bus fares, which may be reviewed periodically by the Secretary of State.

LORD HENDY OF RICHMOND HILL

81 Clause 30, page 31, line 1, leave out subsection (2)

Member's explanatory statement

This amendment provides for Clause 21 of the Bill to be brought into force by regulations instead of coming into force two months after Royal Assent. This is to allow sufficient time for guidance under new section 144D of the Transport Act 2000 (inserted by Clause 21 of the Bill) to be prepared.

THE EARL OF EFFINGHAM
LORD MOYLAN

82 Clause 30, page 31, line 9, at end insert “, subject to subsection (4A).

(4A) Sections 1 to 15 may not come into force until the Secretary of State has published and laid before Parliament the report required by section (*Impact assessment on rural areas*).”

Member's explanatory statement

This amendment combined with another ensures that the Secretary of State must publish and lay before Parliament a report on the impact of sections 1 to 15 on rural areas before they come into force.

Bus Services (No. 2) Bill [HL]

SECOND MARSHALLED
LIST OF AMENDMENTS
TO BE MOVED
IN GRAND COMMITTEE

7 February 2025

PUBLISHED BY AUTHORITY OF THE HOUSE OF LORDS