

Bus Services (No. 2) Bill [HL]

RUNNING LIST OF ALL AMENDMENTS ON REPORT

*Tabled up to and including
7 March 2025*

[Amendments marked ★ are new or have been altered]

Clause 9

BARONESS PINNOCK

Clause 9, page 6, line 2, at end insert –

- “(A1) Section 123B of the Transport Act 2000 (assessment of proposed scheme) is amended in accordance with subsections (A2) to (A4).
- (A2) In subsection (2)(a) omit “and”.
- (A3) After subsection (2)(b) insert “, and
- (c) assess the adequacy of central government funding to support the provision of bus services under the scheme.
- (2A) The assessment under subsection (2)(c) must include –
- (a) an evaluation of whether available funding is sufficient to meet the projected costs of the franchising scheme;
- (b) an analysis of the funding required to maintain or improve service levels across all affected communities.”
- (A4) After subsection (6) insert –
- “(6A) An assessment under this section must be made publicly available and submitted to the Secretary of State.””

Member's explanatory statement

This amendment requires the Secretary of State to assess the adequacy of central government funding to support the provisions of bus services under franchised schemes.

Clause 12

BARONESS PIDGEON

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

- “(iv) health care services, or
- (v) schools and other educational institutes, and”

Member's explanatory statement

This amendment ensures that health care services, schools, and other educational institutes are considered under the provisions of “socially necessary routes”.

BARONESS JONES OF MOULSECOOMB

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”.

BARONESS PIDGEON

★ 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 18.”

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.

Clause 27

LORD WOODLEY

Clause 27, page 27, line 35, 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.”

After Clause 30

BARONESS JONES OF MOULSECOOMB

After Clause 30, 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

After Clause 30, 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

After Clause 30, 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 WOODLEY

After Clause 30, 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

After Clause 30, 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 the Government to introduce national sectoral collective bargaining to the local bus service sector.”

LORD HAMPTON

After Clause 30, insert the following new Clause –

“Implementing a Vision Zero programme

The Secretary of State must work with bus service providers, trade unions, professional bodies, and appropriate training institutions to implement a Vision Zero programme within the bus sector, modelled on best practice in the industry, with the aim of eliminating serious injuries in the course of bus operations.”

Member's explanatory statement

This amendment requires the Secretary of State to collaborate with key stakeholders to implement a Vision Zero programme for buses, aiming to eliminate serious injuries during bus operations and improve overall safety within the sector.

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