

# Bus Services (No. 2) Bill [HL]

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MARSHALLED  
LIST OF AMENDMENTS  
TO BE MOVED  
ON REPORT

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[Amendments marked ★ are new or have been altered]

Amendment  
No.

**Before Clause 1**

LORD MOYLAN

- 1★ Before Clause 1, insert the following new Clause –
- “Purpose: improvement of bus passenger services**
- (1) The purpose of this Act is to improve the performance, accessibility and quality of bus passenger services in Great Britain.
  - (2) The Secretary of State must, in taking any actions under the provisions of this Act, have regard to this purpose.”

***Member's explanatory statement***

*This amendment would place a duty on the Secretary of State to have regard to the purpose of the Act, namely the improved performance, quality and accessibility of bus passenger services in Great Britain.*

**Clause 6**

LORD MOYLAN

- 2 Clause 6, page 3, line 16, leave out “(2)” and insert “(1A)”

***Member's explanatory statement***

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

LORD MOYLAN

- 3 Clause 6, page 3, line 16, at end insert –  
“(1A) In subsection (5), omit from “and” to end.”

***Member's explanatory statement***

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

LORD MOYLAN

- 4 Clause 6, page 3, line 19, leave out “may” and insert “must”

***Member's explanatory statement***

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

LORD MOYLAN

- 5 Clause 6, page 3, leave out lines 21 to 27 and insert “there is a benefit to persons making journeys on the proposed service.”

***Member's explanatory statement***

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

LORD MOYLAN

- 6 Clause 6, page 3, line 29, leave out “may” and insert “must”

***Member's explanatory statement***

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

LORD MOYLAN

- 7 Clause 6, page 3, line 30, leave out “benefits of the proposed service” and insert “proposed service has benefits”

***Member's explanatory statement***

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

LORD MOYLAN

- 8 Clause 6, page 3, line 32, leave out from “area” to end of line 34

**Member's explanatory statement**

*This amendment and others in the name of Lord Moylan seek to simplify the process for granting service permits by removing some conditions and providing more detailed criteria for approval.*

**Before Clause 9**

LORD MOYLAN

9 Before Clause 9, insert the following new Clause—

**“Franchising statement**

In section 123A of the Transport Act 2000, after subsection (1) insert—

- “(1A) The power in subsection (1) cannot be exercised until the franchising authority, or two or more franchising authorities acting jointly, has published a statement, subject to the requirement in subsection (1B), stating—
- (a) their objectives in making the franchising scheme, and
  - (b) their reasons and evidence for believing that the making of such a scheme is the best option for achieving those objectives.
- (1B) It is a requirement that a statement in subsection (1A) must be published before the franchising authority complies with the requirements in sections 123B to 123G.”

**Member's explanatory statement**

*This amendment seeks to ensure that before initiating the formal franchising process under sections 123B to 123G of the Transport Act 2000, franchising authorities must first publish a statement outlining their objectives, reasons, and supporting evidence for believing that franchising is the best option to achieve their aims.*

**Clause 9**

BARONESS PINNOCK

10 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.*

**After Clause 9**

LORD HENDY OF RICHMOND HILL

**11** After Clause 9, insert the following new Clause –

**“Duty to consult persons with disabilities**

In section 123E(4) of the Transport Act 2000 (consultation), after paragraph (d) insert –

- “(da) such persons with disabilities (within the meaning given by section 6 of the Equality Act 2010) who are users or prospective users of local services, or such organisations appearing to the authority or authorities to be representative of such persons, as they think fit;”.

***Member's explanatory statement***

*This amendment requires a franchising authority to consult disabled persons, or organisations representative of disabled persons, before making a franchising scheme.*

**After Clause 11**

LORD MOYLAN

**12** After Clause 11, insert the following new Clause –

**“Franchising scheme: restriction**

Where a franchising authority, or two or more franchising authorities acting jointly, prepare an assessment of a proposed franchising scheme under section 123B of the Transport Act 2000 but fail, for any reason, to make and publish a scheme under section 123H of the Transport Act 2000, they must not initiate another franchising assessment for the same area, or a substantially similar area, for a period of five years from the date on which the assessment was prepared.”

**Member's explanatory statement**

*This amendment prevents franchising authorities from repeatedly conducting franchising assessments for the same or substantially similar areas within a five-year period if they do not proceed to make and publish a franchising scheme.*

LORD MOYLAN

**13★** After Clause 11, insert the following new Clause—

**“Poor performance of franchising**

- (1) If, due to poor operational or financial management by the franchising authority or franchisees, there is a persistent failure to deliver a service specified by the contract, the Secretary of State may take over the management of the service.
- (2) In exercising this power, the Secretary of State may substitute themselves for the franchising authority in the relevant contract.
- (3) The Secretary of State shall continue to manage the service until such time as—
  - (a) a new contract is let, or
  - (b) another permanent solution is found.”

**Member's explanatory statement**

*This amendment seeks to provide the Secretary of State with the power to intervene in cases where franchised bus services are persistently failing due to poor operational or financial management.*

**Clause 12**

BARONESS PIDGEON

**14** 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

**15** 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

16 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.*

## LORD MOYLAN

17★ Clause 12, page 10, line 7, at end insert –

- “(5) The Secretary of State must conduct an assessment of the impact of ending the £2 bus fare cap on passengers ability to access socially necessary local services identified in accordance with section 138A of the Transport Act 2000.”

**After Clause 15**

## LORD HENDY OF RICHMOND HILL

18 After Clause 15, insert the following new Clause –

**“Requirements enabling travel by persons with disabilities**

- (1) The Transport Act 2000 is amended as follows.
- (2) After section 138C (requirements in respect of local services) insert –

**“138CA Requirements enabling travel by persons with disabilities**

- (1) An enhanced partnership scheme may specify under section 138A(5)(b) requirements about enabling persons with disabilities to travel on local services independently, and in safety and reasonable comfort.
- (2) The requirements may include requirements about securing alternative means for the carriage of a person with a disability where –
  - (a) the person cannot travel on a public service vehicle being used to provide a local service because the vehicle’s wheelchair space is occupied and cannot be vacated readily, and
  - (b) it is possible for the person, together with any wheelchair, mobility aid or assistance dog which the person has with them, to be carried in safety and reasonable comfort to the person’s intended destination by a taxi or private hire vehicle.
- (3) Before making an enhanced partnership scheme, a local transport authority must consider whether the requirements proposed to be specified in the scheme will enable persons with disabilities to travel independently, and in safety and reasonable comfort, on local services that have one or more stopping places in the area to which the scheme relates.
- (4) In this section –
  - “assistance dog” has the meaning given by section 173(1) of the Equality Act 2010;
  - “mobility aid” has the meaning given by section 164A(6) of that Act;
  - “persons with disabilities” means persons who have a disability within the meaning given by section 6 of that Act.”

- (3) In section 138F(6) (consultation), after paragraph (b) insert –
- “(ba) such persons with disabilities (within the meaning given by section 6 of the Equality Act 2010) who are users or prospective users of local services, or such organisations appearing to the authority or authorities to be representative of such persons, as they think fit;”
- (4) In section 138K (variation), after subsection (8) insert –
- “(9) Before varying an enhanced partnership scheme, a local transport authority must consider whether the requirements proposed to be specified in the scheme as varied will enable persons with disabilities to travel independently, and in safety and reasonable comfort, on local services that have one or more stopping places in the area to which the scheme as proposed to be varied relates.
- (10) In this section, “persons with disabilities” means persons who have a disability within the meaning given by section 6 of the Equality Act 2010.”
- (5) In section 138A(5)(b) (requirements which may be specified in enhanced partnership schemes), for “section 138C” substitute “sections 138C and 138CA”.”

***Member's explanatory statement***

*This amendment requires a local transport authority to consult disabled persons before making an enhanced partnership scheme, and to impose requirements to enable travel by disabled persons on local services independently and in safety and reasonable comfort.*

**After Clause 17**

LORD HENDY OF RICHMOND HILL

**19** After Clause 17, insert the following new Clause –

**“Bus network accessibility plans**

In the Transport Act 2000, after section 113B insert –

*“Bus network accessibility plans: England*

**113BA Bus network accessibility plans**

- (1) A local transport authority whose area is in England must, before the end of the period of one year beginning with the day on which this section comes into force, publish a bus network accessibility plan in relation to the authority’s area.
- (2) A bus network accessibility plan must –
- (a) identify what (if any) provision is made to assist persons with disabilities to travel on local services that have one or more stopping places in the authority’s area;
- (b) set out the extent to which, in the authority’s opinion, the provision made in the authority’s area enables persons with disabilities to



- travel on such local services independently, and in safety and reasonable comfort;
- (c) describe what (if any) further action the authority intends to take to enable persons with disabilities to travel on such local services independently, and in safety and reasonable comfort.
- (3) The authority must review the plan—
- (a) if there is a substantial change to the provision of local services in the authority’s area, and
- (b) in any event, at least once every three years.
- (4) The authority must alter the plan—
- (a) following any review carried out as required by subsection (3)(a), or
- (b) if the authority considers it appropriate to do so for any other reason.
- (5) The authority may replace the plan as they think fit.
- (6) In preparing and reviewing a bus network accessibility plan, a local transport authority must consult—
- (a) persons operating local services in the authority’s area,
- (b) such persons with disabilities who are users or prospective users of local services, or such organisations appearing to the authority to represent such persons, as they think fit, and
- (c) any other persons whom the authority considers it appropriate to consult.
- (7) In this section “persons with disabilities” means persons who have a disability within the meaning given by section 6 of the Equality Act 2010.”

***Member's explanatory statement***

*This amendment provides for local transport authorities in England to make a bus network accessibility plan.*

**Clause 18**

LORD MOYLAN

20 Clause 18, page 13, line 35, at end insert—

- “(4A) In relation to the award of a local service contract by one or more franchising authorities pursuant to a franchising scheme, any contract to be awarded pursuant to that franchising scheme shall not be an exempted contract under the Procurement Act 2023 unless awarded to a local government bus company that is an Exempted Local Government Bus Company and Schedule 2 to the Procurement Act 2023 shall be construed accordingly.

- (4B) An Exempted Local Government Bus Company is a local government bus company as defined by subsection (5) and which was in business providing local services on 17 December 2024.
- (4C) In section 3 of the Procurement Act 2023 (public contracts), after subsection (6) insert –
- “(7) Section 18 of the Bus Services (No. 2) Act 2025 restricts the circumstances in which local service contracts awarded to a local government bus company are to be regarded as exempted contracts.”

***Member's explanatory statement***

*This amendment ensures that any contract awarded under a franchising scheme by one or more franchising authorities cannot be exempt from the Procurement Act 2023 unless it is awarded to a local government bus company that meets specific criteria - specifically one that was actively providing local services as of December 17 2024, and aligns with the provisions outlined in section 18(5) of the Act.*

LORD HENDY OF RICHMOND HILL

- 21 Clause 18, page 14, line 23, leave out “73(5) (activities)” and insert “73 (control over constitution and activities”

***Member's explanatory statement***

*This amendment is consequential on my amendment to clause 18, page 14, line 27.*

LORD HENDY OF RICHMOND HILL

- 22 Clause 18, page 14, line 23, after “end” insert “of subsection (5)”

***Member's explanatory statement***

*This amendment is consequential on my amendment to clause 18, page 14, line 27.*

LORD HENDY OF RICHMOND HILL

- 23 Clause 18, page 14, line 27, at end insert –

“(ii) after that subsection insert –

- “(5A) Subsection (3)(b) does not apply in relation to borrowing money for the purposes of, or in connection with, the provision of local services by a public transport company to which subsection (5B) applies.
- (5B) This subsection applies to a public transport company the controlling authority of which is –
- (a) an authority the functions of which are exercisable in relation to an area in England, or

- (b) two or more authorities the functions of which are exercisable in relation to areas in England.””

***Member's explanatory statement***

*This amendment removes the restriction on public transport companies in England borrowing money where the money is borrowed in order to provide local services.*

**Clause 20**

LORD HENDY OF RICHMOND HILL

- 24 Clause 20, page 15, line 36, leave out “as follows” and insert “in accordance with subsections (2) and (3)”

***Member's explanatory statement***

*This amendment is consequential on my amendment to clause 20, page 17, line 9.*

LORD HENDY OF RICHMOND HILL

- 25 Clause 20, page 16, line 43, at end insert –
- “(13) Where regulations under this section impose a duty or confer a power to process personal data, the duty or power does not operate to require or authorise the data to be processed in a way which contravenes the data protection legislation (but the duty or power is to be taken into account in determining whether the processing contravenes that legislation).
- (14) In this section “the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act), and “process” and “processed” are to be construed accordingly.”

***Member's explanatory statement***

*This amendment clarifies that provision contained in regulations under section 6 of the Transport Act 1985 in relation to the processing of personal data does not operate in contravention of the data protection legislation.*

LORD HENDY OF RICHMOND HILL

- 26 Clause 20, page 17, line 9, at end insert –
- “(c) after that subsection insert –
- “(7A) Where the regulations impose a duty or confer a power to process personal data, the duty or power does not operate to require or authorise the data to be processed in a way which contravenes the data protection legislation (but the duty or power is to be taken into account in determining whether the processing contravenes that legislation).”;

(d) in subsection (8), at the appropriate place insert –

““the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act), and “process” and “processed” are to be construed accordingly;”

***Member's explanatory statement***

*This amendment clarifies that provision contained in regulations under section 6I of the Transport Act 1985 in relation to the processing of personal data does not operate in contravention of the data protection legislation.*

LORD HENDY OF RICHMOND HILL

27 Clause 20, page 17, line 9, at end insert –

- “(4) Information received by a traffic commissioner under section 6 or 6I of the Transport Act 1985 before this section comes into force may be provided by the traffic commissioner to the Secretary of State (in which case the information is provided without restrictions on its disclosure or use).
- (5) Subsection (4) does not authorise the disclosure or use of information in contravention of the data protection legislation (but that subsection is to be taken into account in determining whether the disclosure or use does contravene that legislation).
- (6) In this section “the data protection legislation” has the same meaning as in the Data Protection Act 2018 (see section 3 of that Act).”

***Member's explanatory statement***

*This amendment enables certain registration information held by the traffic commissioners when this clause comes into force to be published by the Secretary of State.*

**Clause 21**

LORD HENDY OF RICHMOND HILL

28 Clause 21, page 17, line 31, at end insert –

- “(g) any other information which may be prescribed under section 6(2)(a) of the Transport Act 1985 in relation to the registration of a local service under that section.”

***Member's explanatory statement***

*This amendment enables the Secretary of State to obtain the same information under section 141A of the Transport Act 2000 as may be obtained under section 6(2)(a) of the Transport Act 1985 in relation to local services which are required to be registered under that section.*

## LORD HENDY OF RICHMOND HILL

29 Clause 21, page 17, line 40, at end insert –

“(6) After that subsection insert –

“(8A) Where the regulations impose a duty or confer a power to process personal data, the duty or power does not operate to require or authorise the data to be processed in a way which contravenes the data protection legislation (but the duty or power is to be taken into account in determining whether the processing contravenes that legislation).

(8B) In subsection (8A) “the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act), and “process” and “processed” are to be construed accordingly.”

***Member's explanatory statement***

*This amendment clarifies that provision contained in regulations under section 141A of the Transport Act 2000 in relation to the processing of personal data does not operate in contravention of the data protection legislation.*

**Clause 24**

## LORD HENDY OF RICHMOND HILL

30 Clause 24, page 20, line 2, leave out “after section 144” and insert “before the italic heading preceding section 145A”

***Member's explanatory statement***

*This amendment ensures that new section 144A is inserted in the correct place in Part 2 of the Transport Act 2000.*

## LORD HENDY OF RICHMOND HILL

31 Clause 24, page 20, line 15, at end insert –

“(za) with respect to tickets and other things (whether in physical or electronic form) which authorise a person to enter and travel on local services;”

***Member's explanatory statement***

*This amendment ensures that byelaws made by local transport authorities can allow for the use of smart card tickets on local bus services.*

## LORD HENDY OF RICHMOND HILL

32 Clause 24, page 20, line 16, leave out from the first “to” to “the” in line 17

**Member's explanatory statement**

*This amendment is consequential on my amendment of clause 24, page 20, line 15.*

LORD HENDY OF RICHMOND HILL

33 Clause 24, page 23, line 41, at end insert –

“(3A) Subsection (3)(a) does not operate to require or authorise the processing of personal data in a way which contravenes the data protection legislation (but that subsection is to be taken into account in determining whether the processing contravenes that legislation).”

**Member's explanatory statement**

*This amendment clarifies that the duty to give reasonably detailed particulars in a fixed penalty notice does not operate in a way which contravenes the data protection legislation.*

LORD HENDY OF RICHMOND HILL

34 Clause 24, page 24, line 23, at end insert –

““the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act).”

**Member's explanatory statement**

*This amendment defines terms used in new section 144E(3A), inserted by my amendment to clause 24, page 23, line 41, and is consequential on that amendment.*

**After Clause 24**

LORD HENDY OF RICHMOND HILL

35 After Clause 24, insert the following new Clause –

**“TfL byelaws**

In the Greater London Authority Act 1999, after Chapter 8 of Part 4 insert –

**“CHAPTER 8A****BUS BYELAWS**

*London local service byelaws*

**244A Power to make byelaws for London local services**

- (1) Transport for London may make byelaws regulating one or more of the following –
  - (a) travel on London local services;
  - (b) the maintenance of order on London local services;

- (c) the conduct of persons while travelling on London local services.
- (2) The byelaws may, in particular, make provision –
  - (a) with respect to tickets and other things (whether in physical or electronic form) which authorise a person to enter and travel on London local services;
  - (b) with respect to the evasion of payment of fares or other charges;
  - (c) with respect to interference with, or obstruction of, London local services;
  - (d) prohibiting vaping by persons on London local services;
  - (e) with respect to the prevention of nuisance.
- (3) The byelaws may provide that a person contravening them is guilty of an offence and liable, on summary conviction, to a fine not exceeding –
  - (a) level 3 on the standard scale, or
  - (b) such lower level or lower amount as is specified in the byelaws.

### *Enforcement*

#### **244B Powers of authorised persons**

- (1) An authorised person may –
  - (a) issue a fixed penalty notice (see section 244C) to anyone who that person has reason to believe has committed –
    - (i) a bus byelaws offence,
    - (ii) a premises byelaws offence, or
    - (iii) an offence under this section;
  - (b) require a person who the authorised person reasonably suspects of committing or attempting to commit a bus byelaws offence to do one or both of the following –
    - (i) to give their name and address;
    - (ii) to leave any vehicle in relation to which the byelaws under section 244A apply.
- (2) An authorised person may use reasonable force to remove a person who has failed to comply with a requirement under subsection (1)(b)(ii).
- (3) A person who fails to comply with a requirement under subsection (1)(b) commits an offence and is liable, on summary conviction, to a fine not exceeding level 3 on the standard scale.
- (4) The Secretary of State may issue guidance about the exercise of functions under this section and section 244C, and Transport for London and authorised persons must have regard to the guidance when exercising those functions.
- (5) The Secretary of State may at any time vary or revoke guidance issued under subsection (4).
- (6) The Secretary of State must publish –

- (a) guidance issued under subsection (4), and
  - (b) any variation or revocation of the guidance.
- (7) In this section –
- “authorised person” means a person authorised for the purposes of this section by Transport for London;
  - “bus byelaws offence” means an offence under byelaws made under section 244A;
  - “premises byelaws offence” means an offence under byelaws made under section 25 of the London Transport Act 1969 committed on premises used by a London local service.

#### **244C Fixed penalty notices**

- (1) A fixed penalty notice issued under section 244B is a notice offering the person to whom it is issued the opportunity of discharging any liability to conviction for the offence by payment of a fixed penalty to Transport for London.
- (2) Where a person is issued with a fixed penalty notice in respect of an offence –
- (a) no proceedings may be taken for the offence before the end of the period of 14 days following the date of the notice;
  - (b) the person may not be convicted of the offence if the person pays the fixed penalty before the end of that period.
- (3) A fixed penalty notice must –
- (a) give reasonably detailed particulars of the circumstances alleged to constitute the offence;
  - (b) state the period during which (because of subsection (2)(a)) proceedings will not be taken for the offence;
  - (c) specify the amount of the fixed penalty;
  - (d) state the name and address of the person to whom the fixed penalty may be paid;
  - (e) specify permissible methods of payment.
- (4) Subsection (3)(a) does not operate to require or authorise the processing of personal data in a way which contravenes the data protection legislation (but that subsection is to be taken into account in determining whether the processing contravenes that legislation).
- (5) An amount specified under subsection (3)(c) must not be more than £100.
- (6) A fixed penalty notice may specify two amounts under subsection (3)(c) and specify that, if the lower of those amounts is paid within a specified period (of less than 14 days), that is the amount of the fixed penalty.
- (7) Whatever other method may be specified under subsection (3)(e), payment of the fixed penalty may be made by pre-paying and posting to the person



- whose name and address is stated under subsection (3)(d), at the stated address, a letter containing the amount of the penalty (in cash or otherwise).
- (8) Where a letter is sent as mentioned in subsection (6), payment is regarded as having been made at the time at which that letter would be delivered in the ordinary course of post.
- (9) In any proceedings, a certificate that—
- (a) purports to be signed by or on behalf of the person with responsibility for the financial affairs of Transport for London, and
  - (b) states that payment of the fixed penalty was, or was not, received by the date specified in the certificate,
- is evidence of the facts stated.
- (10) In this section “the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act).”

***Member's explanatory statement***

*This clause will allow TfL to make byelaws local bus services in London. It also provides for those byelaws, and TfL's Road Transport Premises Byelaws, to be enforced by authorised persons, including by means of fixed penalty notices.*

**Clause 25**

LORD HOLMES OF RICHMOND  
BARONESS JONES OF MOULSECOOMB  
LORD BLUNKETT

36 Clause 25, page 25, line 3, at end insert —

- “(2A) The Secretary of State must issue guidance requiring—
- (a) buses to stop at the kerbside to allow all passengers to board from and alight directly to the pavement, and
  - (b) stopping places to be designed such that all passengers can continue their journey without crossing a live cycle lane running through or on any part of the pavement.
- (2B) 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.”

**After Clause 25**

BARONESS BRINTON

37 After Clause 25, insert the following new Clause –

**“Reporting on accessibility of bus services**

- (1) Each Local Transport Authority must prepare and publish an annual report assessing the accessibility of bus services within its jurisdiction.
- (2) The report must include –
  - (a) an assessment of sufficient accessibility provisions of routes and stops;
  - (b) proposals to improve bus route accessibility;
  - (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;
  - (e) an assessment of any additional funding or resources required.
- (3) In preparing the report, Local Transport Authorities must consult relevant stakeholders, including but not limited to local disabled persons’ organizations, and transport providers.
- (4) Where a bus route crosses multiple jurisdictions, the relevant local transport authorities must coordinate and agree on which authority is responsible for publishing the report addressing the provisions in subsection (2) as they apply to the affected routes.
- (5) The first report under subsection (1) must be published within 12 months of the day on which this Act is passed.”

LORD HOLMES OF RICHMOND  
BARONESS JONES OF MOULSECOOMB  
LORD BLUNKETT

38 After Clause 25, insert the following new Clause –

**“Prohibition on 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 take all steps necessary –
  - (a) to prohibit –
    - (i) the construction of any new floating bus stops, and
    - (ii) the provision of any funding that could be used for the construction of floating bus stops;
  - (b) to retrofit floating bus stops along inclusive-by-design principles to make them fully accessible.

- (2) The retrofit programme must be completed within 18 months of the day on which this Act is passed.
- (3) As part of achieving the objective in subsection (1)(a) the Secretary of State must ensure that the relevant parts of Local Transport Note 1/20 (cycle infrastructure design) are updated and that relevant authorities are required to abide by that guidance.”

BARONESS PIDGEON

**39★** After Clause 25, insert the following new Clause—

**“Assessment to retrofit floating bus stops**

- (1) Within six months of the day on which this Act is passed, the Secretary of State must conduct a full assessment of all existing floating bus stops to determine their level of safety and compliance with relevant safety and accessibility guidance.
- (2) The assessment must also identify any necessary retrofits to ensure floating bus stops are fully accessible and designed inclusively.
- (3) Following the assessment, the Secretary of State must develop and implement a programme to retrofit existing floating bus stops in accordance with relevant safety and accessibility standards.
- (4) The retrofit programme must ensure that floating bus stops are designed to allow room for passengers to board and alight directly between the bus and the pavement safely, without accessing a cycle lane.
- (5) The retrofit programme detailed in subsection (3) must be completed within 18 months of the assessment’s conclusion.”

***Member's explanatory statement***

*This new clause requires the Secretary of State to assess all existing floating bus stops for safety and accessibility compliance within six months of the Act's passage and to complete any necessary retrofits within 18 months thereafter.*

**Clause 27**

LORD HENDY OF RICHMOND HILL

**40** Clause 27, page 27, line 31, leave out “possible” and insert “safe to do so”

***Member's explanatory statement***

*This amendment makes it clear that the training will require a person to take steps to prevent crime or anti-social behaviour only where it is safe to do so.*

## LORD WOODLEY

41 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.”

## LORD MOYLAN

42 Clause 27, page 27, line 35, at end insert –

“(2A) The training requirement under this section must not include advice, encouragement, direction or expectation that a person should, at any stage, put themselves in danger.”

***Member's explanatory statement***

*This amendment seeks to ensure that any training requirements established under this section do not include guidance that would advise, encourage, direct, or imply that individuals should put themselves in danger at any stage.*

## LORD HENDY OF RICHMOND HILL

43 Clause 27, page 28, line 7, at end insert –

“(3A) Where regulations made under this section impose a duty or confer a power to process personal data, the duty or power does not operate to require or authorise the data to be processed in a way which contravenes the data protection legislation (but the duty or power is to be taken into account in determining whether the processing contravenes that legislation).

(3B) In subsection (3A) “the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act), and “process” and “processed” are to be construed accordingly.”

***Member's explanatory statement***

*This amendment clarifies that regulations requiring holders of PSV operators' licences to keep records relating to their compliance with the training requirement do not operate in a way which contravenes the data protection legislation.*

**Clause 29**

## LORD HENDY OF RICHMOND HILL

44 Clause 29, page 29, line 12, at end insert –

“(1A) Where regulations made under this section impose a duty or confer a power to process personal data, the duty or power does not operate to require or authorise the data to be processed in a way which contravenes the data protection legislation

(but the duty or power is to be taken into account in determining whether the processing contravenes that legislation).”

***Member's explanatory statement***

*This amendment clarifies that regulations requiring carriers and terminal managing bodies to keep records relating to their compliance with the disability training requirements do not operate in a way which contravenes the data protection legislation.*

LORD HENDY OF RICHMOND HILL

45 Clause 29, page 29, line 28, at end insert –

“(za) “the data protection legislation”, “personal data” and “processing” have the same meanings as in the Data Protection Act 2018 (see section 3 of that Act), and “process” and “processed” are to be construed accordingly,”

***Member's explanatory statement***

*This amendment defines terms used in clause 29(1A), inserted by my amendment to clause 29, page 29, line 12, and is consequential on that amendment.*

**Clause 30**

LORD HENDY OF RICHMOND HILL

46 Clause 30, page 30, line 21, leave out from “a” to “may” in line 23 and insert “service that falls within subsection (1A)”

***Member's explanatory statement***

*This amendment, together with my amendments of clause 30 at page 30 line 24 (first amendment) and page 31 lines 10 and 11, provides for the requirement to use zero emission buses to apply to the local services in England set out in my second amendment at page 30 line 24.*

LORD HENDY OF RICHMOND HILL

47 Clause 30, page 30, line 24, leave out “that area” and insert “England”

***Member's explanatory statement***

*See the statement for my amendment at clause 30, page 30, line 21.*

LORD HENDY OF RICHMOND HILL

48 Clause 30, page 30, line 24, at end insert –

- “(1A) A service falls within this subsection if it is –
- (a) a local service which has one or more stopping places in England and which –
    - (i) is registered under section 6 of the Transport Act 1985, or

- (ii) is not required to be registered under that section because of section 123J(2) or an exemption granted under section 123PA(1), or
- (b) a London local service (within the meaning given by section 179 of the Greater London Authority Act 1999).”

***Member's explanatory statement***

*This amendment provides for the requirement to use zero-emission buses to apply to local services registered under section 6 of the Transport Act 1985, local services in franchise areas and London local services.*

LORD HENDY OF RICHMOND HILL

49 Clause 30, page 31, leave out lines 10 and 11

***Member's explanatory statement***

*See the statement for my amendment at clause 30, page 30 line 21.*

LORD HENDY OF RICHMOND HILL

50 Clause 30, page 31, line 17, at end insert –

- “(4) In section 160 (regulations and orders) –
- (a) in subsection (2), for “or 141A(1)” substitute “, 141A(1) or 151A(2)(b)”, and
  - (b) in subsection (3), for “or 141A(1)” substitute “, 141A(1) or 151A(2)(b)”.”

***Member's explanatory statement***

*This amendment provides for regulations setting the date of first registration for the purposes of the zero-emission vehicles requirement to be subject to affirmative resolution procedure.*

LORD GOODMAN OF WYCOMBE

51 Clause 30, page 31, line 17, at end insert –

- “(4) In section 160 (Part II: regulations and orders), in subsection (2A), after “141A(1)”, insert “151A(3)”.”

***Member's explanatory statement***

*This amendment seeks to ensure that regulations made under the provision inserted by this Clause are subject to the affirmative procedure.*

**After Clause 30**

BARONESS JONES OF MOULSECOOMB

52 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

53 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

54 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

55 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

56 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  
LORD MOYLAN

57 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.*

LORD WOODLEY

58 After Clause 30, insert the following new Clause –

**“Recording and sharing data about assaults**

- (1) Any bus operator which has entered into a contract to operate a franchising scheme or enhanced partnership plan must record all data about assaults and violent behaviour that have taken place on their buses and share that data with their Local Transport Authority.
- (2) Local Transport Authorities must consult relevant trade unions regarding any issues of staff safety arising from the data collected under subsection (1).”

*Member's explanatory statement*

*This amendment would require bus operators to record all data about assaults and violent behaviour on their buses and LTAs to consult unions about that data.*

## LORD MOYLAN

59 After Clause 30, insert the following new Clause –

**“Consultation: bus funding formula**

- (1) Within six months of the day on which this Act is passed, the Secretary of State must publish a report detailing a proposed bus funding formula for consultation.
- (2) The report published under subsection (1) must include –
  - (a) the Secretary of State’s rationale for proposing that formula,
  - (b) an evidence-based assessment of the distributional effect of that formula between various transport authorities in England, and
  - (c) any alternative funding formulas that the Secretary of State has considered but chosen not to pursue.”

*Member's explanatory statement*

*This amendment requires the Secretary of State to publish a proposed bus funding formula for consultation, including their reasoning, an assessment of its impact on different transport authorities, and details of alternative approaches considered but not adopted.*

## BARONESS PIDGEON

60 After Clause 30, insert the following new Clause –

**“£2 bus fare scheme**

- (1) The Secretary of State must establish a scheme to cap the fare for a single bus journey at £2.
- (2) Bus operators in England, including private companies, franchisees, and local authorities, may opt into the scheme.
- (3) Service operators under this scheme may receive preferential consideration for the allocation of financial grants under section 19 of this Act.
- (4) The Secretary of State may review the terms of the scheme every three years from the day on which this Act is passed and amend it through regulations made by statutory instrument.
- (5) A statutory instrument under this section may not be made unless a draft has been laid before and approved by a resolution of each House of Parliament.”

*Member's explanatory statement*

*This amendment requires the Secretary of State to introduce a scheme capping single bus fares at £2, alongside the existing £3 scheme. The scheme will be subject to periodic review.*

## BARONESS BRINTON

61 After Clause 30, insert the following new Clause –

**“Compliance with the Equality Act 2010**

(1) The Transport Act 2000 is amended as follows.

(2) In section 108 (local transport plans), after subsection 1(b), insert –

“(c) ensure bus services which are subject to the provisions of the Bus Services (No.2) Act 2025 do not discriminate against disabled persons as defined by section 15 of the Equality Act 2010.””

***Member's explanatory statement***

*This amendment links the Equality and Public Sector Equality Duty (PSED) provisions in Section 15 of the Equality Act 2010 to local transport authorities and local PSV bus services under both the Transport Act 2000 and this bill. It also clarifies that any bus operating under the provisions of this Bill must comply with the PSED.*

**The Schedule**

LORD HENDY OF RICHMOND HILL

62 The Schedule, page 35, line 35, at end insert –

“(da) such persons with disabilities (within the meaning given by section 6 of the Equality Act 2010) who are users or prospective users of local services, or such organisations appearing to the authority or authorities to be representative of such persons, as they think fit;”

***Member's explanatory statement***

*This amendment requires a franchising authority to consult disabled persons, or organisations representative of disabled persons, before adding an area to the area to which the franchising scheme relates.*

LORD HENDY OF RICHMOND HILL

63 The Schedule, page 38, line 15, at end insert –

“(da) such persons with disabilities (within the meaning given by section 6 of the Equality Act 2010) who are users or prospective users of local services, or such organisations appearing to the authority or authorities to be representative of such persons, as they think fit;”

***Member's explanatory statement***

*This amendment requires a franchising authority to consult disabled persons, or organisations representative of disabled persons, before varying (without adding to) the area to which the franchising scheme relates.*

## LORD HENDY OF RICHMOND HILL

64 The Schedule, page 40, line 19, at end insert –

“(ia) such persons with disabilities (within the meaning given by section 6 of the Equality Act 2010) who are users or prospective users of local services, or such organisations appearing to the authority or authorities to be representative of such persons, as they think fit, and”

***Member's explanatory statement***

*This amendment requires a franchising authority to consult disabled persons, or organisations representative of disabled persons, before varying a franchising scheme in some way other than varying the area.*



# Bus Services (No. 2) Bill [HL]

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MARSHALLED  
LIST OF AMENDMENTS  
TO BE MOVED  
ON REPORT

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*24 March 2025*

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