

To: House of Commons Public Bill Committee

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From: Vitor Moura, London Bus Driver

RE: Evidence Submission – *Bus Services [No. 2] Bill*

Date: 27/06/2025

1. My name is Vitor Moura. I am a London bus driver with 10 years of frontline experience, currently working in South West London. I submit this evidence in a personal capacity, based on lived experience behind the wheel.

2. The *Bus Services [No. 2] Bill* presents a rare opportunity to fix the systemic problems that have undermined safety, dignity, and trust in the bus industry for years. But to succeed, it must prioritise the safety of drivers and passengers—not just timeliness and cost.

1. The Right to Report Without Fear

SUPPORT AMENDMENT NC5: Confidential Safety Reporting

3. Across the industry, there is a culture of fear. Drivers are scared to raise safety concerns—whether internally or through CIRAS—because we’ve seen what happens to those who speak out. Dismissals, intimidation, and blacklisting are not abstract risks. They’re real.

4. Amendment NC5 would require any bus operator under the Bill to participate in a **Confidential Safety Reporting scheme** like CIRAS. This protection is essential. It already exists in rail and air. Why not buses?

2. Tired Behind the Wheel

SUPPORT AMENDMENT NC7: Bus Driver Working Hours

5. Driver fatigue is widespread. Colleagues regularly report feeling pressured to continue working despite exhaustion, due to demanding rotas, unrealistic scheduling, and minimal rest time. Navigating congested streets in a double-decker bus under those conditions is a risk no one should have to face.

6. Amendment NC7 would **bring our working hours in line with HGV drivers**—a simple, fair step that would save lives. Right now, bus drivers can legally work up to 130 hours over two weeks. Lorry drivers are capped at 90. How is that justifiable?

3. We Need the Data

SUPPORT AMENDMENT NC6: Bus Safety Performance Reporting

7. London’s own experience shows how essential safety data is. Since 2014, TfL has been publishing quarterly Bus Safety Performance reports. Without this data, the problems with fatigue, falls, and crashes would never have come to light.

8. Outside London, however, there's no obligation to collect or share this data. Most Local Transport Authorities don't even track it. Amendment NC6 would **require LTAs to publish this safety data quarterly**, creating transparency and accountability nationwide.

4. Decisions Must Be Made by Competent People

SUPPORT AMENDMENT NC8: Safety Qualifications for LTA Officials

9. If this Bill is going to empower Local Authorities to operate or franchise services, we must ensure that those **designing, enforcing, and managing contracts** have recognised safety qualifications.

10. As it stands, a person with no IOSH or NEBOSH certification can control a public service contract worth millions and directly affecting driver and passenger safety. Amendment NC8 would **require basic safety accreditation for LTA officials in charge of public bus operations**. That's not a barrier—it's a baseline.

5. We Deserve Basic Human Dignity

Incorporate the London Bus Drivers' Bill of Rights into Contracts

11. In 2024, London Bus Drivers proposed a **Bus Drivers' Bill of Rights** that should be written into every public transport contract. These demands are not radical—they reflect basic human dignity and professional standards. They are essential for safety, health, and long-term retention in this profession.

12. The 12 Rights demanded by drivers are:

1. **The Right to a safe work schedule** without forced overtime or loss of pay.
2. **The Right to a decent and proper rest break** in the working day.
3. **The Right to drive a safe and well-maintained vehicle.**
4. **The Right to clean, serviced toilet and rest facilities** on all bus routes.
5. **The Right to report safety concerns** without fear of retribution from TfL or employers.
6. **The Right, when seriously ill and covered by a doctor's note**, not to be harassed into coming into work until fit to do so.
7. **The Right to relevant and timely safety training.**
8. **The Right to drive without being forced to answer radio messages and texts from Controllers whilst in motion.**
9. **The Right to have all company rules in writing and clearly displayed.**
10. **The Right to be treated with dignity and respect** by our employers, TfL, and the public.
11. **The Right to working air cooling** in our cabs in the summer heat.
12. **The Right to working heaters** in our cabs in the cold of winter.

13. These rights should not be controversial—they should be standard. I urge the Committee to support the inclusion of these rights in all future public bus service contracts across the UK. Doing so would signal that this Government values the safety and welfare of the workers who keep the country moving.

6. Toilet Dignity is Not Optional

14. One of the most degrading aspects of our job is the lack of guaranteed access to toilets. Drivers regularly go two or more hours **without access to toilet facilities**, are “turned around” before reaching a terminus, and suffer health problems as a result. It disproportionately affects older workers and women.

15. I urge the Committee to go beyond what’s currently in the Bill and mandate **proper welfare provisions on every route**. No route should be allowed to operate without clean, available toilet access.

7. Cab Conditions Are Unsafe

16. In summer, bus cabs regularly exceed 40°C. Ventilation is poor, air-con is often non-functional, and hydration is avoided due to lack of toilet access. In winter, broken heaters leave us freezing for hours.

17. You would never ask a train driver or pilot to work in such conditions. Why is it acceptable for bus drivers? Climate control systems must be mandated in all vehicles as part of operator compliance under the Bill.

Final Thoughts

18. I urge this Committee to adopt **Amendments NC5, NC7, NC6 and NC8** and to incorporate the **London Bus Drivers’ Bill of Rights** as a foundation for future contracts. Without these changes, we risk rolling out a broken model—one that prioritises punctuality over safety and neglects those who keep the system running.

19. I am proud of the work I do. But we cannot build a safe, respectful, modern bus system on the back of silence, exhaustion, and neglect.

20. I consent to this evidence being published in my name and am available to provide further evidence if requested.

Yours faithfully,

Vitor Moura

Bus Driver – South West London