

Railways Bill

RUNNING LIST OF ALL AMENDMENTS IN COMMITTEE

*Tabled up to and including
9 July 2026*

[Amendments marked ★ are new or have been altered]

Clause 3

BARONESS PIDGEON

Clause 3, page 3, line 12, at end insert –

- “(4A) Great British Railways must, when exercising its statutory functions, seek to increase passenger traffic on railways.
- (4B) Great British Railways must set and publish targets in relation to subsection (4A).”

Member's explanatory statement

This amendment would require Great British Railways to exercise its statutory functions with a view to increasing passenger numbers.

After Clause 14

BARONESS PIDGEON

After Clause 14, insert the following new Clause –

“The Great British Railways Board

- (1) The Secretary of State must appoint a Board to review decisions taken in respect of Great British Railways (“the Board”).
- (2) The Secretary of State must appoint to the Board persons who are employees of, or otherwise represent –
 - (a) Great British Railways,
 - (b) open access passenger operators,
 - (c) freight operators,

- (d) The Office for Rail and Road,
 - (e) The Passengers' Council, and
 - (f) at least one organisation or campaign group representing passengers with accessibility requirements.
- (3) The Board must comprise at least six members and no more than half of its membership may have been employed by, or otherwise represent, Great British Railways.
- (4) Great British Railways must determine the frequency of board meetings in any year.
- (5) Any –
 - (a) decision by the Secretary of State concerning, or
 - (b) direction given by the Secretary of State to
 Great British Railways must be notified to the Board prior to the making of the decision or issuing of the direction, and the Board must take a view on whether it approves of the decision or direction.
- (6) The Board must publish any decision or direction it considers, and whether it has approved any such decision or direction.
- (7) Where the Board has not approved a decision taken by, or direction given by, the Secretary of State to Great British Railways –
 - (a) the Board must notify the Secretary of State that it has not approved the decision or direction, and its reasons for not doing so;
 - (b) the Secretary of State may proceed to make any such direction or decision provided that, in their opinion, it is necessary to do so.
- (8) Where subsection (7)(b) applies, the Secretary of State must publish a statement setting out reasons for proceeding with the direction or decision.”

Member's explanatory statement

This new clause would require the creation of a GBR Board, constituted of relevant internal and external stakeholders and regulatory bodies, which the Secretary of State would have to consult on major decisions and changes.

Clause 15

BARONESS PIDGEON

Clause 15, page 9, line 9, at end insert –

“for the next 30 years.”

Member's explanatory statement

This amendment would ensure that the rail strategy set out in clause 15 must cover a 30-year period.

Clause 17

BARONESS PIDGEON

Clause 17, page 10, line 16, leave out “have regard” and insert “give significant weight”

Member's explanatory statement

This amendment strengthens the have regard provisions in clause 17.

After Clause 17

BARONESS PIDGEON

After Clause 17, insert the following new Clause —

“Rail passenger target

- (1) The Secretary of State must set and publish a target to increase the use of the railway network in Great Britain for the carriage of passengers.
- (2) The Secretary of State must keep the target under review or revise it.
- (3) If the Secretary of State revises the target the Secretary of State must publish the revised target.
- (4) Great British Railways must, when exercising its statutory functions, have regard to —
 - (a) the target set by the Secretary of State under this section, and
 - (b) any strategy or policy of the Scottish Ministers relating to the use of the railway network in Scotland for the carriage of passengers.”

Member's explanatory statement

This amendment requires the Secretary of State to establish a target to increase the use of the railway for the carriage of passengers.

Clause 34

BARONESS PIDGEON

Clause 34, page 19, line 4, at end insert —

- “(1A) The Secretary of State must provide a scheme, to be known as “Rail Miles”, to provide discounted rail fares for passengers frequently using Great British Railways services.”

Member's explanatory statement

This amendment requires the Secretary of State to establish a “Rail Miles” scheme providing discounted rail fares for frequent travellers on Great British Railways (GBR) services.

After Clause 58

BARONESS PIDGEON

After Clause 58, insert the following new Clause —

Passengers' Charter

- (1) The Secretary of State must, within six months beginning on the day on which this Act is passed, lay before Parliament a Passengers' Charter.
- (2) A Passengers' Charter must include —
 - (a) a guarantee about value for money, quality of service, and provision of adequate seating for any single part of a journey taken by rail for a duration greater than 30 minutes;
 - (b) targets for reliability of services;
 - (c) a timetable for implementing improvements to passenger accommodation on train services, including in relation to —
 - (i) seat design,
 - (ii) availability of high-speed WiFi and reliable cellular network service,
 - (iii) provision of power outlets,
 - (iv) storage for luggage, bicycles, pushchairs and prams,
 - (v) provision of toilets, including standards of cleanliness and accessibility, and
 - (vi) provision of on-board catering on any train service with a total duration of at least two hours;
 - (d) a guarantee relating to improving the accessibility of trains, stations, areas immediately surrounding stations and interfaces with connecting transport modes, and replacement road services, for passengers with disabilities;
 - (e) extension of the principles behind Delay Repay compensation to include a framework of compensation for failures to comply with the Passengers' Charter for lack of specified on-board amenities;
 - (f) a commitment that Great British Railways will take all reasonable steps to ensure that systems for compensating passengers for delays or disruption —
 - (i) are digital by default;
 - (ii) minimise any administrative burden on passengers when applying for compensation;
 - (ii) allow, where practicable, for compensation to be issued automatically based on information attainable by Great British Railways about a customer's journey or from a ticketing account."

Member's explanatory statement

This new clause requires the Secretary of State to lay a Passengers' Charter before Parliament and sets out the what the charter should contain, including provision relating to customer amenities, value for money, accessibility and compensation.

BARONESS PIDGEON

After Clause 58, insert the following new Clause —

“Review of passenger safety

- (1) Within six months beginning on the day on which this Act is passed, the Secretary of State must undertake a comprehensive review of railway passenger safety.
- (2) A review under this section must in particular have regard to the safety of women and disabled people.
- (3) The review must consider —
 - (a) staffing levels at railway stations and on board trains, including for late-night services and other services which in the opinion of the Secretary of State give rise to a higher risk to passenger safety;
 - (b) lighting in waiting areas;
 - (c) opening hours and accessibility of help points;
 - (d) CCTV coverage at stations and on trains;
 - (e) the potential merits of introducing real-time reporting applications for incidents where a passenger is harassed or otherwise is unsafe, and an associated rapid response protocol following a notification being made to an appropriate authority via such an application;
 - (f) public awareness of methods to report concerns about safety, including the British Transport Police text facility;
 - (g) the potential merits of a dedicated phone number that allows passengers to directly contact the next station on the line to report incidents or safety concerns;
 - (h) coordination of travel connections from stations at night, including between rail operators, local public transport and licensed taxi services;
 - (i) the potential merits of increasing, where it is practicable, patrols of trains and stations by train managers, guards or other appropriate persons for the purposes of identifying incidents, supporting accessibility, and promoting passenger safety.
- (4) Where the review recommends any action to improve passenger safety, the Secretary of State and Great British Railways must make all reasonable efforts to implement that action.
- (5) In this section, “appropriate persons” has such meaning as the Secretary of State may specify, provided that it may have different meanings for different purposes.”

Member's explanatory statement

This new clause would require the Secretary of State to review ways to improve passenger safety. It sets out the content of such a review, and requires the Secretary of State and GBR to take reasonable steps to implement the review's recommendations.

BARONESS LEAMAN

★ After Clause 58, insert the following new Clause –

“Automatic delay repay compensation

- (1) The operator of a passenger railway service must make a repay payment to a passenger where the passenger's journey is delayed by 15 minutes or more, calculated from the timetabled arrival time at the passenger's destination station.
- (2) A payment under subsection (1) must be made automatically, without the passenger being required to submit a claim, where the operator holds sufficient information to identify –
 - (a) that the passenger's journey was delayed by 15 minutes or more, and
 - (b) the means by which the payment may be made to the passenger.
- (3) Where the operator does not hold sufficient information to make an automatic payment under subsection (2), the operator must take reasonable steps to notify the passenger of their entitlement to claim a repay payment under this section.
- (4) The amount of a repay payment under this section must be no less than the amount to which the passenger would be entitled under the operator's delay repay scheme in force at the time of the journey.
- (5) A payment under this section must, in the first instance, be made by digital means.
- (6) The Secretary of State may by regulations –
 - (a) specify the timescale within which a payment under subsection (2) must be made;
 - (b) specify the means by which passengers may be notified under subsection (3);
 - (c) provide for exceptions to, or other means of compliance with, the requirement in subsection (5);
 - (d) make further provision about the calculation or administration of payments under this section.”

Member's explanatory statement

This amendment creates provision for automatic delay repay compensation.

After Clause 62

LORD BEITH

★ After Clause 62, insert the following new Clause –

“Great British Railways timetable

- (1) Great British Railways must prepare and publish a comprehensive national timetable of all passenger railway services for each timetable period.
- (2) The timetable must include scheduled arrival and departure times, connection information, and key station accessibility features.

- (3) Great British Railways must make the timetable available to the public free of charge and sufficiently in advance of the relevant travel dates.
- (4) The timetable must be published in, but is not limited to, the following formats —
 - (a) accessible online formats, and
 - (b) alternative non-digital formats.
- (5) In this section, "timetable period" means the operational duration designated by Great British Railways for a specific rail schedule."

Clause 63

BARONESS PIDGEON

Clause 63, page 36, line 25, at end insert —

“(c) the achievement of the rail freight target set out in section 17.”

Member's explanatory statement

This amendment connects the capacity duty provisions in clause 63 with the freight target set out in clause 17.

Clause 94

LORD BRADSHAW

★

Leave out Clause 94, and insert the following new Clause —

“Licensing of drivers on intercontinental routes

- (1) The Secretary of State must by regulations make provision about the licensing or certification of persons who drive trains on intercontinental railway services.
- (2) Regulations under this section must include provision about the recognition of licences or certificates issued by, or on behalf of, another state.”

Member's explanatory statement

This amendment removes the current clause in relation to the licensing of train drivers, and instead creates provision only for licensing for drivers on intercontinental rail routes, including mutual recognition of licences issued by other states.

After Clause 95

BARONESS PIDGEON

After Clause 95, insert the following new Clause —

“Fund for future railway improvements

- (1) The Secretary of State must establish a fund for the purpose of providing improvements to the railway in the long term, including investment in new or reopened railways lines and stations.
- (2) The fund under this section is to be called the Tomorrow’s Railway Fund (“the fund”).
- (3) The Secretary of State may by regulations provide for monies to be allocated to the fund for each funding period.
- (4) Local and regional transport authorities may apply to the Secretary of State to receive a grant of monies from the fund, for the purpose of enabling construction of new railways stations and associated infrastructure.
- (5) A purpose enabling construction under subsection (4) includes a feasibility study for any station or associated infrastructure.
- (6) In this section “funding period” has the meaning given in paragraph 1(9) of Schedule 2 to this Act.”

Member's explanatory statement

This new clause would establish a new funding mechanism for local authorities to bid for central government funding for feasibility studies on, or construction of, new stations, railways, or other enhancements.

BARONESS PIDGEON

After Clause 95, insert the following new Clause —

“Restoring Your Railway Fund: review

- (1) Within 12 months beginning on the day on which this Act is passed, the Secretary of State must lay before Parliament a report containing a review of the Restoring Your Railway Fund.
- (2) The review under subsection (1) must consider the effect of the fund on the reopening of railway lines and stations.”

Member's explanatory statement

This new clause requires the Secretary of State to review the Restoring Your Railway Fund, announced by the previous Government in February 2020.

BARONESS LEAMAN

★ After Clause 95, insert the following new Clause—

“Anti-social noise

- (1) Within the period of six months beginning on the day on which this Act is passed, the Secretary of State must by regulations make provision to prohibit any individual on passenger rail services from purposely playing content with audio from personal electronic devices without the use of headphones in such a way that causes a disturbance to other passengers.
- (2) The regulations must ensure that any person who contravenes the prohibition set out under subsection (1) is liable to a fine not exceeding level 3 on the standard scale set out in section 122 of the Sentencing Act 2020 (the standard scale of fines for summary offences).”

Member's explanatory statement

This new clause would require the Secretary of State to introduce statutory regulations on the use of electronic audio devices on rail services.

Clause 98

BARONESS LEAMAN

★ Clause 98, page 61, line 19, at end insert—

“(aa) regulations under section (*Automatic delay repay compensation*);”

BARONESS LEAMAN

★ Clause 98, page 61, line 23, at end insert—

“(ea) regulations under section (*Anti-social noise*);”

Schedule 2

BARONESS PIDGEON

Schedule 2, page 70, line 15, after “services” insert “, including passenger services,”

Member's explanatory statement

This amendment and two others to Schedule 2 in the name of Baroness Pidgeon would align funding of designated passenger train services with the five-year funding cycle for infrastructure.

BARONESS PIDGEON

Schedule 2, page 70, line 17, at end insert—

- (1A) The objectives set out under sub-paragraph (1)(a) must include objectives relating to passenger rail services.”

Member's explanatory statement

This amendment and two others to Schedule 2 in the name of Baroness Pidgeon would align funding of designated passenger train services with the five-year funding cycle for infrastructure.

BARONESS PIDGEON

Schedule 2, page 70, line 23, at end insert “, save as already provided for under sub-paragraph (1A)”

Member's explanatory statement

This amendment and others to Schedule 2 in the name of Baroness Pidgeon would align funding of designated passenger train services with the five-year funding cycle for infrastructure.

LORD BRADSHAW

Schedule 2, page 73, line 27, at end insert—

- “(b) notify the ORR of the proposed variation, and
(c) consult the ORR on the impact on the rail system of the proposed variation, including on the ability of Great British Railways to deliver its business plan.”

Member's explanatory statement

This amendment would require the Secretary of State to notify the ORR, as well as Great British Railways, of any proposed variation to financial assistance, rather than only in the circumstances currently set out in sub-paragraph (4).

LORD BRADSHAW

Schedule 2, page 73, line 28, leave out sub-paragraph (4)

Member's explanatory statement

This amendment is consequential on the amendment to sub-paragraph (3), which requires the ORR to be notified of every proposed variation rather than only in specified circumstances. It removes the now-redundant conditions under which ORR notification was previously required.

LORD BRADSHAW

Schedule 2, page 74, line 4, at end insert—

- “(6) If the Secretary of State decides to vary the financial assistance provided under paragraph 6, the ORR must produce and publish an independent assessment

of the impact on the rail system of the decision, including the ability of Great British Railways to deliver on its business plan.”

Member's explanatory statement

This amendment would require the ORR to produce and publish an independent assessment of the impact of any decision to vary financial assistance to Great British Railways. The assessment would cover the impact on the rail system, including Great British Railways' ability to deliver its business plan.

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