

Railways Bill

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
14 August 2026*

The amendments are listed in accordance with the following Instruction –

Clauses 1 to 11	Schedule 3
Schedule 1	Clauses 92 to 96
Clause 12	Schedule 4
Schedule 2	Clauses 97 to 102
Clauses 13 to 91	Title

[Amendments marked ★ are new or have been altered]

Clause 1

LORD MOYLAN

- ★ Clause 1, page 1, line 8, at end insert –
“(1A) The body corporate must be a company constituted under the Companies Acts.”

Member's explanatory statement

This amendment seeks to clarify an ambiguity in this and the following Clause as to the legal character of the body corporate.

LORD MOYLAN

- ★ Clause 1, page 1, line 9, leave out subsections (2) to (4)

Member's explanatory statement

This amendment seeks to explore why the Government has chosen to prevent Ministers from designating a body corporate not owned by the Crown as Great British Railways.

LORD LANSLEY

- ★ Clause 1, page 1, line 14, after “Crown” insert “; but this prohibition does not extend to a GBR company”

Clause 2

LORD LANSLEY

- ★ Clause 2, page 2, line 8, after “Welsh Ministers” insert “, nor any person acting on behalf of the Secretary of State, the Scottish Ministers or the Welsh Ministers,”

LORD MOYLAN

- ★ Clause 2, page 2, line 17, after “section” insert “and section 1”

Member's explanatory statement

This amendment is related to the amendment in the name of Lord Moylan to Clause 1, page 1, line 8.

After Clause 2

LORD HARPER

- ★ After Clause 2, insert the following new Clause —

“Industrial action involving Great British Railways and GBR companies

- (1) The Trade Union and Labour Relations (Consolidation) Act 1992 is amended as follows.
- (2) After section 224 insert —

“224A Industrial action involving Great British Railways and GBR companies

- (1) For the purposes of this Part, Great British Railways and each GBR company are to be treated as separate employers.
- (2) A GBR employer is not to be treated as a party to a trade dispute between workers and another GBR employer.
- (3) Industrial action taken by workers employed by one GBR employer in contemplation or furtherance only of a trade dispute between workers and another GBR employer is secondary action for the purposes of section 224.
- (4) A person is not to be treated as the employer of a worker for the purposes of this Part merely because that person —
 - (a) owns or controls the worker's employer,
 - (b) provides funding to the worker's employer,
 - (c) exercises functions through, or on behalf of, the worker's employer,
 - (d) participates in common management or collective bargaining arrangements with the worker's employer, or
 - (e) gives directions or guidance to the worker's employer.

(5) In this section—

“GBR company” has the same meaning as in section 99(1) of the Railways Act 2026;

“GBR employer” means—

- (a) Great British Railways, or
- (b) a GBR company.”

Member's explanatory statement

This amendment would ensure that Great British Railways and each GBR company are separate employers for the purposes of industrial-action law. A dispute between one GBR company and its workers could not provide legal protection for industrial action by workers employed by Great British Railways or another GBR company.

Clause 3

LORD MOYLAN

- ★ Clause 3, page 2, line 21, leave out “general”

Member's explanatory statement

This amendment seeks to explore the meaning of “general function” in the context of Great British Railways’ remit.

BARONESS HARDING OF WINSCOMBE

- ★ Clause 3, page 2, line 28, after “sale” insert “by promoting a thriving competitive market in the retail ticketing market”

LORD MOYLAN

- ★ Clause 3, page 2, line 35, at end insert “, but not advice and standards pertaining to safety on the railways”

Member's explanatory statement

This amendment seeks to establish that the Office of Rail and Road is the sole safety regulator.

LORD LANSLEY

- ★ Clause 3, page 3, line 11, leave out from “under” to end of line 12 and insert “Regulations 5 and 6 and Schedule 2 of the 2016 Regulations.”

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.

Clause 4

LORD MOYLAN

★ Clause 4, page 3, line 26, at end insert –

“(e) such other body corporate as they see fit.”

Member's explanatory statement

This amendment seeks to explore why the Bill places limitations on Scottish and Welsh ministers as to the manner of their exercising their functions relating to the railways or railway services.

LORD LANSLEY

★ Clause 4, page 3, line 29, at end insert –

“(aa) the Office of Rail and Road, and”

Clause 5

LORD LANSLEY

★ Clause 5, page 4, line 20, leave out paragraphs (a) and (b) and insert –

“(a) a Strategic Authority as defined under Section 1 of the English Devolution and Community Empowerment Act 2036, or”

Clause 7

LORD YOUNG OF COOKHAM
LORD MOYLAN

★ Clause 7, page 5, line 21, at end insert –

“(1A) Directions issued by the Secretary of State under subsection (1) must include a direction requiring Great British Railways to promote fair competition for all market participants in rail ticket retailing.”

Member's explanatory statement

This amendment seeks to require the Secretary of State's strategic direction to Great British Railways to include an explicit requirement to promote fair competition in rail ticket retailing.

LORD LANSLEY

- ★ Clause 7, page 5, line 29, leave out “, other than powers relating to functions under Chapter 1 of Part 3,”

LORD LANSLEY

- ★ Clause 7, page 5, line 36, leave out “, other than powers relating to functions under Chapter 1 of Part 3,”

LORD GRAYLING

- ★ Clause 7, page 6, line 2, after “publish” insert “and lay before Parliament”

Member's explanatory statement

This amendment would require the Secretary of State to lay any directions given to Great British Railways before Parliament.

LORD GRAYLING

- ★ Clause 7, page 6, line 4, at end insert —
- “(5A) If the Secretary of State uses the powers in this section to give a direction to Great British Railways about the general level and structure of fares for travel on railway passengers services designated under section 25 or 26, then the Secretary of State must publish the assumptions, criteria, and objectives underpinning any direction.”

Member's explanatory statement

This amendment puts a duty on the Secretary of State to publish the assumptions, criteria and objectives used when giving any direction about the level or structure of fares, so decisions can be assessed against passenger growth and affordability.

Clause 9

LORD GRAYLING

- ★ Clause 9, page 7, line 21, at end insert —
- “(4A) If the Secretary of State uses the powers in this section to give guidance to Great British Railways about the general level and structure of fares for travel on railway passengers services designated under section 25 or 26, then the Secretary of State must publish the assumptions, criteria, and objectives underpinning any guidance.”

Member's explanatory statement

This amendment puts a duty on the Secretary of State to publish the assumptions, criteria and objectives used when giving any guidance about the level or structure of fares, so decisions can be assessed against passenger growth and affordability.

Schedule 1

LORD EVANS OF GUISBOROUGH

- ★ Schedule 1, page 64, line 10, leave out from “may,” to “Council” in line 11 and insert “at the recommendation of the Office of the Rail and Road in relation to matters related to safety and standards and, after consultation with the Passengers’ Council”

Member's explanatory statement

This amendment would require the Secretary of State to obtain a formal recommendation from the Office of Rail and Road in relation to safety and standards before granting Great British Railways’ licence, and to consult the Passengers’ Council.

LORD EVANS OF GUISBOROUGH

- ★ Schedule 1, page 64, line 10, leave out “consultation” and insert “agreement”

Member's explanatory statement

This amendment would limit the Secretary of State’s power to set Great British Railways’ licence unilaterally by requiring agreement, rather than mere consultation.

BARONESS PIDGEON

Schedule 1, page 64, line 11, after “Road” insert “, the London Transport Users’ Committee,”

Member's explanatory statement

This amendment, and others in the name of Baroness Pidgeon, seek to include the London Transport Users’ Committee in consultation requirements.

LORD EVANS OF GUISBOROUGH

- ★ Schedule 1, page 64, line 25, leave out “consultation” and insert “agreement”

Member's explanatory statement

This amendment would require the Secretary of State to obtain the agreement of the Office of Rail and Road and the Passengers’ Council before making changes to Great British Railways’ licence.

LORD EVANS OF GUISBOROUGH

- ★ Schedule 1, page 64, line 29, leave out “consultation” and insert “agreement”

Member's explanatory statement

This amendment would require agreement, rather than consultation, before the Secretary of State may make further changes relating to Great British Railways’ licence.

LORD EVANS OF GUISBOROUGH

- ★ Schedule 1, page 65, line 1, leave out “consultation” and insert “agreement”

Member's explanatory statement

This amendment would require agreement, rather than consultation, before the Secretary of State may make further changes relating to Great British Railways' licence.

LORD LANSLEY

- ★ Schedule 1, page 65, line 2, at end insert—

“(4A) This subsection requires consultation with Scottish and Welsh Ministers insofar as the railway assets specified or described in the licence are located in Scotland or Wales respectively.”

LORD YOUNG OF COOKHAM

LORD MOYLAN

BARONESS HARDING OF WINSCOMBE

- ★ Schedule 1, page 67, line 11, at end insert—

“(2A) An approved document must contain provision that ensures Great British Railways' activities in relation to the sale of tickets do not, as a result of their relationship or interaction with its other activities and functions, distort the market for the sale of tickets or gain an unfair competitive advantage.”

Member's explanatory statement

This amendment seeks to require Great British Railways' online retail business to compete on the same economic terms as independent retailers.

BARONESS HARDING OF WINSCOMBE

- ★ Schedule 1, page 67, line 21, at end insert—

“(5) If, following an investigation pursuant to section 68(1) relating to any alleged or apprehended contravention of a condition in Great British Railways' licence that was included under subsection 1, the ORR decides not to make a final order or to confirm a provisional order, the ORR shall give notice, setting out the reasons for its decision.

(6) A notice under subsection (5) above must be given—

- (a) by serving a copy on Great British Railways;
- (b) by either serving a copy on the persons who made the representations about an alleged or apprehended contravention of a condition of licence imposed by subsection 1;
- (c) by publishing a copy on the ORR's website;
- (d) by serving a copy on the Secretary of State, the Scottish Ministers, and the Welsh Ministers.”

BARONESS HARDING OF WINSCOMBE

★ Schedule 1, page 68, line 39, at end insert—

“6A In section 57, in subsection (3) after “section” insert “and section 57G”.

6B After section 57F insert—

“57G Appeals before the Competition Appeal Tribunal

- (1) A person may appeal to the Competition Appeal Tribunal (“Tribunal”) with respect to—
 - (a) a final order imposed under section 55(1) which relates to a contravention or likely contravention of a condition of a licence imposed by section 9A(1);
 - (b) the confirmation of a provisional order under section 55(4) which relates to a contravention or likely contravention of a condition of a licence imposed by section 9A(1);
 - (c) a decision taken by the ORR under section 56(9) that it was not within the powers of section 57A above.
- (2) A person may make an appeal under subsection (1) only if the Tribunal considers that they have a sufficient interest in the order or decision with respect to which the appeal is made, or that they represent persons who have such an interest.
- (3) An appeal to the Tribunal under this section must be made by sending a notice of appeal to the Tribunal within 30 days of receipt of the decision or order.
- (4) The notice of appeal must set out the grounds of appeal in sufficient detail to indicate—
 - (a) under which provision of subsection (1) above the appeal is brought;
 - (b) to what extent (if any) the appellant contends that the decision or order against, or with respect to which, the appeal is brought was based on an error of fact or was wrong in law;
 - (c) to what extent (if any) the appellant is appealing against the appropriate authority’s exercise of its discretion, including—
 - (i) under any approved document made under section 9A(1)(b);
 - (ii) under section 55(5B);
 - (iii) when determining what is requisite for the purpose of securing compliance under sections 55(1) and 55(4).
- (5) The Tribunal may give an appellant leave to amend the ground of appeal identified in the notice of appeal.
- (6) The Tribunal must determine the appeal on the merits by reference to the grounds of appeal set out in the notice of appeal.

- (7) The Tribunal may confirm or set aside an order taken under section 55(1) or 55(4) which is the subject of the appeal, or any part of it, and may –
 - (a) remit the matter to the ORR;
 - (b) cancel or vary the order;
 - (c) impose any other order which the ORR could itself have imposed under section 55(1); or
 - (d) impose any other order which the ORR could itself have imposed under section 55(4).
- (8) The Tribunal may confirm or set aside a decision taken under section 56(9) which is the subject of the appeal, and may –
 - (a) remit the matter to the ORR;
 - (b) impose any other order which the ORR could itself have imposed under section 55(1);
 - (c) impose any other order which the ORR could itself have imposed under section 55(4).
- (9) Any variation to an order or other order imposed by the Tribunal on an appeal has the same effect, and may be enforced in the same manner, as an order of the ORR.””

Member's explanatory statement

This amendment seeks to create a new appeal mechanism that enables third party retailers to challenge a decision the ORR's decisions on GBR's compliance with the Retail Code of Practice.

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.

LORD LANSLEY

- ★ Schedule 2, page 70, line 18, leave out “may” and insert “must”

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 LANSLEY

- ★ Schedule 2, page 70, line 23, at end insert—
“(aa) any current performance scheme made under Section 65;”

LORD GRAYLING

- ★ Schedule 2, page 70, line 30, at end insert—
“(f) delivering improved productivity and efficiencies.”

Member's explanatory statement

This amendment would allow the Secretary of State's statement of objectives to include an objective of delivering improved productivity and efficiencies.

LORD LANSLEY

- ★ Schedule 2, page 71, line 1, leave out “mayoral”

LORD LANSLEY

- ★ Schedule 2, page 71, line 27, at end insert “where those activities are to be carried out by a GBR company, and the contributions expected to be received from, or provided to, GBR from that company in relation to those activities,”

LORD GRAYLING

- ★ Schedule 2, page 71, line 30, at end insert—
“(d) measurable performance indicators for each statutory duty listed in section 18.”

Member's explanatory statement

This amendment would require the business plan to include measurable performance indicators for GBR's duties.

LORD LANSLEY

- ★ Schedule 2, page 71, line 36, after “statement” insert “, which activities are to be undertaken on behalf of any local government body and the costs to be met by that body”

LORD GRAYLING

- ★ Schedule 2, page 71, line 36, at end insert—
 “(4A) The plan must set out how Great British Railways will ensure its activities minimise costs to the taxpayer.”

Member's explanatory statement

This amendment would require GBR to consider how to minimise costs to taxpayers.

LORD GRAYLING

- ★ Schedule 2, page 72, line 2, at end insert—
 “(c) whether carrying on those activities will be done in such a way as to minimise costs to the taxpayer.”

Member's explanatory statement

This amendment would require the ORR to provide an assessment of whether GBR will minimise taxpayer costs before the Secretary of State approves the business plan.

BARONESS PIDGEON

Schedule 2, page 72, line 21, after “ORR” insert “, the London Transport Users' Committee,”

Member's explanatory statement

This amendment, and others in the name of Baroness Pidgeon, seeks to include the London Transport Users' Committee in consultation requirements.

LORD LANSLEY

- ★ Schedule 2, page 72, line 34, after “Section 3(1)(a)” insert “, (b), (c) and (f)”

LORD LANSLEY

- ★ Schedule 2, page 73, line 13, after “power” insert “, save that the Secretary of State may not provide financial assistance under Section 6 of the Railways Act 2005 in relation to

the same activities in respect of which financial assistance is provided under this paragraph”

LORD BRADSHAW
LORD MOYLAN

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
LORD MOYLAN

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
LORD MOYLAN

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.

LORD BRADSHAW
LORD MOYLAN

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

“Referral of proposed reductions in financial assistance

- 7A (1) Where the Secretary of State proposes to reduce the amount of financial assistance notified to the ORR under paragraph 7 in respect of a funding period, the Secretary of State must refer the proposal to the ORR before the reduction takes effect.
- (2) On a referral under sub-paragraph (1), the ORR must advise the Secretary of State on the effect of the proposed reduction on delivery of the current business plan.
- (3) The ORR must give its advice as soon as reasonably practicable, and in any event within three months of the referral.
- (4) The Secretary of State must publish the ORR’s advice under sub-paragraph (2) no later than the date on which the reduction takes effect.
- (5) Nothing in this paragraph affects the Secretary of State’s power to determine the amount of financial assistance available, or the functions of Great British Railways in relation to access, charging or timetabling.”

Member's explanatory statement

This amendment requires the Secretary of State to refer a proposed in-period reduction in funding to the ORR before it takes effect. The ORR must advise on which committed schemes in the Integrated Business Plan would be affected, and that advice must be published.

Clause 13

LORD GRAYLING

★

Clause 13, page 8, line 11, leave out “as it thinks fit” and insert “as are reasonable”

Member's explanatory statement

This amendment would ensure Great British Railways only charges what is reasonable for provision of services in circumstances where it is a monopoly supplier.

After Clause 14

BARONESS PIDGEON
LORD MOYLAN

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.

EARL RUSSELL

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

- “(1A) The strategy must include measures to reduce the carbon footprint of the rail network and to identify sections of the network vulnerable to extreme weather and related climate risks, including drought, soil moisture deficit, flooding, heat and cold.”

Member's explanatory statement

This amendment seeks to require the strategy set out in clause 15 to include measures to reduce the carbon footprint of the rail network and to adapt the network to extreme weather.

LORD LANSLEY

★ Clause 15, page 9, line 11, at end insert –

- “(2A) A document may be designated as “the rail strategy” only if the consultation requirements in this section and the parliamentary requirements in Section 15A have been complied with in relation to it.”

BARONESS PIDGEON

Clause 15, page 9, line 20, after “Ministers” insert “, the London Transport Users’ Committee,”

Member's explanatory statement

This amendment, and others in the name of Baroness Pidgeon, seeks to include the London Transport Users’ Committee in consultation requirements.

LORD LANSLEY

★ Clause 15, page 9, line 20, after “Ministers” insert “, the ORR”

After Clause 15

LORD LANSLEY

★ After Clause 15, insert the following new Clause –

“Rail strategy: parliamentary requirements

- (1) This Section sets out the Parliamentary requirements referred to in Section 15(2A).

- (2) The Secretary of State must lay the document to be designated as “the rail strategy” before Parliament.
- (3) Subsection (4) applies if during the relevant period either House of Parliament makes a resolution with regard to the document.
- (4) The Secretary of State must lay before Parliament a statement setting out the Secretary of State’s response to the resolution.
- (5) The relevant period is the period specified by the Secretary of State in relation to the document, which may not be less than 21 days after the document is laid before Parliament.”

Clause 16

LORD LANSLEY

- ★ Clause 16, page 10, line 5, leave out “mayoral”

LORD LANSLEY

- ★ Clause 16, page 10, line 6, leave out “mayoral”

Clause 17

LORD LANSLEY

- ★ Clause 17, page 10, line 10, at end insert —
- “(1A) The increase to be specified in the target set under subsection (1) must not equate to less than a two per cent per annum increase.”

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.

LORD GRAYLING

- ★ Clause 17, page 10, line 16, leave out “have regard to” and insert “take into account in all relevant decisions, and demonstrate that it has taken into account”

Member's explanatory statement

This amendment would require GBR to take into account the freight target when making all relevant decisions and to show how this has been taken into account.

LORD GRAYLING

★ Clause 17, page 10, line 20, at end insert –

“(5) The Secretary of State must take into account the rail freight target in all relevant decisions and demonstrate how the target has been taken into account.”

Member's explanatory statement

This amendment would require the Secretary of State to take into account the freight target when making all relevant decisions and to show how this has been taken into account.

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.

EARL RUSSELL

After Clause 17, insert the following new Clause –

“Great British Railways: environmental targets

In the exercise of any of its functions, Great British Railways must take all reasonable steps to contribute to –

- (a) the achievement of targets in sections 1 to 3 of the Environment Act 2021 (environmental targets),
- (b) the achievement of targets set under Part 1 of the Climate Change Act 2008 (carbon target and budgeting),

- (c) the programme for adaptation to climate change under section 58 of the Climate Change Act 2008 (programme for adaptation to climate change), and
- (d) the achievement of targets set under the Air Quality Standards Regulations 2010 (SI 2010/1001)."

Member's explanatory statement

This new clause seeks to require Great British Railways to take steps to contribute to meeting targets set out in existing legislation on climate change.

Clause 18

LORD YOUNG OF COOKHAM
LORD MOYLAN
BARONESS HARDING OF WINSCOMBE

★ Clause 18, page 11, line 5, at end insert —

“(da) so as to promote and facilitate the participation of independent ticket retailers in the provision and sale of rail tickets, including through fair and non-discriminatory access to the rail retail market,”

Member's explanatory statement

This amendment seeks to place a duty on Great British Railways to support the participation of independent ticket retailers in the rail retail market through fair and non-discriminatory access.

LORD EVANS OF GUISBOROUGH

★ Clause 18, page 11, line 8, at end insert —

- “(g) in the manner best calculated to increase the number travelling by railway,
- (h) in the manner best calculated to contribute to economic growth,
- (i) in the manner best calculated to increase private sector investment and involvement in the railways and railway services,
- (j) in the manner best calculated to remove or reduce the need for public subsidy of the railways,
- (k) in the manner best calculated to increase levels of passenger satisfaction as monitored by The Passengers' Council, and
- (l) in the manner best calculated to improve efficiency and productivity in the delivery of railway services.”

Member's explanatory statement

This amendment would give Great British Railways additional duties to promote passenger growth, economic growth, increased private sector investment, reduced reliance on public subsidy, passenger satisfaction as monitored by the Passengers' Council, and improved efficiency and productivity.

LORD GRAYLING

- ★ Clause 18, page 11, line 22, leave out paragraphs (a) and (b) and insert –
- “(a) reliability, including punctuality, cancellations, short-forming, delays and the reliability of key connections,
 - (b) safety and security, including safety incidents, security incidents affecting passengers, staff presence, and the delivery of safety-critical maintenance,
 - (c) passenger comfort and on-board experience, including cleanliness, the functioning of heating, air-conditioning and lighting, overcrowding, the availability and performance of any internet connection or power sockets, and toilet facilities,
 - (d) affordability and value for money, including levels of fares, the availability of discounted or flexible fares, transparency of fare information, and passenger perception of value for money, and
 - (e) passenger growth and network expansion, including growth in passenger numbers, the number of communities served, service frequency, and the provision of new or restored services.”

Member's explanatory statement

This amendment defines standards of railway performance for the purposes of Great British Railways functions.

LORD GRAYLING

- ★ Clause 18, page 11, line 26, at end insert –
- “(5) In this section, Great British Railways must make an assessment of the effect of procuring services from businesses in the private sector in meeting its duties under subsection (2)(f).”

Member's explanatory statement

This amendment would require GBR to assess whether procuring services from the private sector would help it meet its value for money duty.

Clause 20

LORD LANSLEY

- ★ Clause 20, page 12, line 8, leave out paragraph (d)

BARONESS HARDING OF WINSCOMBE

- ★ Clause 20, page 12, line 9, at end insert “except insofar as relating to Great British Railways’ functions under section 3(1)(d)”

Member's explanatory statement

This amendment seeks to clarify that the ORR's competition duty should apply to enforcement of GBR's Licence condition as it relates to the Retail Code of Practice, and when the ORR assesses GBR's performance, to the extent it concerns retail ticketing.

BARONESS HARDING OF WINSCOMBE

- ★ Clause 20, page 12, line 11, at end insert “except insofar as relating to Great British Railways’ functions under section 3(1)(d)”

Member's explanatory statement

This amendment seeks to clarify that the ORR's competition duty should apply to enforcement of GBR's Licence condition as it relates to the Retail Code of Practice, and when the ORR assesses GBR's performance, to the extent it concerns retail ticketing.

Clause 21

LORD LANSLEY

- ★ Clause 21, page 12, line 25, at end insert –
 “(d) its functions under Sections 67 and 68 of this Act.”

After Clause 24

LORD GRAYLING

- ★ After Clause 24, insert the following new Clause –
- “Power of Mayoral Combined Authorities to award concessions**
- (1) A mayoral combined authority may designate any passenger railway service which operates wholly or primarily within its area as a “mayoral concession service”.
 - (2) Where a service is designated under subsection (1), the mayoral combined authority may enter into an agreement (a “mayoral concession agreement”) with any person, including a private sector operator, for the provision of that service.
 - (3) Section 25A of the Railways Act 1993 (prohibition on franchise extensions and new franchises) and any equivalent provision in the Passenger Railway Services (Public Ownership) Act 2024 shall not apply to –
 - (a) a mayoral concession agreement entered into under this section, or
 - (b) any procurement process conducted by a mayoral combined authority for the purposes of awarding such an agreement.
 - (4) Under a mayoral concession agreement –
 - (a) the mayoral combined authority shall retain the revenue risk associated with the passenger services, and

- (b) the operator shall be compensated via a service fee, which may include performance-related incentives or penalties.”

Clause 25

LORD GRAYLING

- ★ Clause 25, page 14, line 28, at end insert –

“(1A) When designating railway passenger services, the Secretary of State must –

- (a) take account of –
 - (i) the rail freight target under section 17, and
 - (ii) the infrastructure capacity plan under section 60, and
- (b) demonstrate that designations under this section cause no unreasonable detriment to rail freight capacity or growth.”

Member's explanatory statement

This amendment requires that passenger service decisions are made in the context of network capacity and freight increase priorities.

Clause 26

LORD GRAYLING

- ★ Clause 26, page 15, line 14, at end insert –

“(1A) When designating railway passenger services, the Scottish Ministers must –

- (a) take account of –
 - (i) the rail freight target under section 17, and
 - (ii) the infrastructure capacity plan under section 60, and
- (b) demonstrate that designations under this section cause no unreasonable detriment to rail freight capacity or growth.”

Member's explanatory statement

This amendment, together with the equivalent amendment for Scottish Ministers, would require passenger-service designation decisions in Wales to take account of rail-freight growth and available network capacity, and to avoid unreasonable detriment to freight capacity or growth.

Clause 27

LORD GRAYLING

- ★ Clause 27, page 15, line 37, at end insert –

“(1A) When designating railway passenger services, the Welsh Ministers must –

- (a) take account of –
 - (i) the rail freight target under section 17, and
 - (ii) the infrastructure capacity plan under section 60, and

- (b) demonstrate that designations under this section cause no unreasonable detriment to rail freight capacity or growth.”

Member's explanatory statement

This amendment, together with the equivalent amendment for Welsh Ministers, would require passenger-service designation decisions in Scotland to take account of rail-freight growth and available network capacity, and to avoid unreasonable detriment to freight capacity or growth.

After Clause 32

LORD MOYLAN

★

After Clause 32, insert the following new Clause —

“Driver-only operation on new GBR passenger services

- (1) A new GBR passenger service may be provided only if it is operated on a driver-only basis.
- (2) Great British Railways and every GBR company must exercise their functions relating to —
 - (a) the planning and introduction of GBR passenger services,
 - (b) the award and performance of public service contracts, and
 - (c) the preparation of working timetables,
 so as to secure compliance with subsection (1).
- (3) The ORR may exempt a new GBR passenger service from subsection (1) only where it is satisfied that driver-only operation would create an unacceptable risk to the safe operation of the railway.”

Member's explanatory statement

This amendment would require all new GBR passenger services to operate on a driver-only basis, subject only to a limited safety exemption granted by the ORR.

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 35

LORD EVANS OF GUISBOROUGH

★ After Clause 35, insert the following new clause—

“Purpose of the Passengers’ Council

The purpose of the Passengers’ Council is to—

- (a) champion the interests of all users and potential users of the railway, including, in particular, the needs of disabled persons,
- (b) advocate for the reliability of passenger services, covering punctuality, cancellations, short-forming, delays and the reliability of key connections,
- (c) advocate for safety and security, covering safety incidents, security incidents affecting passengers, staff presence, and delivery of safety-critical maintenance,
- (d) advocate for passengers’ comfort and on-board experience, covering cleanliness, the functioning of heating, air-conditioning, and lighting, overcrowding, the availability and performance of any internet connection or power sockets, and toilet facilities,
- (e) advocate for affordability and value for money, covering fare levels, availability of discounted or flexible fares, transparency of fare information, and passenger perception of value for money, and
- (f) advocate for passenger growth and network expansion, covering growth in passenger numbers, the number of communities served, service frequency, and the provision of new or restored services.”

Member’s explanatory statement

This new clause would give a statutory purpose to the Passengers’ Council to champion the interests of all rail users.

Clause 36

LORD EVANS OF GUISBOROUGH

★ Clause 36, page 20, line 19, leave out “make efficient use of those funds” and insert “ensure value for money through a cost benefit analysis”

Member’s explanatory statement

This amendment would require the Passengers’ Council to consider value for money through a cost-benefit analysis, rather than merely considering the efficient use of public funds.

Clause 37

LORD EVANS OF GUISBOROUGH

- ★ Clause 37, page 20, line 31, at end insert —

“(2A) When the Passengers’ Council makes representations under this section, either to the Secretary of State or Great British Railways, they are both under a duty to respond to those representations within the period of one month.”

Member's explanatory statement

This amendment would require the Secretary of State and Great British Railways to respond within one month to any representations made by the Passengers’ Council.

LORD EVANS OF GUISBOROUGH

- ★ Clause 37, page 20, line 31, at end insert —

“(2A) The Passengers’ Council must, at least once every 12 months, assess the levels of satisfaction of users of public passenger railway services and report their finding in a manner which enables Great British Railways to fulfil its functions under section 3.”

Member's explanatory statement

This amendment would require the Passengers’ Council to assess levels of passenger satisfaction at least once every twelve months and report its findings in a way that enables Great British Railways to fulfil its functions.

Clause 40

LORD EVANS OF GUISBOROUGH

- ★ Clause 40, page 22, line 31, leave out subsections (a) and (b) and insert “the Passengers’ Council may take such action (if any) as it thinks appropriate.”

Member's explanatory statement

This amendment would give the Passengers’ Council enforcement powers where its requests for information are not met.

Clause 42

LORD EVANS OF GUISBOROUGH

- ★ Clause 42, page 23, line 27, leave out subsection (2)

Member's explanatory statement

This amendment would require the Passengers’ Council to refer every contravention, or likely contravention, of a licence condition to the Office of Rail and Road, including where it has required an improvement plan under section 47.

Clause 43

LORD EVANS OF GUISBOROUGH

- ★ Clause 43, page 24, line 12, leave out “may” and insert “must”

Member's explanatory statement

This amendment would require the Passengers' Council to publish any report on a matter investigated under section 39.

LORD EVANS OF GUISBOROUGH

- ★ Clause 43, page 24, line 12, at end insert –
“(3A) The report must be published within six months of the completion of the investigation.”

Member's explanatory statement

This amendment would require the Passengers' Council to publish its report within six months of completing an investigation.

Clause 46

LORD EVANS OF GUISBOROUGH

- ★ Clause 46, page 25, line 17, at end insert –
- “(e) passenger service reliability, including punctuality, cancellations, short-forming, delays and the reliability of key connections,
 - (f) safety and security, including safety incidents, security incidents affecting passengers, staff presence, and delivery of safety-critical maintenance,
 - (g) comfort and on-board experience on passenger services, including cleanliness, the functioning of heating, air-conditioning, and lighting, overcrowding, the availability and performance of any internet connection or power sockets, and toilet facilities,
 - (h) affordability and value for money of passenger services, including fare levels, availability of discounted or flexible fares, transparency of fare information, and passenger perception of value for money.”

Member's explanatory statement

This amendment would require the Passengers' Council to set standards relating to reliability, safety and security, comfort and on-board experience, affordability, and value for money.

LORD EVANS OF GUISBOROUGH

- ★ Clause 46, page 25, line 21, leave out “and the ORR”

Member's explanatory statement

This amendment would remove the requirement for the Passengers' Council to obtain the consent of the Office of Rail and Road before setting, varying or revoking standards.

Clause 47

LORD EVANS OF GUISBOROUGH

- ★ Clause 47, page 26, line 5, leave out from “must” to the end of line 14 and insert “take such action (if any) as it thinks appropriate for the purpose of remedying the contravention, or avoiding it taking place or being repeated.”

Member's explanatory statement

This amendment would give the Passengers' Council the power to enforce improvement plans.

After Clause 47

LORD EVANS OF GUISBOROUGH

- ★ After Clause 47, insert the following new Clause —

“Passengers' Council: enforcement powers

- (1) Within six months beginning on the day on which this Act is passed, the Secretary of State must by regulations make provisions for the enforcement powers of the Passengers' Council.
- (2) Regulations under this section must make provision about —
 - (a) the making of orders by the Passengers' Council relating to operator compliance with its purpose,
 - (b) procedural requirements relating to orders under paragraph (a),
 - (c) the validity and effect of orders under paragraph (a), and
 - (d) penalties associated with orders under paragraph (a).
- (3) In making regulations under this section, the Secretary of State must have particular regard to sections 55 to 57A of the Railways Act 1993.
- (4) Regulations under this section may amend provision made by or under —
 - (a) the Railways Act 1993;
 - (b) the Railways Act 2005.
- (5) Regulations under this section are to be made by statutory instrument.
- (6) 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 new clause would require the Secretary of State to provide the Passengers' Council with enforcement powers broadly equivalent to those of the Office of Rail and Road under the Railways Act 1993.

Clause 49

LORD EVANS OF GUISBOROUGH

★ Clause 49, page 27, line 13, at end insert—

- “(h) passenger service reliability, including punctuality, cancellations, short-forming, delays and the reliability of key connections,
- (i) safety and security, including safety incidents, security incidents affecting passengers, staff presence, and delivery of safety-critical maintenance,
- (j) comfort and on-board experience on passenger services, including cleanliness, the functioning of heating, air-conditioning and lighting, overcrowding, the availability and performance of any internet connection or power sockets, and toilet facilities,
- (k) affordability and value for money of passenger services, including fare levels, availability of discounted or flexible fares, transparency of fare information, and passenger perception of value for money.”

Member's explanatory statement

This amendment would require Great British Railways to consult the Passengers' Council when developing or changing policies or procedures relating to passenger service reliability, safety and security, comfort and on-board experience, affordability, and value for money.

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.

BARONESS PIDGEON

After Clause 58, insert the following new Clause —

“Consultation about railway passenger services and station services

- (1) Great British Railways must consult the London Transport Users’ Committee when —
 - (a) Great British Railways is developing or changing its policies or procedures relating to the matters mentioned in subsection (2), and
 - (b) the development or change will significantly affect the interests of the public in relation to railway passenger services provided wholly or partly within the London railway area, and station services provided within that area.
- (2) Those matters are —
 - (a) the rights of users and potential users of railway passenger services and station services including, in particular, disabled persons,
 - (b) how disruption to railway passenger services is to be dealt with,
 - (c) the compensation to be paid to users of railway passenger services in the event of such disruption,
 - (d) the information to be provided to users and potential users of railway passenger services,
 - (e) the determination of fares payable for travel on railway passenger services,
 - (f) the sale of tickets for travel on railway passenger services, and
 - (g) any other matter affecting users and potential users of railway passenger services and station services.”

Member's explanatory statement

This amendment, and others in the name of Baroness Pidgeon, seek to include the London Transport Users’ Committee in consultation requirements.

BARONESS MORGAN OF COTES

After Clause 58, insert the following new Clause —

“Safety and security of passengers

- (1) The Secretary of State may, by regulations, make provision about ways of improving standards of safety and security for passengers in relation to railway passenger services.
- (2) The provision that may be made under subsection (1) includes —
 - (a) mandating Great British Railways to —
 - (i) record disaggregated data about —
 - (A) violent assaults, and
 - (B) sexual assaults,against women and girls;
 - (ii) appoint a lead person responsible for safety and security for passengers on the railways to report to the Secretary of State on the matters set out in sub-paragraph (i);
 - (iii) include the reduction of violence against women and girls on the railways in their strategic priorities;
 - (iv) deposit an annual report in the Libraries of both Houses of Parliament on their strategic priorities concerning the safety and security of passengers in relation to railway passenger services;
 - (b) provision about consulting such persons as the Secretary of State considers appropriate to decide what technology on railway rolling stock is needed to meet the standards set by the regulations, including creating and maintaining a committee to provide advice on designing measures and using technology to reduce the prevalence of such incidents as specified in paragraph (a)(i);
 - (c) provision about developing guidelines for rolling stock operators —
 - (i) providing guidance on what technology on rolling stock is suitable for reducing the prevalence of violence against women and girls on trains, and
 - (ii) on monitoring industry compliance in relation to designing measures and using technology that reduce violence against women and girls on trains.”

LORD YOUNG OF COOKHAM

LORD MOYLAN

BARONESS HARDING OF WINSCOMBE

★

After Clause 58, insert the following new clause —

“Fair, reasonable, and non-discriminatory access for independent ticket retailers

- (1) Great British Railways must ensure that independent ticket retailers are provided with fair, reasonable, and non-discriminatory access to fares, products, data, systems, application programming interfaces, fulfilment infrastructure, and

retailing services, on terms (including as to timing and equivalence of input) no less favourable than those applying to Great British Railways' own retailing activities.

- (2) Great British Railways must not favour its own retailing activities over those of independent ticket retailers, including through—
 - (a) preferential, earlier or more comprehensive access to fares, products, data, systems, or other inputs;
 - (b) failure to disclose retail-impacting information to independent ticket retailers on a simultaneous and equivalent basis;
 - (c) discriminatory commercial, technical, or accreditation requirements;
 - (d) cross-subsidy of its retailing activities from infrastructure, industry management, or other non-contestable functions, or from public funding.
- (3) The Office of Rail and Road must monitor and enforce compliance with this section and any code of practice made in connection with it, including by acting on its own initiative to prevent or remedy conduct that may distort competition in rail ticket retailing, and may require such information from Great British Railways and other market participants as it considers necessary.”

Member's explanatory statement

This new clause seeks to require Great British Railways to provide independent ticket retailers with fair, reasonable, and non-discriminatory access to the systems, data, products and services required to participate in the rail retail market, prohibit undue preferential treatment of Great British Railways' own retail activities, and place an obligation on the Office of Rail and Road to monitor and enforce compliance.

LORD YOUNG OF COOKHAM
LORD MOYLAN

★

After Clause 58, insert the following new clause—

“Great British Railways ticketing functions: essential facility

- (1) Any ticketing systems or functions required for online retailing provided by Great British Railways must be treated as an essential facility for the purposes of the delivery of passenger services under this Act.
- (2) Great British Railways must provide access to the systems and functions mentioned in subsection (1) to independent retailers on terms that are objective, transparent, and non discriminatory.
- (3) For the purposes of subsection (2) “discriminatory” means if the fully allocated cost of sale incurred by Great British Railways in respect of its own public facing website and app exceeds the standard baseline commission rate offered to independent retailers, unless it levies equivalent booking or transaction fees directly upon consumers to cover the excess cost and ensure it is not subsidised by taxpayers.

- (4) In this section, “cost of sale” includes all software, marketing, transaction processing and operational overheads directly or indirectly attributable to Great British Railways’ proprietary digital retail channels.”

Member's explanatory statement

This amendment seeks to ensure that online ticket retailers compete on equal terms with GBR.

Clause 59

LORD LANSLEY

- ★ Clause 59, page 34, line 11, at end insert –

“(2A) The criteria applied under subsection (2) must secure that railway undertakings requiring access for the purposes of rail freight or international passenger services are granted access to and the use of GBR infrastructure on equitable, non-discriminatory and transparent conditions.”

Member's explanatory statement

This amendment seeks to carry forward and apply the existing requirement on access rights in paragraph 5 of the 2016 Regulations.

LORD GRAYLING

- ★ Clause 59, page 34, line 13, at end insert –

“(3A) Great British Railways’ policy about, and procedures for, access to and the use of GBR infrastructure for the operation of trains, must be best calculated –

- (a) to promote improvements in railway service performance;
- (b) otherwise to protect the interests of users of railway services;
- (c) to promote the use of the railway network in Great Britain for the carriage of passengers and goods, and the development of that railway network, to the greatest extent that it considers economically practicable;
- (d) to contribute to the development of an integrated system of transport of passengers and goods;
- (e) to contribute to the achievement of sustainable development;
- (f) to promote efficiency and economy on the part of persons providing railway services;
- (g) to promote competition in the provision of railway services for the benefit of users of railway services;
- (h) to promote measures designed to facilitate the making by passengers of journeys which involve use of the services of more than one passenger service operator;
- (i) to impose on the operators of railway services the minimum restrictions which are consistent with the performance of its functions under this Part; or the Railways Act 2005 that are not safety functions;
- (j) to enable persons providing railway services to plan the future of their businesses with a reasonable degree of assurance.

- (3B) Without prejudice to the generality of subsection (3A) above, Great British Railways shall have a duty, in particular, to exercise the functions assigned or transferred to it under or by virtue of this Part, or the Railways Act 2005 that are not safety functions in the manner which it considers is best calculated to protect –
- (a) the interests of users and potential users of services for the carriage of passengers by railway provided by a private sector operator otherwise than under a franchise agreement, in respect of –
 - (i) the prices charged for travel by means of those services, and
 - (ii) the quality of the service provided; and
 - (b) the interests of persons providing services for the carriage of passengers or goods by railway in their use of any railway facilities which are for the time being vested in a private sector operator, in respect of –
 - (i) the prices charged for such use; and
 - (ii) the quality of the service provided.
- (3C) Great British Railways shall be under a duty in exercising the functions assigned or transferred to it under or by virtue of this Part or the Railways Act 2005 that are not safety functions –
- (a) to take into account the need to protect all persons from dangers arising from the operation of railways, and
 - (b) to have regard to the effect on the environment of activities connected with the provision of railway services.”

Member's explanatory statement

This amendment places requirements on Great British Railways to use the access and use policy to promote high quality service and competition.

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.

LORD LANSLEY

- ★ *Lord Lansley gives notice of his intention to oppose the Question that Clause 63 stand part of the Bill.*

Clause 68

LORD LANSLEY

- ★ Clause 68, page 38, line 36, leave out subsection (1) and insert—
- “(1) When determining an appeal under this Chapter the ORR may determine the appeal by reference to either—
- (a) The application of the same principles as would be applied by the High Court on an application for judicial review,
 - (b) In Scotland, on an application to the supervisory jurisdiction of the Court of Session, or
 - (c) that the decision appealed against was wrong on one or more of the following grounds—
 - (i) that the ORR considers that the decision was based, wholly or partly, on an error of fact,
 - (ii) that GBR failed properly to have regard to a relevant matter,
 - (iii) that GBR failed to give appropriate weight to a relevant matter, or
 - (iv) that an error was made in the exercise of a discretion,having regard to the facts and circumstances of the case and the functions, duties, licence conditions and directions or guidance applicable to GBR.”

LORD LANSLEY

- ★ Clause 68, page 39, line 7, leave out from “may” to “67,” on line 11

LORD LANSLEY

- ★ Clause 68, page 39, line 17, leave out paragraph (b)

LORD LANSLEY

- ★ Clause 68, page 39, line 17, leave out from “question” to end of line 20

Clause 70

LORD LANSLEY

- ★ Clause 70, page 41, line 23, leave out paragraph (b)

Clause 71

LORD GRAYLING

- ★ Clause 71, page 41, line 37, at end insert –
- “(2A) Regulations under subsection (1) may only be made if the Secretary of State is satisfied that the modifications to an access agreement are strictly necessary for the sole purpose of facilitating the transfer of infrastructure management functions to Great British Railways.”

Clause 72

LORD GRAYLING

- ★ Clause 72, page 42, line 40, at end insert –
- “(3A) Before making any regulations or orders under subsection (1) which affect a light maintenance depot, freight terminal, port terminal, or airport terminal, the Secretary of State must –
- (a) consult such persons as appear to the Secretary of State to represent the interests of owners, operators, and users of the affected facilities, and
 - (b) publish a report setting out how those representations have been taken into account.
- (3B) Power exercised under subsection (1) must not be used in a manner which –
- (a) discriminates unfairly between public sector operators and private sector operators, or
 - (b) materially compromises the commercial viability of private investment in the affected facilities made prior to the passing of this Act.”

Clause 73

BARONESS FINLAY OF LLANDAFF
LORD MOYLAN

- Clause 73, page 43, line 19, leave out subsection (2)

Member's explanatory statement

This amendment follows a recommendation of the Delegated Powers and Regulatory Reform Committee.

Clause 84

BARONESS PIDGEON

Clause 84, page 52, line 9, after “London” insert “and the London Transport Users’ Committee”

Member's explanatory statement

This amendment, and others in the name of Baroness Pidgeon, seeks to include the London Transport Users’ Committee in consultation requirements.

BARONESS PIDGEON

Clause 84, page 52, line 21, after “London” insert “and the London Transport Users’ Committee”

Member's explanatory statement

This amendment, and others in the name of Baroness Pidgeon, include the London Transport Users’ Committee in consultation requirements.

Clause 85

LORD LANSLEY

★

Clause 85, page 53, line 1, leave out paragraphs (a) and (b) and insert –

“(a) a Strategic Authority as defined under section 1 of the English Devolution and Community Empowerment Act 2026, or”

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.

BARONESS LEAMAN

After Clause 95, insert the following new Clause –

“Rails to Trails programme

- (1) The Secretary of State must, within the period of 12 months beginning with the day on which this Act is passed, establish a programme to facilitate the conversion of disused railway lines, sidings and associated land owned by Network Rail, Great British Railways, any operator of a railway or the Historical Railways Estate into active travel routes for –
 - (a) walkers,
 - (b) wheelers,
 - (c) cyclists, and
 - (d) horse riders.
- (2) The programme must include –
 - (a) a national statutory framework to support community groups and local authorities to acquire and convert the land described in subsection (1),
 - (b) a long-term fund to provide financial incentives and resources for local authorities and public bodies to convert the land for such use, and
 - (c) mechanisms to ensure landowners are fairly compensated for any land that is acquired or converted.

- (3) The programme is to be referred to as the “Rails to Trails Programme”.”

Member's explanatory statement

This new clause would require the Government to turn disused railways into active travel paths.

EARL RUSSELL

After Clause 95, insert the following new Clause —

“Rail climate resilience and decarbonisation framework

- (1) The Secretary of State must, within 12 months beginning on the day on which this Act is passed, publish a framework that seeks to meet the following objectives —
 - (a) reduce the carbon footprint of the rail network, and
 - (b) identify sections of the network vulnerable to climatic risks including —
 - (i) drought;
 - (ii) soil moisture deficit;
 - (iii) flooding;
 - (iv) heat;
 - (v) cold weather.
- (2) The framework must include a schedule of required infrastructure improvements to the sections of network identified under subsection (1)(b).
- (3) Great British Railways must publish a report on the progress of the objectives set out in subsection (1) every two years beginning on the date on which the framework is published.
- (4) The Secretary of State must lay before Parliament each report as set out in subsection (3).”

Member's explanatory statement

This new clause establishes a statutory climate resilience and decarbonisation framework and requires regular reporting on progress made against the objectives set out in the framework.

LORD YOUNG OF COOKHAM
LORD MOYLAN

★

After Clause 95, insert the following new Clause —

“Fiscal impact of railways public ownership

- (1) The Secretary of State must, within six months of the day on which this Act is passed and after consultation with the Office of National Statistics, prepare and lay before Parliament a report on the fiscal impact of —
 - (a) the establishment and operation of Great British Railways,
 - (b) the transfer of property, rights and liabilities under sections 88 to 91, and
 - (c) the provision of railway passenger services by public sector companies following the Passenger Railway Services (Public Ownership) Act 2024.

- (2) The report must consider and assess the treatment in the public accounts of the obligations of the formerly private train operating companies to the rolling stock companies.
- (3) The report must set out the estimated annual and cumulative impact, for each of the ten financial years beginning with the financial year in which the report is laid, on—
 - (a) public sector net borrowing,
 - (b) public sector net debt, and
 - (c) public sector net financial liabilities.
- (4) The report must, so far as reasonably practicable, separately identify —
 - (a) the costs of establishing and restructuring Great British Railways;
 - (b) operating subsidies and other financial assistance;
 - (c) passenger revenue and other commercial income;
 - (d) capital expenditure on, and liabilities arising from the acquisition, procurement, financing or leasing of, rolling stock and other railway assets;
 - (e) pension and employment liabilities;
 - (f) guarantees, indemnities and other contingent liabilities.
- (5) The Secretary of State must prepare and lay before Parliament an updated report within six months of the end of each of the first five financial years beginning after Great British Railways is designated.”

Member's explanatory statement

This amendment seeks to require the Secretary of State to report on the effects of railway public ownership and the establishment of Great British Railways on public sector net borrowing, public sector net debt, and public sector net financial liabilities.

LORD HARPER

★

After Clause 95, insert the following new Clause —

“Industrial action ballots relating to passenger railway services

- (1) After section 69 of the Employment Rights Act 2025 insert —

“69A Passenger railway services

- (1) The amendments and repeals made by sections 68 and 69 do not have effect in relation to a railway services ballot.
- (2) In relation to a railway services ballot, the enactments amended or repealed by sections 68 and 69 have effect as if those amendments and repeals had not been made.
- (3) In this section, “railway services ballot” means a ballot in relation to which section 226(2B) of the Trade Union and Labour Relations (Consolidation) Act 1992 would apply, but for section 69 of this Act, by virtue of regulation 2(1)(b) of the Important Public Services (Transport) Regulations 2017.”

- (2) The amendment made by subsection (1) applies only in relation to a ballot opened on or after the day on which this section comes into force.
- (3) For the purposes of subsection (2), a ballot is opened on the first day on which a voting paper is sent to any person entitled to vote in the ballot.”

Member's explanatory statement

This amendment would disapply sections 68 and 69 of the Employment Rights Act 2025 in relation to industrial action ballots concerning passenger railway services. It would therefore retain the requirement for at least 50% of those entitled to vote to participate in such a ballot and for at least 40% of those entitled to vote to support the proposed industrial action.

LORD GRAYLING

★ After Clause 95, insert the following new Clause —

“Protection of pension rights under the Railways Pension Scheme

- (1) No power exercised under this Act, including any transfer scheme or restructuring of services, shall be used to reduce the accrued rights, benefit structures, or employer contribution proportions of any member of the Railways Pension Scheme.
- (2) For the avoidance of doubt, any successor body to a franchise operator under this Act must maintain participation in the Shared Cost Section of the Railways Pension Scheme on terms no less favourable than those existing immediately prior to the transfer of services.”

LORD GRAYLING

★ After Clause 95, insert the following new Clause —

“Establishment of the National Rail Training and Technology Academy

- (1) There shall be established a body corporate to be known as the National Rail Training and Technology Academy (in this section referred to as “the Academy”).
- (2) The Academy shall be independent of Great British Railways, train operators, and infrastructure managers.
- (3) The statutory functions of the Academy shall be —
 - (a) to set, standardise, and monitor training procedures, qualifications, and timetables for safety-critical and operational roles across the railway industry, and
 - (b) to develop, promote, and coordinate training programmes designed to maximise the workforce's understanding, adoption, and operation of current and future railway technologies.
- (4) In exercising its functions under subsection (3)(b), the Academy must focus on —
 - (a) digital signalling and train control systems,
 - (b) decarbonisation and alternative traction technologies (including hydrogen and battery systems),

- (c) advanced predictive maintenance technologies, and
 - (d) automated and digital ticketing, station management, and accessibility systems.
- (5) Great British Railways, and any holder of a public service contract or concession under this Act, must—
 - (a) adopt the training standards and procedures set by the Academy, and
 - (b) ensure its employees are released to complete training in accordance with the timetables set by the Academy.
- (6) The Secretary of State may, by regulations made by statutory instrument, make provision about the constitution, funding, and governance of the Academy.”

Member's explanatory statement

This new Clause establishes an independent National Rail Training and Technology Academy, separate from GBR and operators, to standardise training across the industry and drive the rapid adoption and scaling of modern railway technologies through structured workforce development.

Schedule 4

LORD LANSLEY

- ★ Schedule 4, page 93, line 8, leave out sub-paragraphs (i) and (ii) and insert—
- “(i) a Strategic Authority as defined under Section 1 of the English Devolution and Community Empowerment Act 2036, or”

Clause 98

BARONESS LEAMAN

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

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

LORD GRAYLING

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

“(aa) regulations under section 71;”

BARONESS LEAMAN

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

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

LORD GRAYLING

- ★ Clause 98, page 61, line 23, at end insert—
- “(ea) Regulations under section (*Establishment of the National Rail Training and Technology Academy*)”

Railways Bill

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

Tabled up to and including

14 August 2026

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