

Ken Skates AS/MS
Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for Transport and North Wales



Llywodraeth Cymru
Welsh Government

Our ref - MA-KSNWT-2275-25

All Members of the Senedd
Senedd Cymru
Cardiff Bay
Cardiff
CF99 1SN

14 October 2025

Dear Member of the Senedd,

Bus Services (Wales) Bill - Government Amendments

I am enclosing detail of the Government amendments tabled to the Bus Services (Wales) Bill, together with an explanation of their purpose and effect.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ken Skates', with a large, stylized flourish at the end.

Ken Skates AS/MS
Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for Transport and North Wales

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

BUS SERVICES (WALES) BILL – STAGE 2 GOVERNMENT AMENDMENTS

The information below is designed to explain the purpose and effect of the amendments tabled in the name of Ken Skates MS on **13 October 2025** – please see [Notice of Amendments - 13 October 2025 PDF 171KB.pdf](#)

Adt.	Explanation
1	The purpose of this amendment reflects the fact that an operator may hold more than one community bus permit. The effect is that where a local bus service contract is entered into with a community bus operator it is sufficient for the community bus service to be provided under and in accordance with the terms of any community bus permit held by the operator at the relevant time. [section 9 page 7, line 22]
2	The amendment ensures a suspended PSV operator's licence will not 'count' when determining whether an operator is the holder of a PSV operator's licence for the purposes of section 9(3)(b). [section 9, page 7 line 27]
3	The amendment ensures a suspended PSV operator's licence will not count when determining whether an operator is the holder of a PSV operator's licence for the purposes of section 11(4)(b). [section 11, page 9 line 6]
4	The purpose of this amendment reflects the fact that an operator may hold more than one community bus permit. The effect of this is that where a local bus service permit is granted to a community bus operator, it is sufficient for the community bus service to be provided under and in accordance with the terms of any community bus permit held by the operator at the relevant time.
5	The amendment ensures the Welsh Ministers have the power to remove conditions attached to local bus service permits by giving notice to the permit holder. [section 13, page 10, line 12]
6	This amendment is consequential on the amendment to section 13, page 10, line 12. [section 13, page 10, line 15]
7	This amendment ensures the Welsh Ministers have the power to vary the conditions attached to local bus service permits and add new conditions to permits either by reaching agreement with permit holders, or without such agreement if the change is required by virtue of provision made under section 13(2) about conditions that must be attached to permits. [section 13, page 10, line 18]
8	Consequential to amendment 7 [section 13, page 10, line 19]
9	The purpose of this amendment is to achieve clarity and consistency in drafting throughout the Bill. The effect of the amendment is that a local bus service

permit for a community bus service can be revoked or suspended where an operator no longer holds any community bus permits, or any community bus permit the operator holds has been revoked after the grant of a local bus service permit, whether or not the operator holds other community bus permits. This reflects the fact that an operator may hold more than one community bus permit; and revises the Bill to make sure that the provision in it about revocation of a permit will work in this context, as well as in the context where the operator holds only one community bus permit. [section 15, page 11, line 8]

10 The purpose of this amendment is to achieve clarity and consistency in drafting throughout the Bill. The effect of the amendment is that a local bus service permit which related to a service which is not a community bus service can be revoked or suspended where an operator no longer holds any PSV operator's licences or any PSV operator's licence the operator holds has been suspended or revoked after the grant of a local bus service permit, whether or not the operator holds other licences. This reflects the fact that an operator may hold more than one PSV operator's licence; and revises the Bill to make sure that the provision in it about revocation of a PSV operator's licence will work in this context, as well as in the context where the operator holds only one PSV operator's licence. [section 15, page 11, line 12]

11 The combined effect of this amendment and amendments 12 is that a local bus service permit can be revoked or suspended where a condition under section 26(1A) of the Transport Act 1985 has been attached to any PSV operator's licence that operator holds [section 15, page 11, line 14]

12 The combined effect of 11 and this amendment is that a local bus service permit can be revoked or suspended where a condition under section 26(1A) of the Transport Act 1985 has been attached to any PSV operator's licence that operator holds [section 15, page 11, line 17]

13 The purpose of this amendment is to enable the Traffic Commissioner (TC) to fully use their enforcement powers by placing a duty on Welsh Ministers to notify a TC when a contract has been entered into, when a permit has been granted (and for how long the permit will have effect), when a contract has been terminated and when a permit has been revoked or suspended (and for how long the suspension will have effect) [page 14, after line 2]

14 The effect of this amendment is that regulations made under section 25 may specify information about forecasts relating to any of the matters listed in section 254). [section 27,page 17, line 13]

15 The effect of this amendment is to clarify that where a part of a hail and ride service crosses into England, it will (despite not having a fixed stopping point in England) nevertheless be treated as a separate service for the purpose of section 6(1F) of the Transport Act 1985 and will therefore continue to be subject to the section 6 registration requirements of that Act. [section 36, page 23, line 37]

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- 16 The purpose of this amendment is to insert a new section into the Bill, the effect of which that the existing registration of a local bus service under section 6 of the Transport Act 1985 will cease to have effect and in relation to those services, existing traffic regulation conditions attached to PSV operator's licences by a TC under section 8 of the Transport Act 1985 will automatically cease to have effect. [page 24, after line 5]
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- 17 The effect of this amendment is that the restriction in section 7(4) of the Transport Wales Act 2006 relating to subsidies will not apply to a local bus service contract. [section 37, page 24, after line 15]
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- 18 This amendment removes powers of local authorities to make certain schemes under the Transport Act 2000 and revokes existing schemes operating under those powers. [page 24, after line 15]
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- 19 This amendment introduces Schedule 1 Minor and consequential amendments which makes consequential amendments. [page 29, after line 12]
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- 20 This amendment makes consequential amendments to the coming into force section. [section 43, page 29, line 25]
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- 21 This amendment makes consequential amendments to the coming into force section. [section 43, page 29, line 29]
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- 22 This amendment inserts Schedule 1 into the text of the Bill. [page 30, after line 4]
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