

Evidence on the Traffic Commissioner panel approval process for bus franchising

“I have **significant concerns** [about the panel approval process] and believe it will be both regretted and ultimately reversed in the future... [It is both] anachronistic and undemocratic.

It leaves Scotland as a backwards facing outlier on public control of franchised bus services in the UK.”

— Jonathan Bray letter to the NZET Committee,
18 October 2024

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“Traffic Commissioners are not a disinterested party, as they are effectively part of the existing system, and whose strategic objectives are to **minimise regulatory burden** on operators rather than to provide the best possible passenger service.”

— Transport for Quality of Life letter to the NZET Committee,
21 October 2024

Evidence on the Traffic Commissioner panel approval process for bus franchising

“[the panel approval process] leaves Scotland with **the most complex and time-consuming franchising powers in the UK**, which place unnecessary risks on the transport authorities wishing to use them.”

— [Get Glasgow Moving letter to the NZET Committee](#),
22 October 2024

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“The key question remains: why would any devolved government with power over nearly all aspects of its bus network **actively choose to give away power** over something as fundamental as the basic regulation of bus services (which franchising provides) to an unelected official appointed by the UK Government?”

— [Get Glasgow Moving letter to the NZET Committee](#),
22 October 2024