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Office
of the Traffic

Competition and Markets Authority

(by email: marketsremediesstrategicreview@cma.gov.uk)

www.gov.uk/traffic-



Office of the
Traffic Commissioner

27 February 2026

Dear Sir / Madam,

Strategic review of CMA markets remedies

Thank you for providing the opportunity to comment on your review into market remedies. I am writing on behalf of the Traffic Commissioners for Great Britain in relation to the remedy on the Local Bus Services Market Investigation (Access to Bus Stations) Order 2012. I have been asked to provide a short response that may assist your consideration.

Since the commencement of the Order, we understand there has not been any request received under Part 6 for a traffic commissioner to act as an independent expert under the dispute resolution procedure. The presence of the Order may act as encouragement for operators to resolve disputes without the need for escalation. It is our experience that operators do generally cooperate with each other in these circumstances.

It should also be remembered that an operator can apply to a traffic commissioner under section 81(6) of the Transport Act 1985 in relation to charges at a council owned bus station. On application a traffic commissioner may determine the charges to be made in respect of the applicant's vehicles for such period and on such terms as thought fit. This power has also not been requested to be used in recent years.

Legislative changes in England have resulted in a number of local authorities transitioning to providing local services through franchising schemes. As services transition this may reduce the requirement for the Order in those areas. However, the transition to franchising will not be complete in most areas for several years. Although franchise schemes may initially cover

large population areas there will remain a number of local authority areas for which the provision of local services continue to rely upon the terms of section 6 of the Transport Act 1985. The impact of franchising and, to a lesser extent, Enhanced Partnership Schemes should be taken into account.

A more general view is that traffic commissioners do not consider that they have seen any significant shift in the provision of local services across Great Britain with services in many areas largely provided by existing dominant operators.

Yours faithfully

(by email)

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