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*Changes to legislation: There are currently no known outstanding effects for the Transport Act 1981, Cross Heading: Interpretation and construction. (See end of Document for details)*

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## SCHEDULES

### [<sup>F1</sup>SCHEDULE 10

#### ROAD HUMPS

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##### Textual Amendments

**F1** Sch. 10 repealed (S.) by Roads (Scotland) Act 1984 (c. 54, SIF 108), s. 156(3), Sch. 11

#### PART II

##### PROVISION FOR SCOTLAND

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##### Modifications etc. (not altering text)

**C1** The text of Sch. 5 Pt. I para. 14, Sch. 6, Sch. 10 Pts. I, II is in the form in which it was originally enacted: it was not reproduced in Statutes in Force and, except as specified, does not reflect any amendments or repeals which may have been made prior to 1.2.1991

##### *Interpretation and construction*

9 (1) In this Part—

“motor vehicle” has the same meaning as in the <sup>M1</sup>Road Traffic Regulation Act [<sup>F2</sup>1984];

“road hump” means an artificial hump in or on the surface of the highway which is designed to control the speed of vehicles, and references to a road hump include references to any other works (including signs or lighting) required in connection with such a hump;

“statutory” means having effect by virtue of an enactment.

(2) This Part shall be construed as one with the <sup>M2</sup>Roads (Scotland) Act 1970.]

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##### Textual Amendments

**F2** Figure substituted by Road Traffic Regulation Act 1984 (c. 27), s. 146, Sch. 13 para. 52

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##### Marginal Citations

**M1** 1984 c. 27.

**M2** 1970 c. 20.

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