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*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

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## SCHEDULES

### SCHEDULE 1

Section 1(3)

#### CONSTITUTION AND PROCEEDINGS OF LONDON REGIONAL TRANSPORT

##### *Preliminary*

- 1       References below in this Schedule to the Corporation are references to London Regional Transport.

##### *Constitution*

- 2       (1) The Corporation shall consist of—
- (a) a chairman appointed by the Secretary of State; and
  - (b) not less than four nor more than eleven other members appointed by the Secretary of State after consultation with the chairman of the Corporation.
- (2) The Secretary of State may, after consultation with the chairman of the Corporation, appoint a member of the Corporation to be deputy chairman of the Corporation.

##### *Status*

- 3       The Corporation shall not be regarded as the servant or agent of the Crown, or as enjoying any status, immunity or privilege of the Crown, or (subject to any express provision of this Act) as exempt from any tax, duty, rate, levy or other charge whatsoever, whether general or local; and the Corporation's property shall not be regarded as property of, or property held on behalf of, the Crown.

##### *Members*

- 4       (1) The chairman and other members of the Corporation shall be appointed by the Secretary of State from among persons who appear to him to have had wide experience of, and shown capability in, transport, industrial, commercial or financial matters, administration, applied science, or the organisation of workers.
- (2) A member of the Corporation shall hold and vacate his office in accordance with the terms of his appointment and shall, on ceasing to be a member, be eligible for re-appointment.
- (3) A member may at any time by notice in writing to the Secretary of State resign his office.
- 5       (1) Before appointing a person to be a member of the Corporation the Secretary of State shall satisfy himself that that person will have no such financial or other interest as is likely to affect prejudicially the exercise and performance by him of his functions as a member of the Corporation, and the Secretary of State shall also satisfy himself from time to time with respect to every member of the Corporation that he has no such interest; and a person who is, or whom the Secretary of State proposes to appoint to

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be, a member of the Corporation shall, whenever requested by the Secretary of State so to do, furnish to him such information as the Secretary of State considers necessary for the performance by the Secretary of State of his duties under this paragraph.

- (2) A member of the Corporation who is in any way directly or indirectly interested in a contract made or proposed to be made by the Corporation, or in a contract made or proposed to be made by a subsidiary of the Corporation which is brought up for consideration by the Corporation, shall disclose the nature of his interest at a meeting of the Corporation; and the disclosure shall be recorded in the minutes of the Corporation, and the member shall not take any part in any deliberation or decision of the Corporation with respect to that contract.
  - (3) For the purposes of sub-paragraph (2) above, a general notice given at a meeting of the Corporation by a member of the Corporation to the effect that he is a member of a specified company or firm and is to be regarded as interested in any contract which may, after the date of the notice, be made with the company or firm shall be regarded as a sufficient disclosure of his interest in relation to any contract so made or proposed to be so made.
  - (4) A member of the Corporation need not attend in person at a meeting of the Corporation in order to make a disclosure which he is required to make under this paragraph if he takes reasonable steps to secure that the disclosure is made by a notice which is brought up and read at the meeting.
- 6 (1) The Corporation—
- (a) shall pay to the members of the Corporation such salaries or fees, and such allowances, as the Secretary of State may determine; and
  - (b) as regards any member in whose case the Secretary of State may so determine, shall pay such pension, allowance or gratuity to or in respect of him or make such payments towards the provision of such a pension, allowance or gratuity as may be so determined;
- and, if a person ceases to be a member of the Corporation and it appears to the Secretary of State that there are special circumstances which make it right that that person should receive compensation, the Secretary of State may require the Corporation to pay to that person a sum of such amount as the Secretary of State may determine.
- (2) The Secretary of State may not make a determination or impose a requirement under this paragraph without the approval of the Treasury.
  - (3) So much of sub-paragraph (1) above as requires that the pensions (if any) which are to be paid in the case of members of London Regional Transport are to be determined by the Secretary of State shall not apply in relation to any pension payable apart from the provisions of that sub-paragraph.
- 7 (1) If the Secretary of State is satisfied that a member of the Corporation—
- (a) has been absent from meetings of the Corporation for a period longer than three consecutive months without the permission of the Corporation; or
  - (b) has become bankrupt or made an arrangement with his creditors; or
  - (c) is incapacitated by physical or mental illness; or
  - (d) is otherwise unable or unfit to discharge the functions of a member;
- he may remove that member from office.

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- (2) The terms of appointment of a member of the Corporation may provide for his removal from office (without assigning cause) on notice from the Secretary of State of such length as may be specified in those terms, subject (if those terms so provide) to compensation from the Corporation; and in any such case the Secretary of State may remove that member from office in accordance with those terms.
- (3) Where a member whose terms of appointment provide for compensation on his removal from office in pursuance of sub-paragraph (2) above is removed from office in pursuance of that sub-paragraph, the Corporation shall pay to him compensation of such amount, and on such terms, as the Secretary of State may with the approval of the Treasury determine.
- (4) The Secretary of State shall remove a member of the Corporation from office in pursuance of this paragraph by declaring his office as a member of the Corporation to be vacant and notifying that fact in such manner as the Secretary of State thinks fit; and thereupon the office shall become vacant.
- 8 Part II of Schedule 1 to the <sup>M1</sup>House of Commons Disqualification Act 1975 (which specifies certain commissions, tribunals and other bodies all members of which are disqualified under that Act) shall be amended by inserting the words “London Regional Transport” at the appropriate place in alphabetical order.

#### Marginal Citations

M1 1975 c. 24.

#### *Proceedings*

- 9 The validity of any proceedings of the Corporation shall not be affected by a vacancy amongst the members of the Corporation or by a defect in the appointment of a member.
- 10 The quorum of the Corporation shall be three; and, while a member is disqualified from taking part in a decision or deliberation of the Corporation with respect to a matter, he shall be disregarded for the purpose of constituting a quorum of the Corporation for deciding, or deliberating on, that matter.
- 11 Subject to the preceding provisions of this Schedule, the Corporation shall have power to regulate their own procedure.

#### *Staff*

- 12 The Corporation shall appoint a secretary of the Corporation and may appoint such other employees as they may determine.

#### *Application of seal and proof of instruments*

- 13 The application of the seal of the Corporation shall be authenticated by the signature of the secretary of the Corporation or of some other person authorised, either generally or specially, by the Corporation to act for that purpose.
- 14 A certificate signed by the secretary of the Corporation that an instrument purporting to be made or issued by or on behalf of the Corporation was so made or issued shall be conclusive evidence of that fact.

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- 15 Every document purporting to be an instrument made or issued by or on behalf of the Corporation and to be duly executed under the seal of the Corporation, or to be signed or executed by the secretary of the Corporation or a person authorised by the Corporation to act in that behalf shall be received in evidence and be treated, without further proof, as being so made or issued unless the contrary is shown.

## SCHEDULE 2

Section 3(9).

### OPERATING POWERS OF LONDON REGIONAL TRANSPORT

#### *Carriage and storage*

- 1 (1) London Regional Transport may carry passengers by any form of land or water transport (including in either case hovercraft) within, to or from Greater London.
- (2) London Regional Transport may carry passengers as mentioned in sub-paragraph (1) above between places outside Greater London, in so far as they consider it requisite to do so—
- (a) in connection with the exercise of their powers under that sub-paragraph; or
  - (b) in order to avoid an interruption of services provided by the Executive before the appointed day in exercise of their powers under section 6(1)(b)(ii) of the 1969 Act (provision of services outside Greater London to avoid interruption of services formerly provided by the London Board).
- (3) London Regional Transport may also carry luggage and other goods, but only in any vehicle or vessel used for the carriage of passengers in pursuance of sub-paragraph (1) or (2) above or in another vehicle drawn by or with, or propelled with, any vehicle so used.
- 2 (1) London Regional Transport may enter into arrangements with any person providing passenger transport services by air for the provision of such services between places in Greater London or between such places and places outside Greater London.
- (2) Without prejudice to their powers under section 3 of this Act, London Regional Transport may enter into arrangements with any person operating a business of providing passenger vehicles for hire (whether with or without the services of a driver, and whether under private hire arrangements or by way of plying for public hire), for that person to make passenger vehicles operated by him available for hire, or for use in accordance with the arrangements, on such terms and in such manner as may be provided for by the arrangements, in or between places in Greater London or between such places and places outside Greater London.
- (3) Any arrangements under this paragraph may include provision for the making of payments by London Regional Transport to the other party to the arrangements.
- 3 London Regional Transport may store within Greater London or in any premises of theirs outside Greater London goods which have been or are to be carried by London Regional Transport or a subsidiary of theirs and, so far as any premises provided for the purposes of that or any other part of their business are not required for those purposes, may use those premises to provide facilities for the storage of other goods.

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*Incidental amenities and facilities*

- 4 London Regional Transport may provide amenities or facilities, and construct works, for the purpose of making those amenities, facilities or works available for the use of any other person in pursuance of any agreement under section 3(6) or (7) of this Act.
- 5 (1) In places where those using the services and facilities provided by London Regional Transport or any of their subsidiaries may require them, London Regional Transport may provide both for them and for other persons facilities for the purchase and consumption of food and drink, places for refreshment and such other amenities and facilities as appear to London Regional Transport appropriate.
- (2) Without prejudice to their powers under sub-paragraph (1) above, London Regional Transport may provide car parks and amenities or facilities for persons using them at any place convenient for prospective users of—
- (a) any services or facilities provided at another place by them, by any of their subsidiaries, or by any other person in pursuance of any agreement entered into by London Regional Transport by virtue of [<sup>F1</sup>section 3(2) or (2A)(a)] of this Act; or
- (b) any other London passenger services or London connecting services.
- (3) London Regional Transport may provide facilities for the parking or keeping of any public service vehicles used in the provision of any London passenger service or London connecting service at any place convenient for persons providing any such service.
- (4) In this paragraph—
- “London passenger service” means any service for the carriage of passengers within, to or from Greater London (whether or not provided by London Regional Transport, by any subsidiary of theirs, or by any such other person as is mentioned in sub-paragraph (2)(a) above); and
- “London connecting service” means any service for the carriage of passengers to or from any place outside Greater London but convenient for prospective users of London passenger services or for persons seeking to transfer from London passenger services to services for the carriage of passengers to destinations further afield (including destinations outside the United Kingdom).

**Textual Amendments**

**F1** Words in Sch. 2 para. 5(2)(a) substituted (17.8.1996) by 1996 c. 21, ss. 4(2)(b), 6(2).

- 6 (1) Where by virtue of any provision of paragraph 4 or 5 above London Regional Transport have power to provide any amenities or facilities (including any amenities or facilities of a particular description specifically mentioned in any such provision), they may enter into arrangements for the provision (including the management or operation) or (as the case may be) for the management or operation of any such amenities or facilities by any other person.
- (2) Any arrangements under this paragraph may include provision for the making of payments by London Regional Transport to, or, with the consent of the Secretary of State, for the giving of guarantees or any other financial assistance by London Regional Transport for the benefit of, the other party to the arrangements.

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- (3) References in this Act to amenities or facilities provided by London Regional Transport include amenities or facilities provided, or managed or operated, by any other person in pursuance of arrangements under this paragraph.

*Charges for services and facilities*

- 7 (1) London Regional Transport may make (or waive) such charges for their services and facilities, and make the use of those services and facilities subject to such terms and conditions, as they think fit.
- (2) London Regional Transport's power under sub-paragraph (1) above is subject only to the provisions of this Act and to any local enactment so far as that local enactment expressly provides for freedom from charges or otherwise prohibits the making of any charge (as distinct from limiting the discretion of persons carrying on any particular undertaking as to the charges of any description to be made by them).
- (3) Neither London Regional Transport nor any subsidiary of theirs shall be regarded as a common carrier by rail or inland waterway.
- (4) No local enactment passed or made with respect to any particular undertaking so far as it imposes on persons carrying on that undertaking—
- (a) a duty to connect, or afford facilities for the connection of, any siding to a railway; or
  - (b) a duty to permit privately owned railway wagons to be used on a railway owned or operated by them; or
  - (c) a duty (otherwise than to a named person, or to the successor of a named person, or for the benefit of specified lands) to provide or maintain any other railway services or facilities (including the provision of stations, sidings or carriages and of any services, facilities or amenities connected with stations, sidings or carriages);
- or so far as it otherwise makes provision corresponding to any of the repealed enactments, shall apply to London Regional Transport.
- (5) The reference in sub-paragraph (4) above to the repealed enactments is a reference to the following enactments, that is to say—
- section 76 of the <sup>M2</sup>Railways Clauses Consolidation Act 1845;
  - section 69 of the <sup>M3</sup>Railways Clauses Consolidation (Scotland) Act 1845;
  - sections 2 and 7 of the <sup>M4</sup>Railway and Canal Traffic Act 1854;
  - sections 16 and 39 of the <sup>M5</sup>Railways Act 1921;
  - section 30 of the <sup>M6</sup>London Passenger Transport Act 1933;
  - section 39 of the <sup>M7</sup>Road and Rail Traffic Act 1933; and
  - section 22 of the <sup>M8</sup>Transport Act 1953;
- all of which made provision with respect to transport charges and facilities and were repealed by the 1962 Act.

**Marginal Citations**

- M2** 1845 c. 20.  
**M3** 1845 c. 33.  
**M4** 1854 c. 31.

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<b>M5</b>	1921 c. 55.
<b>M6</b>	1933 c. 14.
<b>M7</b>	1933 c. 53.
<b>M8</b>	1953 c. 13.

#### *Other activities*

- 8 (1) London Regional Transport may develop their land in such manner as they think fit.
- (2) London Regional Transport may in particular—
- (a) develop for use by other persons land belonging to them which is not required for the purposes of their business; and
  - (b) where the use of their land for the purposes of their business can be combined with its use by other persons, develop the land by constructing or adapting buildings on it for use wholly or partly by other persons;
- with a view to the disposal of any right or interest in the land or (as the case may be) the buildings or any part of the buildings, after the development is carried out.
- (3) London Regional Transport shall not incur any substantial item of expenditure in developing their land for use for purposes which are not the purposes of their business without the consent of the Secretary of State; and the Secretary of State may from time to time give directions to London Regional Transport indicating what is to be treated for the purposes of this paragraph as a substantial item of expenditure.
- (4) Subject to sub-paragraph (5) below, where London Regional Transport propose under this paragraph to develop any land for use otherwise than for the purposes of their business they may, with the consent of the Secretary of State, acquire by agreement adjoining land for the purpose of developing it together with the other land.
- (5) The consent of the Secretary of State is not required to a proposal by London Regional Transport to acquire land in exercise of the power under sub-paragraph (4) above in any case where the Secretary of State has under sub-paragraph (3) above consented to the incurring by London Regional Transport of a substantial item of expenditure in developing their land as mentioned in sub-paragraph (3) which includes expenditure in carrying out that proposal.
- 9 (1) London Regional Transport may manufacture and repair any spare parts and components or other supplementary machinery or equipment required for the purpose of the operation or repair of any existing vehicles or other equipment of theirs or of any subsidiary of theirs.
- (2) London Regional Transport may repair any vehicles or other equipment, whether owned by them or any subsidiary of theirs or by any other person, and for the purpose of repairing any vehicle or equipment not belonging to them may supply any necessary parts and components for that vehicle or equipment.
- (3) The exercise of any of London Regional Transport's powers under sub-paragraphs (1) and (2) above is subject to any directions given by the Secretary of State; and, in addition, London Regional Transport shall from time to time submit to the Secretary of State for his approval proposals as to the manner in which—
- (a) any activities of manufacture authorised by sub-paragraph (1) above; or

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- (b) any activities authorised by sub-paragraph (2) above, so far as relates to repair of vehicles or equipment not belonging to them or any subsidiary of theirs;
- are to be carried on by them or any such subsidiary, and shall carry on or (as the case may be) exercise their control over that subsidiary so as to ensure that the subsidiary carries on, those activities in accordance with the approval of the Secretary of State.
- (4) The Secretary of State may approve any proposals submitted to him by London Regional Transport under sub-paragraph (3) above with such modifications or subject to compliance with such conditions as he thinks fit.
- (5) The Secretary of State may at any time, after consultation with London Regional Transport, direct London Regional Transport to discontinue or (as the case may be) to exercise their control over any of their subsidiaries so as to require the subsidiary to discontinue, any of the activities which London Regional Transport or the subsidiary are carrying on in accordance with the approval of the Secretary of State given under this paragraph.
- (6) In this paragraph—
- (a) references to manufacture include references to construction and production; and
- (b) references to repair include references to maintenance.
- 10 London Regional Transport may let passenger vehicles on hire with or without other vehicles drawn by or with, or propelled with, those passenger vehicles for the carriage of goods.
- 11 (1) London Regional Transport may do anything which appears to them to be practicable and desirable for the purpose of promoting—
- (a) research on lines settled from time to time with the approval of the Secretary of State into matters affecting, or arising out of, the exercise of the functions of London Regional Transport or any subsidiary of theirs; and
- (b) the exploitation of the results of any research into any such matter (whether or not promoted by London Regional Transport) and of anything resulting from any idea affecting, or arising out of, the exercise of any of those functions.
- In paragraph (b) above “exploitation” means the doing of any work requisite to enable the results or (as the case may be) the thing in question to be turned to account.
- (2) London Regional Transport may exercise their powers under sub-paragraph (1) above by carrying out any research or work for that purpose themselves or by arranging for it to be carried out or done by some other person with or without assistance (including financial assistance) from London Regional Transport.
- (3) Nothing in this paragraph authorises London Regional Transport to do themselves, either directly or through a subsidiary, any work which London Regional Transport would not have power to do apart from this paragraph.
- 12 (1) London Regional Transport may provide for any person technical advice or assistance, including research services, as respects any matter in which London Regional Transport have skill or experience.
- (2) London Regional Transport may, on the request of any person for whom they are providing advice or assistance under sub-paragraph (1) above, establish for that



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person an undertaking carrying on any business in which London Regional Transport have skill or experience and manage it on his behalf.

- 13 (1) In this paragraph—
- (a) “relevant passenger service” means any London passenger service or London connecting service within the meaning of paragraph 5 above which is provided by any form of land or water transport (including, in either case, hovercraft); and
  - (b) “independent service” means any relevant passenger service provided otherwise than by London Regional Transport or the Railways Board or by any subsidiary of either of those authorities.
- (2) London Regional Transport may—
- (a) provide information, in such manner and form as they think fit, with respect to any relevant passenger services; and
  - (b) make such charges as they think fit with respect to the provision by them of information with respect to any independent services.
- (3) London Regional Transport may enter into arrangements with any person providing independent services for the reciprocal provision, on such terms as may be provided for by the arrangements, of ancillary services by each party to the arrangements in respect of any relevant passenger services provided by the other.
- (4) In sub-paragraph (3) above, “ancillary services” means, in relation to any relevant passenger services, the sale of tickets for the carriage of passengers on those services and the reservation of seats in vehicles used in the provision of those services.

#### *Acquisition of land*

- 14 (1) Subject to paragraph 16 below, London Regional Transport may acquire land for the purposes of their business (including the rehousing of the occupiers of dwellings acquired or to be acquired by London Regional Transport).
- [<sup>F2</sup>(1A) London Regional Transport may acquire land by agreement for the purposes of any agreement entered into by them under section 3(2) or (2A) of this Act.]
- (2) Where London Regional Transport propose to dispose of any of their land they may acquire by agreement adjoining land for the purpose of disposing of it together with the other land.
- (3) London Regional Transport shall not incur any substantial item of expenditure under [<sup>F3</sup>sub-paragraph (1A) or (2)] above without the consent of the Secretary of State; and the Secretary of State may from time to time give directions to London Regional Transport indicating what is to be treated for the purposes of this paragraph as a substantial item of expenditure.

#### **Textual Amendments**

**F2** Sch. 2 para. 14(1A) inserted (17.8.1996) by 1996 c. 21, ss. 2(1), 6(2).

**F3** Words in Sch. 2 para. 14(3) substituted (17.8.1996) by 1996 c. 21, ss. 4(4)(a), 6(2).

- 15 (1) Subject to the following provisions of this paragraph and paragraph 16 below, the Secretary of State may authorise London Regional Transport to purchase

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compulsorily any land which they require for the purposes of their business or that of any subsidiary of theirs.

- (2) The <sup>M9</sup>Acquisition of Land Act 1981 shall apply to any compulsory purchase by virtue of sub-paragraph (1) above.
- (3) Activities carried on by London Regional Transport by virtue of paragraph 12 above shall not be treated as forming part of the business of London Regional Transport for the purposes of sub-paragraph (1) above.
- (4) This paragraph does not authorise London Regional Transport to purchase compulsorily land which they have power to acquire by agreement under [<sup>F4</sup>paragraph 8(4) or 14(1A) or (2)] above.
- (5) Subject to sub-paragraph (6) below, the power of purchasing land compulsorily in this paragraph includes power to acquire an easement or other right over land by the creation of a new right.
- (6) Sub-paragraph (5) above does not apply to an easement or other right over land which forms part of a common, open space or fuel or field garden allotment within the meaning of section 19 of the <sup>M10</sup>Acquisition of Land Act 1981.

**Textual Amendments**

**F4** Words in [Sch. 2 para. 15\(4\)](#) substituted (17.8.1996) by [1996 c. 21, ss. 4\(4\)\(b\), 6\(2\)](#).

**Marginal Citations**

**M9** [1981 c. 67](#).

**M10** [1981 c. 67](#).

- 16 Except as provided by [<sup>F5</sup>paragraph 8(4) or 14(1A) or (2)] above, London Regional Transport do not have power to acquire land for purposes which are not related to any of the activities of London Regional Transport or any of their subsidiaries other than the development of land.

**Textual Amendments**

**F5** Words in [Sch. 2 para. 16](#) substituted (17.8.1996) by [1996 c. 21, ss. 4\(4\)\(b\), 6\(2\)](#).

*Welfare and efficiency of employees*

- 17 (1) London Regional Transport may do anything they think fit for the purpose of advancing—
- (a) the skill of persons employed by them or by any subsidiary of theirs;
  - (b) the efficiency of the equipment of London Regional Transport or of any subsidiary of theirs or of the manner in which that equipment is operated;
- including providing, or assisting others in providing, facilities for training, education and research.
- (2) London Regional Transport may provide houses, hostels and other similar accommodation for persons employed by them or by any subsidiary of theirs.

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- (3) London Regional Transport may make housing loans to persons employed by them or by any subsidiary of theirs to assist them to acquire housing accommodation and may guarantee loans made by building societies and other bodies to such persons for housing purposes.

*Power to promote and oppose Bills*

- 18 London Regional Transport may, with the consent of the Secretary of State, promote Bills in Parliament and may oppose any Bill in Parliament.

*Other powers*

- 19 London Regional Transport may do anything necessary for the purpose of fulfilling a contract to which the Executive was a party immediately before the appointed day, notwithstanding that apart from this paragraph London Regional Transport would not have power to do that thing.
- 20 London Regional Transport may acquire any undertaking or part of an undertaking if the assets comprised in the undertaking or the part of the undertaking are wholly or mainly assets which London Regional Transport require for the purposes of their business.
- 21 For the purposes of their business, London Regional Transport may, with the consent of the Secretary of State, subscribe for or acquire any securities of a body corporate.
- 22 (1) London Regional Transport may dispose (whether absolutely or for a term of years) of any part of their undertaking or any property which in their opinion is not required by them for the purposes of their business and, in particular, may dispose of any interest in, or right over, any property which, subject to that interest or right, is retained by London Regional Transport.
- (2) London Regional Transport may supply to any person spare parts and components for passenger road vehicles disposed of by London Regional Transport in the exercise of their powers under sub-paragraph (1) above, or by a subsidiary of London Regional Transport, as being no longer required for the purposes of their business.
- 23 London Regional Transport may—
- (a) invest any sums not immediately required for the purposes of their business; and
  - (b) turn their resources to account so far as not required for those purposes.
- [<sup>F6</sup>23A Where any activities for which provision is made by an agreement under section 3(2) or (2A) of this Act cease to be carried on by the other party (whether by reason of the expiry or termination of the agreement or otherwise), London Regional Transport may, with the consent of the Secretary of State—
- (a) acquire by agreement any land or other property used for the purpose of carrying on those activities; and
  - (b) in the case of an agreement under section 3(2A) of this Act, themselves carry on those activities notwithstanding that they would not otherwise have power to do so.]

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**Textual Amendments**

**F6** Sch. 2 para. 23 inserted (17.8.1996) by 1996 c. 21, ss. 2(2), 6(2).

- 24 London Regional Transport may do all other things which in their opinion are necessary or expedient to facilitate the proper carrying on of their business [F7, or to secure the performance of any agreement entered into by them under section 3(2) or (2A) of this Act].

**Textual Amendments**

**F7** Words in Sch. 2 para. 24 inserted (17.8.1996) by 1996 c. 21, ss. 2(3), 6(2).

*Supplementary*

- 25 If London Regional Transport engage, either directly or through a subsidiary, in any activities authorised by paragraph 8(2) or (4) or 10 above, they shall in carrying on those activities act as if they were a company engaged in a commercial enterprise or (as the case may be) shall exercise their control over that subsidiary so as to ensure that the subsidiary in carrying on those activities acts as a company so engaged.
- 26 Any specific power conferred on London Regional Transport by or by virtue of any provision of this Act to make any loan or give any guarantee or to subscribe for or acquire any securities shall not affect the power of London Regional Transport—
- (a) to lend money by way of investment or to subscribe for or acquire securities by way of investment; or
  - (b) to leave outstanding any loan made or guarantee given, or to retain any securities acquired, before the appointed day by the Executive or any predecessor in title of theirs.

SCHEDULE 3

Section 40(12).

THE LONDON REGIONAL PASSENGERS' COMMITTEE

*The chairman*

- 1 If the Secretary of State so determines, there shall be paid to the chairman of the Committee such remuneration as the Secretary of State may determine.
- 2 If the Secretary of State so determines in the case of a person who has been remunerated under paragraph 1 above, a pension shall be paid to or in respect of that person, or payments towards the provision of a pension to or in respect of that person shall be made, in accordance with the determination.
- 3 If a person in receipt of remuneration under paragraph 1 above as chairman ceases to hold that office, and it appears to the Secretary of State that there are special circumstances which make it right that that person should receive compensation, he shall be paid by way of compensation a sum of such amount as the Secretary of State may determine.

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*Administration, personnel, etc.*

- 4 The Committee may, subject to the approval of the Secretary of State as to numbers, appoint such officers as appear to the Committee to be requisite for the performance of their functions.
- 5 (1) The Secretary of State shall provide the Committee with funds with which to pay—
- (a) to their members, such travelling and other allowances as the Secretary of State may determine; and
  - (b) to their officers, such remuneration and such travelling and other allowances as the Committee may with the approval of the Secretary of State determine.
- (2) The Secretary of State shall provide the Committee with funds with which to defray such other expenses in connection with the Committee's functions as the Secretary of State may determine to be appropriate.
- [<sup>F8</sup>(3) The Committee shall prepare and send to the Secretary of State not less than two months, or such other period as the Secretary of State may specify, before the beginning of each financial year a statement of the expenses which they expect to incur in respect of that year for the purposes of, or in connection with, the carrying on of their functions.
- (4) The Secretary of State shall consider any statement sent to him under subparagraph (3) above and shall either approve the statement or approve it with such modifications as he considers appropriate.]

**Textual Amendments**

**F8** Sch. 3 para. 5(3)(4) added (1.4.1994) by 1993 c. 43, ss. 150(1)(o), 152(1), Sch. 12 para. 22(1); S.I. 1994/571, art. 5.

- 6 The Secretary of State, may make arrangements for the Committee to be provided with office accommodation.
- 7 (1) There shall be paid such pensions, or arrangements shall be made for the payment of such pensions, as the Secretary of State may determine to or in respect of such persons who are or have been officers of the Committee as the Secretary of State may determine.
- (2) The Secretary of State shall provide the Committee with funds with which to pay any such pension or to finance any such arrangements.

*Constitution and procedure*

- 8 (1) The persons appointed to be members of the Committee shall hold and vacate office in accordance with the terms of their respective appointments and shall, on ceasing to be members of the Committee, be eligible for re-appointment.
- (2) Any person so appointed may at any time by notice in writing to the Secretary of State resign his office.
- 9 (1) The Committee shall meet—
- (a) at least twice a year; and
  - (b) whenever convened by the chairman.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

- (2) Without prejudice to the discretion of the chairman to call a meeting whenever he thinks fit, he shall call a meeting when required to do so by any three members of the Committee.
- (3) Minutes shall be kept of the proceedings of every meeting of the Committee [<sup>F9</sup>; and copies of those minutes shall be sent to the Secretary of State, the Rail Regulator and the Central Rail Users' Consultative Committee.]
- (4) Subject to the preceding provisions of this paragraph [<sup>F10</sup>and the provisions of paragraph 11A below], the Committee shall determine their own procedure (including the quorum at meetings of the Committee).

#### Textual Amendments

- F9** Words in Sch. 3 para. 9(3) added (1.4.1994) by 1993 c. 43, ss. 150(1)(o), 152(1), Sch. 12 para. 22(2); S.I. 1994/571, art. 5.
- F10** Words in Sch. 3 para. 9(4) inserted (1.4.1994) by 1993 c. 43, ss. 150(1)(o), 152(1), Sch. 12 para. 22(3); S.I. 1994/571, art. 5.

- 10 The Committee may delegate the exercise and performance of any of their functions to such sub-committees of the Committee as they think fit.
- 11 The validity of any proceedings of the Committee shall not be affected by any vacancy amongst the members or by any defects in the appointment of a member.

#### *<sup>F11</sup> Admission of public to meetings*

#### Textual Amendments

- F11** Sch. 3 para. 11A and cross heading inserted (1.4.1994) by 1993 c. 43, ss. 150(1)(o), 152(1), Sch. 12 para. 22(3); S.I. 1994/571, art. 5.

<sup>F12</sup>11A(1) Subject to sub-paragraph (2) below, meetings of the Committee shall be open to the public.

- (2) The public shall be excluded during any item of business where—
- (a) it is likely, were members of the public to be present during that item, that information furnished in confidence to the Committee by the Rail Regulator or the Franchising Director would be disclosed in breach of the obligation of confidence;
  - (b) the Committee have resolved that, by reason of the confidential nature of the item or for other special reasons stated in the resolution, it is desirable in the public interest that the public be excluded; or
  - (c) it is likely, were members of the public to be present during that item, that there would be disclosed to them—
    - (i) any matter which relates to the affairs of an individual, or
    - (ii) any matter which relates specifically to the affairs of a particular body of persons, whether corporate or unincorporate,
 where public disclosure of that matter would or might, in the opinion of the committee, seriously and prejudicially affect the interests of that individual or body.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

- (3) The Committee shall give such notice—
- (a) of any meeting of the Committee which is open to the public, and
  - (b) of the business to be taken at that meeting (other than items during which the public is to be excluded),
- as they consider appropriate for the purpose of bringing the meeting to the attention of interested members of the public.]

#### Textual Amendments

**F12** Sch. 3 para. 11A inserted (1.4.1994) by 1993 c. 43, ss. 150(1)(o), 152(1), Sch. 12 para. 22(3); S.I. 1994/571, art. 5.

#### *Amendment of other Acts*

- 12 In section 14(1) of the <sup>M11</sup>Chronically Sick and Disabled Persons Act 1970, after the words “Transport Users’ Consultative Committees” there shall be inserted the words “the London Regional Passengers’ Committee”.

#### Marginal Citations

**M11** 1970 c. 44.

- 13 In Part III of Schedule 1 to the <sup>M12</sup>House of Commons Disqualification Act 1975, there shall be inserted at the appropriate place in alphabetical order—
- “Chairman in receipt of remuneration of the London Regional Passengers’ Committee”.

#### Marginal Citations

**M12** 1975 c. 24.

#### *Supplementary*

- 14 The consent of the Treasury shall be required for any determination or approval by the Secretary of State under this Schedule.
- 15 Any payment to be made under paragraphs 1 to 3 above shall be made by the Secretary of State.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

## SCHEDULE 4

Section 67(2), (3).

### OPERATION OF ENACTMENTS RELATING TO FORMER LONDON BOARD FUNCTIONS

#### PART I

##### PROVISIONS REFERRING TO THE LONDON BOARD OR THE EXECUTIVE

- 1 (1) In the provisions specified in sub-paragraph (2) below, for any reference to the Executive substituted by paragraph 1 of Schedule 3 to the 1969 Act for a reference to (or a reference falling to be construed as a reference to) the London Board, there shall be substituted a reference to London Regional Transport and any subsidiary of theirs (within the meaning of this Act).
- (2) The provisions referred to in sub-paragraph (1) above are—
- (a) the <sup>M13</sup>London Passenger Transport Act 1933 and the London Passenger Transport Acts 1933 to 1947 (provisions originally referring to the London Passenger Transport Board);
  - (b) the provisions of Parts I and III of Schedule 2 to the 1962 Act amending section 44(1)(b) of the <sup>M14</sup>Post Office Act 1953, section 40 of the <sup>M15</sup>British Transport Commission Act 1954 and section 66 of the <sup>M16</sup>British Transport Commission Act 1957 (by substituting references to certain of the Boards for references to the Commission);
  - (c) section 13(3)(c) of the <sup>M17</sup>Lee Valley Regional Park Act 1966 (provision or operation of passenger transport services by the Regional Park Authority); and
  - (d) section 3(3) of the <sup>M18</sup>London Cab Act 1968 (restrictions on the parking of cabs).

#### **Marginal Citations**

**M13** 1933 c. 14.

**M14** 1953 c. 36.

**M15** 1954 c. lv.

**M16** 1957 c. xxxiii.

**M17** 1966 c. xli.

**M18** 1968 c. 7.

- 2 (1) ) In section 67 of the 1962 Act (byelaws for railways and railway shipping services)
- (a) in subsection (1), for the words from first “and” to “may each” there shall be substituted the word “may” and in paragraph (e) for the word “Boards” there shall be substituted the word “Board”;
  - (b) after subsection (2) there shall be inserted the following subsection—
 

“(2A) London Regional Transport shall have the like power to make byelaws as is conferred on the Railways Board by subsections (1) and (2) of this section (taking the reference in subsection (2) to ships as including hovercraft within the meaning of the Hovercraft Act 1968); and accordingly, references in this section, as it applies to



*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

London Regional Transport, to “a Board” or “the Board” shall be read as references to London Regional Transport.”; and

(c) in subsections (15) and (16), for the references to the Executive substituted by paragraph 5(1) of Schedule 3 to the 1969 Act for express references to the London Board there shall be substituted references to London Regional Transport.

(2) In paragraph 4 of Schedule 16 to the 1968 Act (which extends the power to make byelaws under section 67 of the 1962 Act), for sub-paragraph (5) (extension as to premises, etc., of subsidiaries) there shall be substituted the following sub-paragraph—

“(5) For the purposes of the said section 67, railways, railway premises, or officers and servants of, or ships (or hovercraft) operated by, a wholly owned subsidiary of the Railways Board or the Scottish Group or any subsidiary of London Regional Transport shall be deemed to be railways, railway premises, or officers and servants of, or ships (or hovercraft) operated by, that board or Group or (as the case may be) by London Regional Transport.”.

(3) In section 24(2) of the <sup>M19</sup>London Transport Act 1975, for the words “the Executive” there shall be substituted the words “London Regional Transport”.

#### Marginal Citations

M19 1975 c. xxxi.

[<sup>F133</sup> (1) In section 32(1) of the <sup>M20</sup>General Rate Act 1967 (rating of railway or canal premises) and paragraph 1 of Schedule 5 to that Act, for the words “the London Transport Board” (in those provisions as originally enacted) there shall be substituted the words “London Regional Transport”.

(2) In section 162 of the 1968 Act (which contains provisions affecting the operation of section 32 of the Act of 1967 mentioned above), in subsection (1), for the reference to the Executive substituted by virtue of paragraph 1(2)(j) of Schedule 3 to the 1969 Act for an express reference to the London Board there shall be substituted a reference to London Regional Transport.

(3) Accordingly, in section 32 of and Schedule 5 to the Act of 1967 mentioned above and section 162 of the 1968 Act, references (however expressed) to a Board or Boards shall be read as, or as including, references to London Regional Transport where London Regional Transport are the authority, or one of the authorities, concerned; but in the application in relation to London Regional Transport—

(a) of subsection (4)(c) of the former section, as inserted by subsection (5) of the latter section; and

(b) of subsection (3) of the latter section;

the references to any powers conferred by section 48 or section 50(1) to (7) of the 1968 Act shall be read as references to any powers conferred on London Regional Transport by paragraph 9(2) or 12(1) of Schedule 2 to this Act.]

#### Textual Amendments

F13 Sch. 4 para. 3 repealed (E.W.) by S.I. 1990/776, art. 3, Sch. 1

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

### Marginal Citations

M20 1967 c. 9.

- 4 (1) In sections 116 to 119 of the 1968 Act (duties of Boards with respect to bridges and highways on bridges), for any reference to the Executive substituted by virtue of paragraph 1(2)(l) of Schedule 3 to the 1969 Act for an express reference to the London Board there shall be substituted a reference to London Regional Transport.
- (2) In section 121 of that Act (application of the preceding sections of Part VIII of that Act to undertakers other than the Boards), for the references in subsection (1) to the London Board there shall be substituted a reference to London Regional Transport.
- (3) Accordingly, in the sections of the 1968 Act mentioned above in this paragraph, references (however expressed) to a Board or Boards shall be read as, or as including, references to London Regional Transport where London Regional Transport are the authority, or one of the authorities, concerned.
- 5 In section 144 of the 1968 Act (transfer and disposal of historical records and relics)
- 
- (a) in subsections (3) and (7), for the references to the Executive substituted by virtue of paragraph 1(2)(n) of Schedule 3 to the 1969 Act for express references to the London Board there shall be substituted references to London Regional Transport;
- (b) in the former of those subsections, after the words “that is to say”, there shall be inserted the words “London Regional Transport”;
- (c) in the latter of those subsections, the following paragraph shall be inserted at the end—
- “In relation to any document or object in the possession of London Regional Transport, references above in this subsection to the Board concerned are references to London Regional Transport.”;
- and
- (d) after that subsection there shall be inserted the following subsection—
- “(7A) Neither subsection (4) nor subsection (7) above shall apply to a transfer by London Regional Transport of any record or relic or (as the case may be) of any document or object to any subsidiary of theirs; but in relation to any such record, relic, document or object for the time being in the possession of a subsidiary or former subsidiary of London Regional Transport—
- (a) references to a relevant authority in subsections (5) and (6) of this section and references to London Regional Transport in subsection (7) of this section (except in the reference to an agreement between London Regional Transport and the Secretary of State) shall be read as including that subsidiary or former subsidiary; and
- (b) the foregoing provisions of this subsection shall apply for the purposes of subsection (4) of this section (as it applies by virtue of subsection (5)) and for the purposes of subsection (7) of this section as if the reference to a transfer by London Regional Transport to any subsidiary of theirs were a reference to a transfer by the subsidiary or

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former subsidiary in question to any subsidiary of London Regional Transport.”.

## PART II

### PROVISION REFERRING TO THE BOARDS

- 6 (1) ) The provisions specified in sub-paragraph (2) below shall continue to have effect as if “the Boards” included London Regional Transport.
- (2) The provisions referred to in sub-paragraph (1) above are—
- (a) sections 52(4) and 83(7) of the 1962 Act (exclusion of the Boards from the definition of independent railway undertakings);
  - (b) the provisions of Parts I and III of Schedule 2 to the 1962 Act (amendments of enactments referring to bodies superseded by the London Board) specified in sub-paragraph (3) below;
  - (c) the provisions of Part IV of that Schedule applying enactments contained in the Railways Clauses Acts there mentioned to the Boards;
  - (d) Schedule 6 to the 1962 Act (distribution of Commission’s undertaking), except paragraph 2(3); and
  - (e) section 125 of the 1968 Act (powers of inspectors of railways as respects persons other than railway companies).
- (3) The provisions of Schedule 2 to the 1962 Act referred to in sub-paragraph (2)(b) above are those amending the following enactments, that is to say—
- (a) section 2 of the <sup>M21</sup>Railway Fires Act 1905;
  - (b) paragraph (c) of the proviso to sections 5(4) and 8(4) of the <sup>M22</sup>Coast Protection Act 1949;
  - (c) section 13(1) of the <sup>M23</sup>Transport Charges &c. (Miscellaneous Provisions) Act 1954X;
  - (d) section 11(2) of the <sup>M24</sup>Food and Drugs Act 1955;
  - (e) sections 54, 55, 56, 57 and 59 of the <sup>M25</sup>British Transport Commission Act 1949; and
  - (f) section 52 of the <sup>M26</sup>British Transport Commission Act 1953.
- (4) Paragraph 7(1) of Schedule 16 of the 1968 Act (references to be substituted in certain enactments by Schedule 2 to the 1962 Act to include references to any wholly owned subsidiary of any of the Boards) shall continue to have effect as if “the Boards” included London Regional Transport; but for the purposes of its application to London Regional Transport, that sub-paragraph shall have effect as if the words “wholly owned” were omitted.
- (5) The provisions mentioned in sub-paragraph (2)(a) and (c) above, and those specified in sub-paragraph (3)(b) above, shall also have effect, as from the appointed day, as if “the Boards” included any subsidiary of London Regional Transport.

#### Marginal Citations

**M21** 1905 c. 11.

**M22** 1949 c. 74.

**M23** 1954 c. 64.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

**M24** 1955 c. 16  
**M25** 1949 c. xxix.  
**M26** 1953 c. xlii.

- 7 (1) Section 86 of the 1962 Act and section 141 of the 1968 Act (application of the Town and Country Planning Acts) shall each continue to have effect as if “the Boards” included London Regional Transport.
- (2) For the purposes of its application to London Regional Transport, section 86 shall have effect as if the powers referred to in subsection (1)(a) included the powers conferred by paragraph 8 of Schedule 2 to this Act.
- (3) For the purposes of its application to London Regional Transport, section 141 shall have effect as if—
- (a) in subsection (2)(a) the words “wholly owned” (referring to a wholly owned subsidiary) were omitted; and
  - (b) the powers referred to in paragraphs (a) and (c)(ii) of subsection (3) included the powers conferred by paragraph 14(2) of Schedule 2 to this Act.

### PART III

#### FURTHER PROVISIONS DERIVED FROM SCHEDULE 3 TO THE 1969 ACT

- 8 (1) The provisions specified in sub-paragraph (2) below, which confer functions on, or otherwise have effect in relation to, the Executive or (as the case may be) the designated company (within the meaning of the 1969 Act) shall continue to apply in relation to London Regional Transport or (as the case may be) in relation to that company, as they applied, and with respect to any area with respect to which they applied, immediately before the appointed day.
- (2) The provisions referred to in sub-paragraph (1) above are—
- (a) sections 104 and 109 of the <sup>M27</sup>London Passenger Transport Act 1934;
  - (b) sections 64 and 68(1) of the <sup>M28</sup>London Passenger Transport Act 1937;
  - (c) section 65 of the <sup>M29</sup>London Passenger Transport Act 1938;
  - (d) section 57 of the <sup>M30</sup>British Transport Commission Act 1949; and
  - (e) section 15 of the <sup>M31</sup>British Transport Commission Act 1951.
- (3) Those provisions shall also apply in relation to any subsidiary of London Regional Transport as they apply in relation to London Regional Transport; and section 104 of the Act of 1934 mentioned above (power to erect shelters, etc.) shall also apply (with any necessary modifications) with respect to the routes of any public passenger transport services operated by any person in pursuance of any agreement entered into by London Regional Transport by virtue of section 3(2) of this Act as it applies with respect to the routes of such services operated by London Regional Transport or any subsidiary of theirs.
- (4) the functions of the Executive under—
- (a) section 69 of the Act of 1937 mentioned above; and
  - (b) section 25 of the <sup>M32</sup>London Transport Act 1969;

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shall continue to be functions of London Regional Transport, exercisable with respect to any area with respect to which they were exercisable immediately before the appointed day.

- (5) For the purposes of section 69 of the Act of 1937 mentioned above—
- (a) tramcars, trolley vehicles or public service vehicles of any subsidiary of London Regional Transport shall be treated as tramcars, trolley vehicles or public service vehicles of London Regional Transport; and
  - (b) proceedings brought by any such subsidiary shall be treated as brought by London Regional Transport.
- (6) For the purposes of section 25 of the <sup>M33</sup>London Transport Act 1969—
- (a) road transport garages, depots, bus stations, shelters or other road transport premises belonging to, leased to or worked by, and any officers and servants of, any subsidiary of London Regional Transport shall be treated respectively as road transport garages, depots, bus stations, shelters or other road transport premises belonging to, leased to or worked by, and officers and servants of, London Regional Transport; and
  - (b) any such subsidiary may exercise the power under subsection (3) of that section in any case where the premises (within the meaning of that section) in relation to which the danger, annoyance or hindrance there mentioned arises are premises of that subsidiary and (in the case of any hindrance) the hindrance in question is hindrance to that subsidiary in the lawful use of those premises.

#### Marginal Citations

**M27** 1934 c. xcvi.

**M28** 1937 c. xc.

**M29** 1938 c. xcii.

**M30** 1949 c. xxix.

**M31** 1951 c. xxxix.

**M32** 1969 c. 1.

**M33** 1969 c. 1.

- 9 (1) The provisions of this paragraph shall have effect in relation to London Regional Transport in place of paragraph 5 of Schedule 16 to the 1968 Act (agreements by the Railways Board to make available the services of the transport police); and any agreement made under that paragraph, as it applied to the Executive, which is in force immediately before the appointed day shall have effect as if made under this paragraph.
- (2) The Railways Board may make an agreement with—
- (a) London Regional Transport; or
  - (b) any related company;
- for making available to London Regional Transport or any subsidiary of theirs or (as the case may be) to that company, for such period, to such extent and on such terms as may be specified in the agreement, the services of the British Transport Police Force.
- (3) Where such an agreement has been made with any related company members of the British Transport Police Force shall, notwithstanding the provisions of any other

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*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

enactment but subject to the terms of the agreement, have the same powers to act as constables—

- (a) in relation to any premises of that company which have at any time been premises belonging or leased to, or worked by, London Regional Transport; and
- (b) in relation to matters connected with or affecting that company or its undertaking;

as they would have if those premises belonged to London Regional Transport, or (as the case may be) if those matters were connected with or affected London Regional Transport or their undertaking.

- (4) The functions exercisable immediately before the appointed day by the Executive under the British Transport Police Force Scheme shall continue to be exercisable by London Regional Transport.
- (5) Section 70 (5) to (7) of the 1962 Act shall continue to have effect as if “the Boards” included London Regional Transport.
- (6) Section 25 of the <sup>M34</sup>British Railways Act 1978 (which amends provisions of section 53 of the <sup>M35</sup>British Transport Commission Act 1949 as to the appointment and powers of members of the British Transport Police Force) shall continue to have effect in relation to London Regional Transport as one of the Boards; and accordingly in subsection (1), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”.
- (7) In section 25(4)
  - of the Act of 1978 mentioned above, as it applies in relation to London Regional Transport, for the reference to a wholly owned subsidiary there shall be substituted a reference to any subsidiary (whether wholly owned or not) of London Regional Transport (within the meaning of this Act).
- (8) The provisions of sub-paragraphs (4) to (7) above are subject to any agreement made under paragraph 5 of Schedule 16 to the 1968 Act or under this paragraph.
- (9) In this paragraph—
  - (a) “the British Transport Police Force Scheme” means the Scheme set out in the Schedule to the <sup>M36</sup>British Transport Police Force Scheme 1963 (Approval) Order 1964 made under section 69 of the 1962 Act; and
  - (b) “the British Transport Police Force” means the force established by that Scheme.

**Marginal Citations**

**M34** 1978 c. xxi.

**M35** 1949 c. xxix.

**M36** S.I. 1964/1456.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

**Textual Amendments**

**F14** Sch. 4 para. 10 repealed ( 1. 4.1991) by S.I. 1991/510, art. 5,Sch.

11 <sup>F15</sup>(1) .....

(2) In section 20 of the <sup>M37</sup>London Transport Act 1982 (which continues section 54 in force as it applies, by virtue of paragraph 6 above, to London Regional Transport)—

- (a) the reference to the Executive shall be construed in accordance with sub-paragraph (4) below; and
- (b) the reference to paragraph 1(2)(g) of Schedule 3 to the 1969 Act shall be read as a reference to paragraph 6 above.

(3) in any enactment passed after this Act which provides for section 54 to continue in force for a further period in its application to London Regional Transport, any reference to London Regional Transport shall be construed in accordance with sub-paragraph (4) below.

(4) Any reference which falls to be construed in accordance with this sub-paragraph shall be read as a reference—

- (a) to London Regional Transport and any subsidiary of London Regional Transport; and
- <sup>F15</sup>(b) .....

**Textual Amendments**

**F15** Sch. 4 paras. 11(1) and (4)(b) repealed ( 1. 4.1991) by S.I. 1991/510, art. 5,Sch.

**Marginal Citations**

**M37** 1982 c. v.

SCHEDULE 5

Section 71(2).

TRANSITIONAL PROVISIONS AND SAVINGS

*Accounts*

1 The first accounting year of London Regional Transport shall be the period beginning with 1st January 1984 and ending with 31st March 1985.

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2 In relation to the first accounting year of London Regional Transport, the section 34(3)(d) of this Act to directions given by the Secretary of State under this Act shall be read as including a reference to directions given by the Greater London Council or by the Secretary of State under the 1969 Act.



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*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

### *Revenue Grants*

- 3 So far as relates to the first accounting year of London Regional Transport, section 15(9) and (10) of this Act shall apply in relation to sums received by the Executive by way of grants under section 3(1)(a) of the 1969 Act in aid of the revenues of the Executive (including grants made under that paragraph in respect of reductions in fares for children) as they apply in relation to sums received by way of grants under section 12 of this Act which are entered in the revenue account of London Regional Transport.

### *Capital allowances*

- 4 Notwithstanding the substitution by paragraph 4 of Schedule 6 to this Act of a new paragraph (d) for the paragraph (d) inserted in section 83(4) of the <sup>M38</sup>Capital Allowances Act 1968 by section 3(2) of the <sup>M39</sup>1969 act, the Capital Allowances (Relevant Grants) (No. 2) Order 1969 (which was made under section 83(4) by virtue of the original paragraph (d))—
- (a) shall continue in force as if so made by virtue of the new paragraph (d); and
  - (b) shall have effect with the substitution, for the reference in Article 1 of that Order to a grant made under section 3 of the 1969 Act, of a reference to a grant made under section 12 of this Act.

#### **Marginal Citations**

**M38** 1968 c. 3.

**M39** S.I. 1969/1541.

- 5 Any reference in—
- (a) Article 1 of the Order mentioned in paragraph 4 above, as it has effect by virtue of that paragraph; and
- [<sup>F16</sup>(b) section 1(7)(b) of the Capital Allowances Act 1990;]
- to a grant made under section 12 of this Act shall be read as including a reference to a grant made under section 3 of the 1969 Act.

#### **Textual Amendments**

**F16** Sch. 5 para. 5(b) substituted by Capital Allowances Act 1990 (c. 1, SIF 63:1), s. 164(3), Sch. 1 para. 5

### *Pensions and pension schemes*

- 6 Any order made under section 74 of the 1962 Act (orders about pensions), as applied by section 18 of the 1969 Act, if and in so far as—
- (a) it is still in force immediately before the appointed day; and
  - (b) it would not by virtue of section 17(2)(b) of the <sup>M40</sup>Interpretation Act 1978 (which saves subordinate legislation on repeal and re-enactment of a provision if it could have been made under the provision as re-enacted) have effect as if made under section 74 as applied by section 25 of this Act; shall continue in force notwithstanding the repeal by this Act of section 18 of the 1969 Act.



*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

#### Marginal Citations

M40 1978 c. 30.

- 7 (1) Without prejudice to section 13 of the Interpretation Act 1978 (anticipatory exercise of powers), orders may be made under section 74 of the 1962 Act, as it applies by virtue of sections 25 and 26 of this Act, before sections 25 and 26 come into force.
- (2) Any orders so made shall come into force on the appointed day.

#### *The Passenger's Committee*

- 8 (1) In this paragraph and paragraph 9 below—
- “the consultative body” means the body established by the Greater London Council under section 14 of the 1969 Act (users’ consultative body); and
- “the Area Committee” means the Area Transport User’s Committee referred to in section 41(1)(a) of this Act.
- (2) For the purpose of preparing for the transition from the law in force immediately before the appointed day to the provisions of sections 40 and 41 of this Act—
- (a) the consultative body shall send to the Executive; and
- (b) the Area Committee shall send to the Railways Board;
- copies of any relevant representations or reference pending before them at the passing of this Act or made to them on or after the passing of this Act.
- (3) For the purpose mentioned in sub-paragraph (2) above, where in relation to any relevant representations or reference so pending or made that body or Committee determine that it is not desirable to make any recommendaion under section 14(1) of the 1969 Act or (as the case may be) under section 56(4) of the 1962 Act, that body or Committee shall send to the Executive or (as the case may be) to the Railways Board written notification of that determination.
- (4) In this paragraph “relevant representations” means—
- (a) representations made to the consultative body as mentioned in section 14(1) (a) of the 1969 Act; and
- (b) representations made to the Area Committee as mentioned in section 56(4) (a) of the 1962 Act;
- other than representations which that body or Committee have determined not to consider as being representations appearing to them to be frivolous.
- (5) In this paragraph “relevant reference” means any reference made—
- (a) to the consultative body by the Greater London Council or by the Executive under section 14(1)(b) of the 1969 Act; or
- (b) to the Area Committee by the Secretary of State or by the Railways Board under section 56(4)(b) of the 1962 Act.
- (6) London Regional Transport and the Railways Board shall each send to the Passengers’ Committee—
- (a) copies of any representations of which copies have been sent to them in pursuance of sub-paragraph (2) above which are pending before the

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*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

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- consultative body or (as the case may be) the Area Committee at the appointed day; and
- (b) copies of any relevant reference pending before the consultative body or (as the case may be) the Area Committee at the appointed day.
- (7) Any representations of which a copy is sent to the Passengers' Committee in accordance with sub-paragraph (6)(a) above shall be treated for the purposes of section 40(5)(a) of this Act as having been made to that Committee as there mentioned.
- (8) Any reference of which a copy is sent to the Passengers' Committee in accordance with sub-paragraph (6)(b) above shall be treated for the purposes of section 40(5)(b) of this Act as having been made to that Committee and (where it was made by the Greater London Council) as having been so made by London Regional Transport.
- (9) For the purposes of this paragraph, any representations or reference made to the consultative body or (as the case may be) to the Area Committee before any relevant time are to be regarded as pending before that body or Committee at that time if that body or Committee have not before that time—
- (a) made, and sent to the Executive under section 14(1) of the 1969 Act or (as the case may be) to the Railways Board under section 56(4) of the 1962 Act, any recommendation with respect to the matter which is the subject of the representations or (as the case may be) of the reference; or
- (b) determined that it is not desirable to make any such recommendation with respect to that matter and, in the case of any such determination on or after the passing of this Act, set written notification of that determination to the Executive or the Railways Board in accordance with sub-paragraph (3) above.
- (10) In sub-paragraph (9) above “relevant time” means—
- (a) for the purposes of sub-paragraphs (2) and (3) above, the passing of this Act; and
- (b) for the purposes of sub-paragraph (6) above, the appointed day.

*Compensation for chairmen of bodies superseded by the Passengers' Committee*

- 9 Where a person ceases to hold office (otherwise than on the expiration of his term of office)—
- (a) as chairman of the consultative body by virtue of the appeal by this Act of section 14 of the 1969 Act; or
- (b) as Chairman of the Area Committee by virtue of the dissolution of that Committee by section 41(1) of this Act;
- the Secretary of State shall pay to that person compensation of such amount, and on such terms, as the Secretary of State may, with the approval of the Treasury, determine.

*London bus services*

- 10 (1) ) Notwithstanding any repeal made by this Act, sections 23A and 23B of the 1969 Act (right of appeal where Executive refuses to make or vary an agreement authorising a London bus service)—
- (a) shall continue to apply in relation to any appeal made in accordance with section 23A which has not been determined or withdrawn before the

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- appointed day and in relation to any appeal under section 23B from the decision of the Secretary of State on any such appeal under section 23A; and
- (b) subject to sub-paragraph (2) below, shall continue to authorise appeals to be brought on or after that day against a refusal or failure on the part of London Regional Transport to enter into an agreement to vary the terms of an agreement made under section 23(2) of that Act for the time being subsisting between any person and London Regional Transport.
- (2) Sub-paragraph (1)(b) above only applies to any agreement under section 23(2) which is in force immediately before the appointed day or is entered into by London Regional Transport in pursuance of any order made by the Secretary of State on any appeal to which sub-paragraph (1)(a) above applies.
- (3) Notwithstanding any repeal made by this Act, but subject to sub-paragraph (4) below, paragraphs 4 to 13 of Schedule 4 to the 1969 Act (provisions with respect to consents for London bus services continued in force or granted under that Schedule) shall continue to apply in relation to—
- (a) any consent continued in force or granted under that Schedule which is in force immediately before the appointed day; and
- (b) any application for the grant of a consent under paragraph 4 or 5 of that Schedule (consents as of right for certain successors in title) which has not been determined before the appointed day and any consent granted (or deemed by virtue of paragraph 6 of that Schedule to have been granted) in pursuance of any such application.
- (4) A consent continued in force or granted under Schedule 4 to the 1969 Act may not be renewed under paragraph 8(1) of that Schedule except on an application made before the appointed day.
- (5) Where on the date when any agreement to which sub-paragraph (1)(b) above applies would apart from this sub-paragraph expire there is pending in relation to that agreement any such appeal as is mentioned in that sub-paragraph, that agreement shall not cease to be in force until the appeal is determined or withdrawn.
- (6) Where on the date when any consent within sub-paragraph (3)(a) or (b) above would apart from this sub-paragraph expire there is pending in relation to that consent—
- (a) any appeal under paragraph 7 or 9 of that Schedule (including paragraph 9 as applied by paragraph 10); or
- (b) any appeal under paragraph 12 of that Schedule against the cancellation of that consent under that paragraph;
- that consent shall not cease to be in force until the appeal is determined or withdrawn.
- (7) In any provisions of the 1969 Act which by virtue of this paragraph continues to apply for any purpose after the appointed day, references to the Executive shall be read as references to London Regional Transport.
- (8) So far as relates to the purposes of section 23A of the 1969 Act as that section applies by virtue of this paragraph section 248 of the <sup>M41</sup>Road Traffic Act 1960 (power of Secretary of State to hold inquiries) shall have effect as if the repeal made by this Act of words referring to section 23A had not been made.
- [<sup>F17</sup>(9) In this paragraph and paragraphs 11 and 12 below—
- (a) “London Bus Service” has the same meaning as in Part II of the Transport Act 1985; and

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*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

- (b) “London local service licence” means a London local service licence under that Part of that Act.]

**Textual Amendments**

**F17** Sch. 5 para. 10(9) added by Transport Act 1985 (c. 67, SIF 126), s. 139(2), Sch. 7 para. 27(a)

**Marginal Citations**

**M41** 1960 c. 16.

- 11 (1) This paragraph applies to—
- (a) any agreement under section 23(2) of the 1969 Act to which paragraph 10(1)(b) above applies; and
  - (b) any consent within paragraph 10(3)(a) or (b) above.
- (2) Subject to sub-paragraph (3) below, any agreement or consent to which this paragraph applies shall be treated for the purposes of this paragraph as remaining in force for an additional period of one month beginning with the day immediately following the date on which it expires (whether according to its terms or as extended by virtue of paragraph 10(5) or (6) above).
- (3) Sub-paragraph (2) above does not apply where in a case within paragraph 10(6)(b) above the cancellation of the consent takes effect on the determination of the appeal.
- (4) So long as any agreement or consent to which this paragraph applies remains in force, any person providing a London bus service in accordance with that agreement or consent shall be treated for the purposes of any reference in this or any other Act to any service or services provided in pursuance of an agreement entered into by virtue of section 3(2) of this Act (except the references in sections 8(a), 30(1)(a), 40(4)(b), and 51(3)(e) of this Act) as providing that service in pursuance of such an agreement . . . <sup>F18</sup>
- (5) Subject to sub-paragraph (6) below, where at any time before any agreement or consent to which this paragraph applies ceases to be in force any person providing a London bus service in accordance with that agreement or consent applies to the metropolitan traffic [<sup>F19</sup>commissioner] for a [<sup>F20</sup>London local] service licence in respect of that service, [<sup>F19</sup>the commissioner] shall grant that person a [<sup>F20</sup>London local] service licence in accordance with paragraph 12 below.
- (6) Sub-paragraph (5) above does not apply in relation to a person providing a London bus service in accordance with a consent to which this paragraph applies where—
- (a) that consent has been cancelled under paragraph 12 of Schedule 4 to the 1969 Act; but
  - (b) the cancellation has not yet taken effect.
- (7) Where an application is made under sub-paragraph (5) above for a [<sup>F20</sup>London local] service licence, as respects any period between the date on which the agreement or consent in question expires or (if later) the date of the application and the date of the grant of a [<sup>F20</sup>London local] service licence in pursuance of the application—
- (a) a [<sup>F20</sup>London local] service licence in the form applied for shall be regarded as having been granted to the applicant on the date of the making of the application; and

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(b) sub-paragraph (4) above shall not apply to the agreement or consent in question.

(8) In this paragraph “metropolitan traffic [<sup>F21</sup>commissioner]” means the traffic [<sup>F21</sup>commissioner] for the Metropolitan Traffic Area.

#### Textual Amendments

- F18** Words repealed by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2)(3), [Sch. 7 para. 27\(c\)](#), Sch. 8
- F19** Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 2(5), [Sch. 2 Pt. II para. 7\(a\)](#)
- F20** Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 27\(b\)](#)
- F21** Word substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 2(5), [Sch. 2 Pt. II para. 7\(b\)](#)

- 12 (1) Subject to the following provisions of this paragraph, a [<sup>F22</sup>London local] service licence granted on an application under paragraph 11(5) above in respect of a London bus service (referred to below in this paragraph as a concessionary licence) shall authorise the continuation of that service on the same terms and conditions as applied under the agreement or consent in question immediately before the date of that application.
- (2) Any terms or conditions as to fares, or the minimum or maximum fares, which might be charged for that service under that agreement or consent shall not apply to the licence.
- (3) The provisions of [<sup>F23</sup>Part II of the Transport Act 1985] with respect to, and with respect to applications for and the grant of, [<sup>F22</sup>London local] service licences are subject to the following provisions of this paragraph as they have effect in relation to, and in relation to an application for and the grant of, a concessionary licence.
- (4) Sections [<sup>F24</sup>37(2) and (3) and 39] of that Act (considerations as to initial grant of licence) shall not apply in relation to an application for a concessionary licence.
- (5) Section [<sup>F25</sup>38(1) and (2)] of that Act (attachment of conditions on granting licence) shall not apply on the grant of a concessionary licence, but any terms or conditions attached to any such licence by virtue of sub-paragraph (1) above may be altered or removed in accordance with that section and shall be treated for the purposes of [<sup>F25</sup>subsections (6) and (7)] of that section as attached under that section.
- (6) ..... <sup>F26</sup>
- (7) The traffic [<sup>F27</sup>commissioner] granting a concessionary licence may not under section [<sup>F28</sup>41(1)] of that Act determine that it shall continue in force only up to and including an earlier date than the one which would apply under that subsection apart from any such determination.

#### Textual Amendments

- F22** Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 27\(b\)](#)
- F23** Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 27\(d\)](#)
- F24** Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 27\(e\)](#)
- F25** Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 27\(f\)](#)
- F26** [Sch. 5 para. 12\(6\)](#) repealed by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2)(3), [Sch. 7 para. 27\(g\)](#), Sch. 8
- F27** Word substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 3(5), [Sch. 2 Pt. II para. 7\(c\)](#)

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

**F28** Figure substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 27\(h\)](#)

*Compensation for loss of employment, etc.*

- 13 (1) Any regulations made under section 37 of the 1969 Act, if and in so far as they are in force immediately before the appointed day—
- (a) shall continue in force notwithstanding the repeal by this Act of that section; and
  - (b) may be varied or revoked by regulations made under section 48 of this Act as if they had been made by reason of any such transfer of property, rights or liabilities as is mentioned in section 48(1)(b).
- (2) Section 48(5)
- and (6) shall apply in relation to any such regulations as if—
- (a) that one of the relevant authorities required by those regulations to pay compensation under the regulations were the person primarily liable; and
  - (b) the other two authorities were contributories.
- (3) In sub-paragraph (2) above “the relevant authorities” means London Regional Transport, the Railways Board and the Bus Company.

*Travel concessions*

- 14 Arrangements made under section 138 of the 1968 Act by virtue of section 40 of the 1969 Act (which extended section 138 to the Executive and to local authorities in London) shall be treated as made under section 50 of this Act.

*Commitments to pay grants*

- 15 (1) Where before 2nd December 1983 the Greater London Council have entered into any commitment (whether legally enforceable or not)—
- (a) to make any payment to any person (other than the Executive) under section 56(2) of the 1968 Act (grants by local authorities towards capital expenditure on public passenger transport facilities); or
  - (b) to make any grant to the Railways Board under section 3(1)(b) of the 1969 Act (grants in respect of passenger transport services, amenities or facilities required to meet the needs of Greater London);
- that commitment shall have effect, so far as relates to anything falling to be done in accordance with it on or after the appointed day, as if entered into by London Regional Transport.
- (2) London Regional Transport shall be entitled to recover from the Greater London Council an amount equal to any expenditure incurred by them in the initial year in making payments in pursuance of any such commitment.
- (3) In sub-paragraph (2) above, “the initial year” has the same meaning as in section 49 of this Act.
- 16 Any obligation of the Greater London Council—
- (a) to make any payment to the Executive under section 56(2) of the 1968 Act; or
  - (b) to make any grant to the Executive under section 3(1)(a) of the 1969 Act;

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shall cease to have effect.

*Provisions as to transfer under 1969 Act*

- 17 Notwithstanding any repeal made by this Act, the provisions of Schedule 2 to the 1969 Act, as they had effect immediately before the appointed day, continue to apply for the purpose of determining the effect of or giving effect to, or making any provision consequential on or incidental to, any transfer under section 16 of that Act.

*Continuity of powers*

- 18 (1) Anything done by the Executive under a superseded enactment, so far as that thing is still in force, subsisting or effective immediately before the appointed day, shall be treated for the purposes of this Act—
- (a) as done; and
  - (b) if properly done under the superseded enactment, as properly done;
- by London Regional Transport under the corresponding enactment in this Act.
- (2) For the purposes of sub-paragraph (1) above a thing is properly done under an enactment if it is done with any approval or consent required by that enactment for the doing of that thing.
- (3) So far as relates to anything done before the appointed day under a superseded enactment, references in this Act to the approval or consent of the Secretary of State shall be read as references to any approval or consent required by the superseded enactment.
- (4) In this paragraph, “superseded enactment” means an enactment which—
- (a) is repealed by this Act or ceases to apply to London Regional Transport by virtue of any repeal made by this Act; and
  - (b) is replaced by an enactment in this Act which re-enacts it, with or without modification.

*Construction of references to London Regional Transport*

- 19 To avoid doubt, it is declared that any reference (express or implied) to anything done by or to, to the employment of, or to any agreement or other thing subsisting in relation to or otherwise affecting London Regional Transport—
- (a) in this Act; or
  - (b) in any statutory provision amended by this Act;
- is to be read, in relation to anything occurring before the appointed day, as a reference to anything done by or to, to the employment of, or (as the case may be) to any agreement or other thing subsisting in relation to or otherwise affecting London Regional Transport under their former name.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

## SCHEDULE 6

Section 71(3)(a).

### MINOR AND CONSEQUENTIAL AMENDMENTS

#### PART I

#### PUBLIC GENERAL ACTS

#### *The <sup>M42</sup>Explosives Act 1875*

##### Marginal Citations

**M42** 1875 c. 17.

- 1 (1) Section 35 of the Explosives Act 1875 (byelaws for regulating the conveyance, loading and unloading of explosives by railway and canal companies) shall not apply to any subsidiary of London Regional Transport which is a railway company within the meaning of that Act; but the duty to make byelaws under that section shall apply in relation to London Regional Transport as if any railway of any such subsidiary were a railway of theirs.
- (2) Without prejudice to their application by virtue of that section apart from this paragraph, byelaws made under that section by London Regional Transport shall also apply to any railway, and to the agents and servants, of any such subsidiary of London Regional Transport, and to the persons using any such railway or the premises connected with any such railway and occupied by or under the control of any such subsidiary.
- (3) Any byelaws made under that section which are in force and apply to the railways of the Executive immediately before the appointed day shall also apply as mentioned in sub-paragraph (2) above, and in those byelaws—
- (a) for references to the Executive there shall be substituted references to London Regional Transport or any such subsidiary (as the context may require); and
  - (b) references to London Transport railways shall be read as references to the railways of London Regional Transport and of any such subsidiary.
- (4) If London Regional Transport cease to be a railway company within the meaning of that Act, section 35 shall nevertheless continue to apply to them as if they were such a railway company, so far as relates to the making of byelaws to apply as mentioned in sub-paragraph (2) above in relation to any subsidiary of theirs which is such a railway company.

#### *The <sup>M43</sup>Regulation of Railways Act 1889*

##### Marginal Citations

**M43** 1889 c. 57.



*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

**Textual Amendments**

**F29** Sch. 6 para. 2 repealed (1.4.1994) by 1993 c. 43, s. 152(3), **Sch.14**; S.I. 1994/571, **art. 5**.

3 ..... **F30**

**Textual Amendments**

**F30** Sch. 6 para. 3 repealed by Transport Act 1985 (c. 67, SIF 126), s. 139(2), **Sch. 8**

4 ..... **F31**

**Textual Amendments**

**F31** Sch. 6 para. 4 repealed by Capital Allowances Act 1990 (c. 1, SIF 63:1), s. 164, **Sch. 2**

5, 6. .... **F32**

**Textual Amendments**

**F32** Sch. 6 paras. 5, 6 repealed by Transport Act 1985 (c. 67, SIF 126), s. 139(2), **Sch. 8**

*The <sup>M44</sup>Income and Corporation Taxes Act 1970*

**Marginal Citations**

**M44** 1970 c. 10.

**F33**7 .....

**Textual Amendments**

**F33** Sch. 6 para. 7 repealed (6.3.1992 with effect as mentioned in s. 289(1)(2) of the repealing Act) by Taxation of Chargeable Gains Act 1992 (c. 12), ss. 289, 290, **Sch. 12** (with Sch. 11 paras. 22, 26(2), 27)

*The <sup>M45</sup>Finance Act 1970*

**Marginal Citations**

**M45** 1970 c. 24.

**F34**8 .....

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

**Textual Amendments**

**F34** Sch. 6 para. 8 repealed (6.3.1992 with effect as mentioned in s. 289(1)(2) of the repealing Act) by [Taxation of Chargeable Gains Act 1992 \(c. 12\)](#), ss. 289, 290, **Sch. 12** (with Sch. 11 paras. 22, 26(2), 27)

9 ..... **F35**

**Textual Amendments**

**F35** Sch. 6 para. 9 repealed by [Planning \(Consequential Provisions\) Act 1990 \(c. 11, SIF 123:1, 2\)](#), s. 3, **Sch. 1 Part I** (with s. 5, Sch. 3 paras. 1, 2, 4, 6)

10 ..... **F36**

**Textual Amendments**

**F36** Sch. 6 para. 10 repealed by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\)](#), s. 3, **Sch. 1 Part I** (with Sch. 4 paras. 1–3)

*The <sup>M46</sup>Local Government Act 1974*

**Marginal Citations**

**M46** 1974 c. 7.

- 11 In Schedule 1 to the Local Government Act 1974 (existing grants for highways and public transport)—
- (a) in paragraph 8(1)(a), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”;
  - (b) in paragraph 9(1)(a), the words “or the London Transport Executive” shall be omitted; and
  - (c) in paragraph 9(3), the words from “and” to the end of the paragraph shall be omitted.

*The <sup>M47</sup>Land Drainage Act 1976*

**Marginal Citations**

**M47** 1976 c. 70.

<sup>F37</sup>12 .....

**Textual Amendments**

**F37** Sch. 6 para. 12 repealed (1.12.1991) by [Water Consolidation \(Consequential Provisions\) Act 1991 \(c. 60, SIF 130\)](#), ss. 3(1), 4(2), **Sch. 3 Pt.I** (with Sch. 2 paras. 10, 14(1), 15).

13 ..... **F38**

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

**Textual Amendments**

**F38** Sch. 6 para. 13 repealed by Agricultural Holdings Act 1986 (c. 5, SIF 2:3), s. 101(1), Sch. 15 Pt. I

*The<sup>M48</sup>Transport Act 1978*

**Marginal Citations**

**M48** 1978 c. 55.

- 14 In section 21 of the Transport Act 1978 (travel concessions for transferred employees), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”.

*The<sup>M49</sup>Competition Act 1980*

**Marginal Citations**

**M49** 1980 c. 21.

- 15 (1) In section 11(3) of the Competition Act 1980 (persons who may be the subject of a reference to the Monopolies and Mergers Commission)—
- (a) ..... **F39**
  - (b) after that paragraph there shall be inserted the following paragraph—  
“(bb) any person who provides a railway passenger service in pursuance of an agreement entered into by London Regional Transport by virtue of section 3(2) of the last-mentioned Act; or”.
- (2) In subsection (4) of that section, after the words “subsection (3)(b)” there shall be inserted the words “or (bb)”.
- (3) In subsection (5) of that section—
- (a) after the words “subsection (3)(b)” there shall be inserted the words “or (bb)”; and
  - (b) for the words “that subsection” there shall be substituted the words “either of those paragraphs”.

**Textual Amendments**

**F39** Sch. 6 para. 15(1)(a) repealed by Transport Act 1985 (c. 67, SIF 126), s. 139(3), Sch. 8

*The<sup>M50</sup>Highways Act 1980*

**Marginal Citations**

**M50** 1980 c. 66.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

- 16 In section 115H(4) of the Highways Act 1980 (council not to exercise certain powers in relation to certain highways maintained by other authorities without obtaining the consent of those authorities)—
- (a) for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport or any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”; and
- (b) for the words “the Executive” there shall be substituted the words “London Regional Transport or that subsidiary of London Regional Transport”.
- 17 In section 115J(8) of that Act (payment of arbitrator’s expenses and remuneration), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport or any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”.
- 18 In section 157(5) of that Act (schemes for repair and improvement works in Greater London), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”.
- 19 In section 169(6) of that Act (exceptions to provisions controlling scaffolding on highways), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”.
- 20 In section 219(4)(i) of that Act (exceptions to requirements that owners of new buildings pay for street works) in sub-paragraph (i)—
- (a) for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”;
- (b) the word “or” (in the first place where it occurs) shall be omitted; and
- (c) at the end there shall be added the words “Other than London Regional Transport, or any subsidiary (whether wholly-owned or not) of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”.
- 21 In section 329(4) of that Act (construction of references to property of certain undertakers), in the second paragraph—
- (a) for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”;
- (b) the word “or” (in the first place where it occurs) shall be omitted; and
- (c) at the end there shall be added the words “other than London Regional Transport, or any subsidiary (whether wholly-owned or not) of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”.

*The <sup>M51</sup>Public Passenger Vehicles Act 1981*

**Marginal Citations**

**M51** 1981 c. 14.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

#### Textual Amendments

**F40** Sch. 6 para. 22 repealed (1.1.1996) by 1994 c. 40, s. 81, Sch. 17; S.I. 1995/2835, art. 2.

#### *The <sup>M52</sup>Animal Health Act 1981*

#### Marginal Citations

**M52** 1981 c. 22.

- 23 In section 38(2) of the Animal Health Act 1981 (food and water for animals to be provided at railway stations)—
- (a) in paragraph (b), for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”; and
  - (b) in paragraph (i), after the word “include” there shall be inserted the words “in the case of those mentioned in paragraph (a)” and at the end there shall be added the words “and in the case of London Regional Transport, any subsidiary (whether wholly-owned or not) of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”.

#### *The <sup>M53</sup>Transport Act 1981*

#### Marginal Citations

**M53** 1981 c. 56.

- 24 In paragraph 31(4) of Schedule 3 to the Transport Act 1981 (public transport authorities with whom Associated British Ports may co-operate) for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport”.

#### *The <sup>M54</sup>Local Government (Miscellaneous Provisions) Act 1982*

#### Marginal Citations

**M54** 1982 c. 30.

- 25 In section 41(12)(c) of the Local Government (Miscellaneous Provisions) Act 1982 (exceptions to provisions about lost property), for the words from “the London Transport Executive” to the end of the paragraph there shall be substituted the words “or under the control of London Regional Transport or of any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

### *The <sup>M55</sup>Local Government Finance Act 1982*

#### **Marginal Citations**

**M55** 1982 c. 32.

<sup>F41</sup>26 .....

#### **Textual Amendments**

**F41** Sch. 6 para. 26 repealed (11.9.1998) by 1998 c. 18, ss. 54(3), 55(2), **Sch. 5**.

### *The <sup>M56</sup>Criminal Justice Act 1982*

#### **Marginal Citations**

**M56** 1982 c. 48.

27 In section 39(1)(b)(ii) of the Criminal Justice Act 1982 (certain special cases excepted from the general increase of fines under section 38 of that Act), the reference to section 12(1) of the <sup>M57</sup>London Transport Act 1977 shall be read as including section 12(1) as extended by Part II of this Schedule.

#### **Marginal Citations**

**M57** 1977 c. xii.

### *The <sup>M58</sup>Transport Act 1983*

#### **Marginal Citations**

**M58** 1983 c. 10.

- 28 In section 1 of the Transport Act 1983 (interpretation of Part (I)—
- (a) the following provisions shall be omitted, that is to say—
    - (i) the definition of “the Act of 1969”;
    - (ii) in the definitions of “Executive” and “Authority”, paragraph (b) and the word “and” immediately preceding it; and
    - (iii) in the definition of “revenue grants”, the words from “or section” to “1969”; and
  - (b) for the words (in the last-mentioned definition) “those provisions” there shall be substituted the words “that section”.
- 29 In section 2 of that Act (financial duty of Executive)—
- (a) in subsection (4), for the words from “under Part II” to “1969” there shall be substituted the words “or under Part II of the Act of 1968”; and
  - (b) in subsection (5), the words from “and the” to the end shall be omitted.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

### *The <sup>M59</sup>Food Act 1984*

#### **Marginal Citations**

**M59** 1984 c. 30.

30 (1) In section 11(4)(a) of the Food Act 1984 (vehicles whose detention by an officer of a council is not authorised under that section), for the words from “Boards” to “subsidiaries” there shall be substituted the words “transport authorities mentioned in subsection (4A)”.

(2) The following subsection shall be inserted after section 11(4)—

“(4A) The transport authorities referred to in subsection (4)(a) are—

- (a) the Boards established by the Transport Act 1962 and any wholly owned subsidiary of any of those Boards; and
- (b) London Regional Transport and any subsidiary (whether wholly owned or not) of London Regional Transport (within the meaning of the London Regional Transport Act 1984).”

31 In Schedule 11 to that Act (repeals and revocations), after the entry relating to the <sup>M60</sup>Health Services and Public Health Act 1968 there shall be inserted the following words—

“1968 c. 73.	Transport Act 1968.	In Schedule 16, paragraph 7(2)(d).”
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#### **Marginal Citations**

**M60** 1968 c. 46.

## **PART II**

### **LOCAL ACTS**

### *The <sup>M61</sup>London Transport Act 1965*

#### **Marginal Citations**

**M61** 1965 c. xli.

32 In section 34 of the London Transport Act 1965 (increase of penalties under enactments relating to railways)—

- (a) for the words “the Board” (in the first place where they occur) there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”; and
- (b) for those words (wherever else occurring) there shall be substituted the words “London Regional Transport or any such subsidiary”.

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

*The <sup>M62</sup>Greater London Council (General Powers) Act 1969*

**Marginal Citations**

**M62** 1969 c. lii.

- 33 In section 18A(2)(c) of the Greater London Council (General Powers) Act 1969 (definition of apparatus for purposes of exception from prohibition on use of vehicles on walkways)—
- (a) for the words “the London Transport Executive” there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”; and
  - (b) for the words “they are” there shall be substituted the words “London Regional Transport or (as the case may be) that subsidiary is”.

*The <sup>M63</sup>Greater London Council (General Powers) Act 1970*

**Marginal Citations**

**M63** 1970 c. lxxvi.

- 34 In section 15(5) of the Greater London Council (General Powers) Act 1970 (exemption from requirement of a licence to erect scaffolding), for the words “or the London Transport Executive” there shall be substituted the words “London Regional Transport or any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”.

*The <sup>M64</sup>London Transport Act 1971*

**Marginal Citations**

**M64** 1971 c. xl.

- 35 In section 26(1)(a) of the London Transport Act 1971 (arrest without warrant on suspicion of contravention of byelaw), for the words “the Executive” there shall be substituted the words “London Regional Transport”.
- 36 In section 27(2) of that Act (extension of power to place advertisements on shelters, etc.) for the words “the Executive” there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”.

*The <sup>M65</sup>Greater London Council (General Powers) Act 1974*

**Marginal Citations**

**M65** 1974 c. xxiv.



*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

- 37 In sections 14(7)(c) and 15(7)(b) of the Greater London Council (General Powers) Act 1974 (definition of apparatus for the provisions to which they respectively apply)—
- (a) for the words “or the London Transport Executive” there shall be substituted the words “London Regional Transport or any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984)”; and
  - (b) for the words “they are” there shall be substituted the words “that Board or (as the case may be) London Regional Transport or that subsidiary is”.
- 38 In section 21 of that Act (removal of vehicles for street cleansing), in the definition of “vehicle” in subsection (7), for the words “the London Transport Executive or” there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984) or by”.

*The <sup>M66</sup>London Transport Act 1976*

**Marginal Citations**

**M66** 1976 c. xxxvii.

- 39 In section 17(2) of the London Transport Act 1976 (effect of certain regulations about public service vehicles in relation to the Executive), for the words “the Executive” there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”.
- 40 In section 18 of that Act (microfilming of documents)—
- (a) for the words “the Executive” (whether occurring) there shall be substituted the words “London Regional Transport”; and
  - (b) at the end there shall be added the following subsection—
    - “(6) This section applies in relation to documents of any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984) as it applies in relation to documents of London Regional Transport; and, accordingly, references in subsections (1) to (5) above to London Regional Transport shall be read as including references to any such subsidiary.”.

*The <sup>M67</sup>London Transport Act 1977*

**Marginal Citations**

**M67** 1977 c. xii.

- 41 In section 12(1) of the London Transport Act 1977 (increase of fines under enactments relating to railways)—
- (a) for the words “the Executive” (in the first place where they occur) there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”; and

*Status: Point in time view as at 11/09/1998.*

*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

- (b) for those words (in the second place where they occur) there shall be substituted the words “London Regional Transport or of any such subsidiary”.

*The <sup>M68</sup>Greater London Council (General Powers) Act 1979*

**Marginal Citations**

**M68** 1979 c. xxiii.

- 42 For paragraph (b) of the proviso to section 5(2) of the Greater London Council (General Powers) Act 1979 (consent required for advertisements, etc., in streets) there shall be substituted the following paragraph—

- “(b) the British Railways Board, London Regional Transport or (as the case may be) any subsidiary of London Regional Transport (within the meaning of the London Regional Transport Act 1984) in the case of any street which belongs to or is repairable by that Board, by London Regional Transport or by that subsidiary.”.

*The <sup>M69</sup>London Transport Act 1980*

**Marginal Citations**

**M69** 1980 c. xxxii.

- 43 In section 24 of the London Transport Act 1980 (distance markers) subsections (1) and (2) shall apply to any subsidiary of London Regional Transport as they apply to London Regional Transport; and accordingly—

- (a) in subsection (1), for the words “the Executive” there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)” and
- (b) in subsection (2)—
- (i) for the words “the Executive” (in the first place where they occur) there shall be substituted the words “London Regional Transport or any such subsidiary”; and
- (ii) for those words (in the second place where they occur) there shall be substituted the words “London Regional Transport or (as the case may be) of that subsidiary”.

- 44 In section 25 of that Act (increase of fines under sections 24 and 103 of the <sup>M70</sup>Railways Clauses Consolidation Act 1845)—

- (a) for the words “the Executive” (in the first place where they occur) there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”; and
- (b) for those words (in the second place where they occur) there shall be substituted the words “London Regional Transport or of any such subsidiary”.

*Status:* Point in time view as at 11/09/1998.

*Changes to legislation:* There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)

**Marginal Citations**

**M70** 1845 c. 20.

*The<sup>M71</sup>London Transport Act 1982*

**Marginal Citations**

**M71** 1982 c. v.

- 45 In section 19 of the London Transport Act 1982 (lost property)—
- (a) for the words “the Executive” (in the first place where they occur) there shall be substituted the words “London Regional Transport or any subsidiary of theirs (within the meaning of the London Regional Transport Act 1984)”; and
  - (b) for those words (wherever else occurring) there shall be substituted the words “London Regional Transport”.
- 46 In Schedule 2 to that Act (further provisions with respect to lost property), for the words “the Executive” (wherever occurring) there shall be substituted the words “London Regional Transport”.

*The<sup>M72</sup>London Transport (General Powers) Act 1982*

**Marginal Citations**

**M72** 1982 c. xxi.

- 47 In section 15(2) of the London Transport (General Powers) Act 1982 (under which the rules of the pension scheme established by the London Transport (Male Wages Grades Pensions) Order 1966 may be changed), for the words “the Executive” there shall be substituted the words “London Regional Transport”.

SCHEDULE 7

Section 71(3)(b).

ENACTMENTS REPEALED

Chapter	Short title	Extent of repeal
1933 c. 14.	The London Passenger Transport Act 1933.	Section 19(2). Section 24.
1937 c. xc.	The London Passenger Transport Act 1937.	Section 68(2).
1939 c. lxxxix.	The London Passenger Transport Act 1939.	Section 49.

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*Changes to legislation: There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed). (See end of Document for details)*

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1960 c. 16.	The Road Traffic Act 1960.	In section 248, the words “or section 23A of the Transport (London) Act 1969”.
1962 c. 46.	The Transport Act 1962.	Section 67(14). Section 68.  In Part I of Schedule 2, the entry relating to the London Passenger Transport Act 1933.  In Part II of Schedule 2, the entry relating to the London Passenger Transport Acts of 1934 to 1947.
1963 c. 33.	The London Government Act 1963.	Section 72(2)(h).  In Schedule 2, in paragraph 25B, the words from “(a)” to “(b)”, and paragraph 29A.
1968 c. 73.	The Transport Act 1968.	In section 56(6)(b) the words “the Greater London Council”.
1969 c. 1.	The London Transport Act 1969.	Section 26.
1969 c. 35.	The Transport (London) Act 1969.	Parts I to IV.  Sections 37 to 41. Section 44.  In section 45(1) all the definitions except the following, that is to say, the definitions of “the Act of 1967”, “appointed day”, “charges”, “the Common Council”, “the Council”, “Greater London”, “liability” and “the Minister”.  In section 47(3), paragraphs (a) and (b).  Schedules 1 to 4.
1969 c. 48.	The Post Office Act 1969.	In section 7(1A)(b), the words “the London Transport Executive and”.

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1970 c. 10.	The Income and Corporation Taxes Act 1970.	In section 272(6) the words “the London Transport Executive and”.
1970 c. 24.	The Finance Act 1970.	In section 16(1), the words “or the London Transport Executive” and paragraph (b). In Schedule 3, paragraph 8(2).
1972 c. 20.	The Road Traffic Act 1972.	Section 144(2)(e).
1972 c. xlii.	The London Transport 1972.	Sections 21 and 22.
1972 c. 70.	The Local Government Act 1972.	Section 81(3A).  In section 140(4), the words from “local authority” to “expression”.
1974 c. 7.	The Local Government Act 1974.	In Schedule 1, in paragraph 9(1)(a) the words “or the London Transport Executive”, and in paragraph 9(3) the words from “and” to the end of the paragraph.  In Schedule 6, paragraph 23.  In Schedule 7, paragraph 11.
1975 c. ix.	The London Transport (Additional Powers) Act 1975.	The whole Act.
1978 c. 44.	The Employment Protection (Consolidation) Act 1978.	In Schedule 16, paragraph 7.
1979 c. xxiii.	The Greater London Council (General Powers) Act 1979.	Section 4.
1980 c. 34.	The Transport Act 1980.	Section 35.  Section 62(1).  In Part II of Schedule 5, the entry relating to the Finance Act 1965.
1980 c. xxxii.	The London Transport Act 1980.	Section 23.
1980 c. 65.	The Local Government Planning and Land Act 1980.	In section 4, in subsection (4), paragraph (f) and in subsection (5), paragraph (b) and the word “and” immediately preceding it.

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		In Schedule 13, paragraphs 9 and 10.
1980 c. 66.	The Highways Act 1980.	<p>In section 219(4)(i), in subparagraph (i), the word “or” where it first occurs.</p> <p>In section 329(4), the word “or” where it first occurs.</p>
1981 c. 14.	The Public Passenger Vehicles Act 1981.	<p>In section 42(2), the words from “and section 23(2)” to “services”.</p> <p>In section 45(5), the words from “but where” to the end of the subsection.</p> <p>In Schedule 7, paragraphs 3 and 11.</p>
1982 c. 12.	The Travel Concessions (London) Act 1982.	The whole Act.
1982 c. 32.	The Local Government Finance Act 1982.	<p>In section 31, in subsection (1) the words “and the London Transport Executive”, in sub-section (2) paragraph (b) and the word “and” immediately preceding it, and in sub-section (3) the words from first “and” to “1969”.</p> <p>In section 33(4)(b), the words “and the London Transport Executive”.</p> <p>In Schedule 5, paragraph 4.</p>
1982 c. 49.	The Transport Act 1982.	In section 3(5), the definition of “county council”.
1983 c. 10.	The Transport Act 1983.	<p>In section 1, the definition of “the Act of 1969”, in the definitions of “Executive” and “Authority”, paragraph (b) and the word “and” immediately preceding it, and in the definition of “revenue grants”, the words from “or section” to “1969”.</p> <p>In section 2(5), the words from “and the” to the end.</p>

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In section 3(3), the words “or section 5(1) of the Act of 1969”.

In section 4(6), the words from “or sections” to the end.

In section 6, in subsection (6), paragraph (b) and the word “and” immediately preceding it, and in subsection (7) the words “or section 11(2)(d) of the Act of 1969”.

In section 7, in subsection (2), the words “or section 15 of the Act of 1969” and in subsection (3) the words “or section 11(6) of the Act of 1969”.

In section 8, in subsection (5), the words “or section 15 of the Act of 1969”, and subsection (6).

In section 9, subsections (4) and (5).

In section 10(1), in paragraph (a), the words from “section 9(1)” to “1969” and the words “to (5)”, and in paragraph (b), the words from “section 9(1)” to “1969”.

1983 c. 55.	The Value Added Tax Act 1983.	In section 20(3)(d), the words “the London Executive and”.
1984 c. 27.	The Road Traffic Regulation Act 1984.	In Schedule 13, paragraph 8.
1984 c. 30.	The Food Act 1984.	In Schedule 10, paragraph 16.

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**Status:**

Point in time view as at 11/09/1998.

**Changes to legislation:**

There are currently no known outstanding effects for the London Regional Transport Act 1984 (repealed).