



Transport Act 1980

1980 CHAPTER 34

PART IV

MISCELLANEOUS AND GENERAL

61 Insurance or security in respect of private use of vehicle to cover use under car-sharing arrangements

At the end of section 148 of the Road Traffic Act 1972 (avoidance of certain exceptions to policies or securities, etc.) there shall be added the following subsections—

“(5) To the extent that a policy or security issued or given for the purposes of this Part of this Act—

- (a) restricts, as the case may be, the insurance of the persons insured by the policy or the operation of the security to use of the vehicle for specified purposes (for example, social, domestic and pleasure purposes) of a non-commercial character ; or
- (b) excludes from, as the case may be, that insurance or the operation of the security—
 - (i) use of the vehicle for hire or reward ; or
 - (ii) business or commercial use of the vehicle ; or
 - (iii) use of the vehicle for specified purposes of a business or commercial character,

then, for the purposes of that policy or security so far as it relates to such liabilities as are required to be covered by a policy under section 145 of this Act, the use of a vehicle on a journey in the course of which one or more passengers are carried at separate fares shall, if the conditions specified in subsection (6) below are satisfied, be treated as falling within that restriction or as not falling within that exclusion, as the case may be.

(6) The conditions referred to in subsection (5) above are—

- (a) the vehicle is not adapted to carry more than eight passengers and is not a motor cycle ;

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- (b) the fare or aggregate of the fares paid in respect of the journey does not exceed the amount of the running costs of the vehicle for the journey (which for the purposes of this paragraph shall be taken to include an appropriate amount in respect of depreciation and general wear); and
- (c) the arrangements for the payment of fares by the passenger or passengers carried at separate fares were made before the journey began.

(7) Subsections (5) and (6) above apply however the restrictions or exclusions described in subsection (5) are framed or worded; and in those subsections "fare" and "separate fares" have the same meaning as in section 2(4) of the Transport Act 1980."

62 Grants towards duty charged on bus fuel, and new bus grants

- (1) In subsection (8) of section 92 of the Finance Act 1965 (grants towards duty charged on bus fuel), for the definition of "bus service" there shall be substituted—
- " "bus service" means a stage carriage service within the meaning of Part I of the Transport Act 1980 which is available to the general public and is neither an excursion or tour within the meaning of that Part II or a service as regards which the condition specified in section 3(3)(a) of that Act (long journeys only) is satisfied;".
- (2) In section 32 of the Transport Act 1968 (new bus grants)—
- (a) in subsection (1), for the words "wholly or mainly as a stage carriage" there shall be substituted the words "wholly or mainly in the operation of bus services"; and
 - (b) in subsection (2), after paragraph (c) there shall be inserted—
 - (d) "bus service" has the same meaning as in section 92 of the Finance Act 1965".

63 Articulated vehicles

For section 191 of the Road Traffic Act 1972 (certain articulated vehicles to be treated for the purposes of that Act as a motor vehicle with a trailer attached) there shall be substituted—

- (1) Unless it falls within subsection (2) below, a vehicle so constructed that it can be divided into two parts both of which are vehicles and one of which is a motor vehicle shall (when not so divided) be treated for the purposes of the enactments mentioned in subsection (3) below as that motor vehicle with the other part attached as a trailer.
- (2) A passenger vehicle so constructed that—
- (a) it can be divided into two parts, both of which are vehicles and one of which is a motor vehicle, but cannot be so divided without the use of facilities normally available only at a workshop; and
 - (b) passengers carried by it when not so divided can at all times pass from either part to the other,
- shall (when not so divided) be treated for the purposes of the enactments mentioned in subsection (3) below as a single motor vehicle.

(3) The enactments referred to in subsections (1) and (2) above are the Road Traffic Act 1960, the Road Traffic Regulation Act 1967, this Act and Part I of the Transport Act 1980.

(4) In this section " passenger vehicle " means a vehicle constructed or adapted for use solely or principally for the carriage of passengers.”.

64 Roof-signs on vehicles other than taxis

(1) There shall not, in any part of England and Wales outside the metropolitan police district and the City of London, be displayed on or above the roof of any vehicle which is used for carrying passengers for hire or reward but which is not a taxi—

- (a) any sign which consists of or includes the word " taxi" or " cab ", whether in the singular or plural, or " hire ", or any word of similar meaning or appearance to any of those words, whether alone or as part of another word; or
- (b) any sign, notice, mark, illumination or other feature which may suggest that the vehicle is a taxi.

(2) Any person who knowingly—

- (a) drives a vehicle in respect of which subsection (1) is contravened; or
- (b) causes or permits that subsection to be contravened in respect of any vehicle, shall be liable on summary conviction to a fine not exceeding £200*

(3) In this section " taxi " means a vehicle licensed under section 37 of the Town Police Clauses Act 1847, section 6 of the Metropolitan Carriage Act 1869, section 270 of the Burgh Police (Scotland) Act 1892 or any similar local enactment

65 Repeal of s. 2 of 1954 c. 64

The provisions of section 2 of, and Schedule 1 to, the Transport Charges &c. (Miscellaneous Provisions) Act 1954 (which relate to charges on independent tramways, trolley vehicles and railways of the nature of a tramway), including those provisions as extended or applied by or under any other Act (including a local or private Act), shall cease to have effect.

66 Abolition of Freight Integration Council and repeal of certain provisions about special authorisations for use of large goods vehicles

(1) The Freight Integration Council established under section 6 of the Transport Act 1968 is hereby abolished.

(2) The provisions of Part V of the Transport Act 1968 relating to special authorisations for the use of large goods vehicles (which have not been brought into force) are hereby repealed, and accordingly—

- (a) in section 82(1)(b) of that Act, for "either of those sections " there shall be substituted " that section "; and
- (b) in section 91(1)(a) of that Act, for " sections 69 and 79 " there shall be substituted " section 69 ".

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67 Abolition of Railways and Coastal Shipping Committee

The Railways and Coastal Shipping Committee established under section 150 of the Transport Act 1968 is hereby abolished.

68 Expenses

There shall be paid out of money provided by Parliament—

- (a) any administrative expenses incurred by any government department in consequence of the provisions of this Act; and
- (b) any increase attributable to this Act in the sums payable out of money so provided under any other Act.

69 Repeals

The enactments mentioned in Schedule 9 (which include spent enactments) are hereby repealed to the extent specified in the third column of that Schedule.

70 Citation, etc.

- (1) This Act may be cited as the Transport Act 1980.
- (2) In this Act—
 - " the Minister " means the Minister of Transport;
 - " modification " includes addition, omission and alteration, and related expressions shall be construed accordingly;
 - " statutory provision " means a provision contained in an Act or in subordinate legislation within the meaning of the Interpretation Act 1978.
- (3) The following provisions of this Act, namely—
 - (a) Part II, except section 51(2) and Schedule 7 ;
 - (b) Part III;
 - (c) sections 66 to 68 and this section;
 - (d) Part II of Schedule 9 (and section 69 so far as it relates to that Part),shall come into force on the passing of this Act.
- (4) The following provisions of this Act, namely—
 - (a) section 51(2) and Schedule 7 ; and
 - (b) Part III of Schedule 9 (and section 69 so far as it relates to that Part),shall come into force on the appointed day within the meaning of Part II of this Act.
- (5) Subject to subsections (3) and (4), this Act shall come into force on such day as the Minister may by order made by statutory instrument appoint, and different days may be appointed under this subsection for different purposes.
- (6) An order under subsection (5) may contain such transitional provisions and savings (whether or not involving the modification of any statutory provision) as appear to the Minister necessary or expedient in connection with the provisions thereby brought (wholly or partly) into force.
- (7) The following provisions of this Act do not extend to Northern Ireland, namely.—
 - (a) Part I (which includes Schedules 1 to 5);

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- (b) sections 61 to 65 and 66(2); and
- (c) Parts I and IV of Schedule 9 (and section 69 so far as it relates to those Parts).