



London Underground Act 1992

1992 CHAPTER iii

An Act to empower London Regional Transport and London Underground Limited to construct works and to acquire lands; to confer further powers on London Regional Transport and London Underground Limited; and for other purposes. [16th March 1992]

WHEREAS—

- (1) By the London Regional Transport Act 1984 the London Transport Executive which were established by the Transport (London) Act 1969 were reconstituted on 29th June 1984 under the name of London Regional Transport (in this Act referred to as “the Corporation”):
- (2) It is the general duty of the Corporation under the said Act of 1984, in accordance with principles from time to time approved by the Secretary of State and in conjunction with the British Railways Board, to provide or secure the provision of public passenger transport services for Greater London, and in carrying out that duty the Corporation shall have due regard to (a) the transport needs for the time being of Greater London and (b) efficiency, economy and safety of operation:
- (3) London Underground Limited (in this Act referred to as “the Company”) were incorporated as a wholly-owned subsidiary of the Corporation by virtue of the London Regional Transport Act 1984 and the Companies Acts 1948 to 1981 (inter alia) to acquire and take over, as a going concern, that part of the undertaking of the Corporation responsible for operating the railway system of the Corporation (other than the Docklands Railway) and for the maintenance of such railway system and to carry on, develop and turn to account that part of that undertaking and all property and assets acquired from the Corporation in connection therewith:
- (4) By the London Regional Transport Underground Railway Asset Transfer Scheme 1985 made under the provisions of section 4 (7) of the said Act of 1984 there were transferred from the Corporation to the Company all the property, rights and liabilities comprised in those parts of the Corporation’s undertaking connected with the Corporation’s underground railway services (except as provided in the said Scheme) together with any functions under any statutory provision relating to the Corporation’s underground railway:

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- (5) The works authorised and the powers conferred by this Act will contribute both to the meeting of the statutory duty mentioned in recital (2) above and to the regeneration of London docklands:
- (6) It is expedient that for the purposes aforesaid the Corporation and the Company should be empowered to construct the works authorised by, and to acquire the lands referred to in, this Act:
- (7) It is expedient that the other powers in this Act contained should be conferred upon the Corporation and the Company and that the other provisions of this Act contained should be enacted:
- (8) This Act is founded on two Bills, namely, the London Underground Bill deposited in November 1989 and the London Underground (No. 2) Bill deposited in November 1990, which Bills were consolidated, with amendments, into one Bill by the Committee of the House of Commons to which both Bills were referred:
- (9) Plans and sections showing the lines or situations and levels of the works to be constructed under the powers of this Act, and plans of the lands authorised to be acquired or used by this Act, and books of reference to such plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands, were duly deposited in the office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons and with the proper officers of the London borough councils affected by the works:
- (10) The purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted, and be it enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

PART I

PRELIMINARY

1 Short title

This Act may be cited as the London Underground Act 1992.

2 Interpretation

- (1) In this Act, unless the context otherwise requires, words and expressions to which meanings are assigned by the enactments incorporated herewith have in relation to the related subject-matter the same respective meanings; and—
- “the Act of 1845” means the Railways Clauses Consolidation Act 1845;
 - “the Act of 1863” means the Railways Clauses Act 1863;
 - “the Act of 1959” means the Highways Act 1959;
 - “the Act of 1963” means the London Transport Act 1963;
 - “the Act of 1964” means the London Transport Act 1964;
 - “the Act of 1965” means the London Transport Act 1965;
 - “the Act of 1966” means the London Transport Act 1966;

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“the Act of 1969” means the London Transport Act 1969;

“the Act of 1975” means the London Transport Act 1975;

“the Act of 1976” means the London Transport Act 1976;

“the Act of 1980” means the Highways Act 1980;

“the Act of 1981” means the London Transport Act 1981;

“the appropriate authority” means the Corporation in respect of matters relating to the works authorised by subsection (2) of section 4 (Power to make works) of this Act and otherwise means the Company;

“the Company” means London Underground Limited;

“constructed in tunnel” means constructed in tunnel in such manner as does not necessitate the cutting through or removal of the surface soil;

“the Corporation” means London Regional Transport;

“the deposited plans”, “the deposited sections” and “the deposited book of reference” mean the plans, sections and book of reference deposited in connection with the London Underground Bill in November 1989 together with the plans, sections and book of reference deposited in connection with an Additional Provision to that Bill in May 1990 and with the plans, sections and book of reference deposited in connection with the London Underground (No. 2) Bill in November 1990 save that references to lands designated only by their number or to points identified only by letter do not include references to the lands designated by that number or to points identified by that letter on the (No. 2) plans; and “the (No. 2) plans” means the plans deposited in connection with the last named Bill;

“the East London Line” means the railway of the Company between Shoreditch and New Cross and New Cross Gate;

“the limits of deviation” means the limits of deviation shown on the deposited plans;

“the North London Line” means the railway of the railways board on the lands numbered 3A, 11, 14, 17, 18, 19, 21, 27, 39, 40, 42, 42A, 53, 67, 67A, 68, 69, 71, 77 and 81 in the London borough of Newham on the deposited plans;

“the port authority” means the Port of London Authority;

“the railway” means the works authorised by Part II (Works, etc.) of this Act and described in Part I of Schedule 1 to this Act;

“the railways board” means the British Railways Board;

“the river Thames” means the Thames as defined in the Port of London Act 1968;

“tidal work” means so much of any work carried out or constructed under the powers of this Act as is in, on, over or under the river Thames or involves cutting its banks;

“the underground railways” means such portions of Works Nos. 1A, 1B, 2 and 3A and any necessary works and conveniences connected therewith as are constructed in tunnel; and

“the works” means the works authorised by Part II (Works, etc.) of this Act.

- (2) Any reference to the London Transport Board or to the London Transport Executive in any of the provisions incorporated with this Act shall be construed as a reference to the appropriate authority.

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- (3) All distances, lengths and directions stated in any description of works, powers or lands, shall be construed as if the words “or thereabouts” were inserted after each such distance, length and direction, and distances between points on a railway shall be taken to be measured along the railway.
- (4) Unless the context otherwise requires, any reference in this Act to a work identified by the number of such work shall be construed as a reference to the work of that number authorised by this Act.
- (5) References in this Act to points identified by letters, with or without numbers, shall be construed as references to the points so marked on the deposited plans.

3 Incorporation of general enactments

- (1) The following enactments, so far as the same are applicable for the purposes of and are not inconsistent with or varied by the provisions of this Act, are incorporated with and form part of this Act, and this Act shall be deemed to be the special Act for the purposes of the said incorporated enactments:—
 - (a) the Lands Clauses Acts, except sections 127 to 132 of the Lands Clauses Consolidation Act 1845;
 - (b) the Act of 1845, except sections 7, 8, 9, 11, 12, 13, 14, 15, 17, 19, 20, 22, 23, 94 and 95 thereof; and
 - (c) in the Act of 1863, Part I (relating to construction of a railway) except sections 13, 14, 18 and 19 thereof.
- (2) For the purposes of the provisions of the Act of 1845 and the Act of 1863, as incorporated with this Act, the expression “the company” where used in the said incorporated provisions means the appropriate authority.
- (3) Sections 18 and 21 of the Act of 1845, as incorporated with this Act, shall not extend to regulate the relations between the appropriate authority and any other person in respect of any matter or thing concerning which those relations are regulated in any respect by the provisions of—
 - (a) Part II of the Public Utilities Street Works Act 1950 or Part III of the New Roads and Street Works Act 1991; or
 - (b) section 42 (For protection of gas, water and electricity undertakers) of the Act of 1963, as incorporated with this Act.

PART II

WORKS, ETC.

4 Power to make works

- (1) The Company may, in the lines or situations shown on the deposited plans and according to the levels shown on the deposited sections, make and maintain in Greater London the works described in Schedule 1 to this Act with all necessary works and conveniences connected therewith.
- (2) The Corporation may, after completion of any necessary work by the Company on such land, make and maintain with all necessary works and conveniences connected

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therewith a bus station on any part of the land shown numbered 5 to 10 and 59 to 64 in the London borough of Newham on the deposited plans.

- (3) The Company may make and maintain—
- (a) platforms adjacent to the East London Line on the land shown numbered 281 to 284 in the London borough of Southwark on the deposited plans together with accesses therefrom to any station built as part of Work No. 2 on such land;
 - (b) a widening on both sides thereof of—
 - (i) Stainer Street, in the London borough of Southwark;
 - (ii) Brunel Street, in the London borough of Newham;to the extent shown on the (No. 2) plans;
 - (c) a road in the London borough of Newham between points J and K; and
 - (d) a footbridge in the London borough of Newham between points Q and T;
- with all necessary works and conveniences connected therewith.
- (4) On the completion of Work No. 12, the Company may fill in so much of the Channelsea River as lies between points U, V, W, X and Y as will be rendered unnecessary by that work.

5 Power to open surface of streets

The appropriate authority may, during and for the purpose of the execution of the works, enter upon, open, break up and interfere with so much of the surface of any of the streets named in column (2) of Schedule 2 to this Act as is within the limits of deviation or within the limits of land to be acquired or used shown on the (No. 2) plans.

6 Stopping up of streets and footpath

- (1) The appropriate authority may stop up and discontinue so much of each of the streets and footpath specified in column (2) of Schedule 3 to this Act as is set out in column (3) of that Schedule.
- (2) After such stoppings up all rights of way over or along the streets and footpath authorised to be stopped up shall be extinguished and the appropriate authority may, subject to the provisions of the Act of 1845 with respect to mines lying under or near the railway, appropriate, without making any payment therefor, and use for the purposes of their undertaking the site of the street or footpath so stopped up.
- (3) Any person who suffers loss by the extinguishment of any private right under this section shall be entitled to be paid by the appropriate authority compensation to be determined in case of dispute under and in accordance with the Lands Clauses Acts.

7 Temporary stoppage of streets and footpaths

- (1) The appropriate authority may, during and for the purpose of the execution of the works, temporarily stop up and divert, and interfere with, any street or footpath and may for any reasonable time divert the traffic therefrom and prevent all persons other than those bona fide going to or from any land, house or building abutting on the street or footpath from passing along and using the same.