

1964 No. 254

## RATING AND VALUATION

## TRANSPORT

The Transport Boards (Adjustment of Payments) Order  
1964*Laid before Parliament in draft*

Made - - - - 24th February 1964

Coming into Operation 2nd March 1964

The Minister of Housing and Local Government, after consultation with the Boards and associations of local authorities appearing to him to be concerned and with the local authority with whom consultation appeared to him to be desirable, and the Secretary of State jointly so far as this order (other than article 4 thereof) relates to the British Railways Board, in exercise of the powers conferred by section 66(4)(b) and (8)(a) of the Transport Act 1962(a) and section 109(1)(c) of the Local Government Act 1948(b) and of all other powers enabling them in that behalf, hereby order as follows, in the terms of a draft approved by resolution of each House of Parliament:—

*Citation and Commencement*

1. This order may be cited as the Transport Boards (Adjustment of Payments) Order 1964 and shall come into operation on the seventh day after the day on which it is made.

*Interpretation*

2.—(1) The Interpretation Act 1889(c) applies to the interpretation of this order as it applies to the interpretation of an Act of Parliament.

(2) In this order, unless the context otherwise requires—

“the Act of 1962” means the Transport Act 1962;

“the basic figure” means—

(a) in relation to the London Board, 675 millions;

(b) in relation to the Railways Board, 1,263 millions; and

(c) in relation to the Waterways Board, 164 millions;

(being, in each case, the relevant figure for 1961 for that part of the British Transport Commission's undertaking corresponding to that of the Board);

“the Boards” means the London Board, the Railways Board and the Waterways Board, and “a Board” means one of the Boards;

“the current figure” in relation to a Board means the relevant figure for the preceding year, as shown in the report made by that Board under section 27(8) of the Act of 1962 (which requires each Board to

(a) 10 &amp; 11 Eliz. 2. c. 46.

(b) 11 &amp; 12 Geo. 6. c. 26.

(c) 52 &amp; 53 Vict. c. 63.

make an annual report to the Minister of Transport, which he is to lay before Parliament) or, if not so shown, as certified by that Board ;

“ the London Board ” means the London Transport Board ;

“ the preceding year ” in relation to any rating year means the calendar year last ending before the commencement of that rating year ;

“ the Railways Board ” means the British Railways Board ;

“ the relevant figure ” means—

(a) in relation to the London Board, the number of passenger journeys on the railways of that Board ;

(b) in relation to the Railways Board, the sum of the number of passenger journeys on the railways of that Board and the number of revenue earning tons of freight-train traffic originating on those railways ; and

(c) in relation to the Waterways Board, the number of net ton miles of total traffic carried,

during a calendar year, so however that in each case the figure shall be reduced or increased to the nearest complete million by ignoring any fraction of one million which is less than one half and treating any other such fraction as equivalent to a complete million ;

“ the Waterways Board ” means the British Waterways Board.

#### *Adjustment of standard amount for changes in circumstances*

3.—(1) The further adjustment of the standard amount (as adjusted under section 66(4)(a) of the Act of 1962) which is to be made under section 66(4)(b) of the Act of 1962 for changes in the circumstances of the Boards shall in any rating year ending on or after 31st March 1964 be the adjustment which results from the application of the following provisions of this article.

(2) The difference between the current figure and the basic figure for each Board shall be divided by five and the figure resulting from such division is hereinafter referred to as “ the difference factor ” ;

Provided that for the purposes of the first rating year ending after the commencement of this order the difference factor shall be one-fifth of the amount representing one-half of the difference between the relevant figure for 1963 and the basic figure.

(3) The standard amount for each Board (adjusted under the said section 66(4)(a)) shall—

(a) if the current figure for that Board exceeds the basic figure for that Board, be increased, or

(b) if that current figure falls short of that basic figure, be decreased,

by an amount which is the result of multiplying the standard amount (so adjusted) by the fraction of which the numerator is the difference factor and the denominator is the basic figure.

#### *Alteration of the standard amounts for the Boards*

4. For the amounts set out in column (2) of the subjoined table (being the amounts specified in section 66(2) of the Act of 1962 as the standard amounts by reference to which the Board specified in column (1) are to make payments for the benefit of local authorities in England and Wales in lieu of rates) there shall, as respects any rating year beginning on or after 1st April 1964, be substituted the amounts specified in column (3).

TABLE

(1)	(2)	(3)
	£	£
The London Board... ..	649,000	1,193,000
The Railways Board ...	1,905,000	3,522,000
The Waterways Board ...	46,000	85,000

Given under the official seal of the Minister of Housing and Local Government on 24th February 1964.

(L.S.)

*Keith Joseph,*  
Minister of Housing and Local Government.

Given under the seal of the Secretary of State for Scotland on 24th February 1964.

(L.S.)

*Michael Noble,*  
Secretary of State for Scotland.

### EXPLANATORY NOTE

*(This Note is not part of the Order, but is intended to indicate its general purport.)*

The Transport Act 1962 provided that the Transport Boards set up by that Act should not pay rates on railway and canal hereditaments but should make payments for the benefit of local authorities in lieu of rates. For England and Wales the Act fixed standard amounts by reference to which the payments by the Railways Board, the London Board and the Waterways Board were to be determined; and for Scotland prescribed the method of arriving at the standard amount governing the payment by the Railways Board for the benefit of local authorities in Scotland.

In consequence of the 1963 revaluation in England and Wales, the order alters, for rating years beginning after 31st March 1964, the standard amounts fixed by the Act of 1962.

It also prescribes for England and Wales and Scotland, for rating years ending on or after that date, the further adjustments that have to be made to the standard amounts for changes in the circumstances of the Boards.