

**SOUTH LONDON TRANSPORT LIMITED**

**REGISTERED NO : 2328467**

**FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 1994**

**TOGETHER WITH DIRECTORS' & AUDITORS' REPORTS**



**SOUTH LONDON TRANSPORT LIMITED**  
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## SOUTH LONDON TRANSPORT LIMITED

### DIRECTORS' REPORT FOR THE YEAR ENDED 31 MARCH 1994

The Directors present their annual report on the affairs of the Company, together with the financial statements and auditors' report for the year ended 31 March 1994.

#### BUSINESS REVIEW

The Company's principal activity continues to be the provision of road passenger transport services within the Greater London area.

During the year the Company operated with on average 436 buses based at garages in Brixton, Croydon, Norwood and Thornton Heath.

Changes to the operating activities of the Company during the year include the winning and successful implementation of gross cost contracts on routes 159 and 188. Routes 367 and N69 were lost on tendering by London Transport. Route 59 was withdrawn

On 28 March 1994 an Information Memorandum was issued relating to the possible sale of shares of the company.

#### FINANCIAL RESULTS

The profit for the year was £2,138,000 before taxation. The Directors recommend that a final dividend of £502,000 be paid (1993 £Nil). For details of the reserve movements in the year, see note 17 to the financial statements.

Subsequent to the year end, the share capital of South London Transport Limited was transferred from London Buses Limited ("LBL"), to London Regional Transport ("LRT").

As of 1 April 1993, the basis of calculating payments from LBL for operating non-tendered routes on behalf of LRT was changed. Operating contracts under revised terms were introduced in the current year on 1 April 1994.

#### DIRECTORS AND THEIR INTERESTS

The Directors who held office during the year were as follows:-

C. Hodson	-	Chairman
M.J. Dobson		
C.D. Healey		
R. Scowen	-	appointed as Director 24 January 1994
J.A. Withey		

The Directors who held office during the year had no interest in the Company nor in any group company notifiable in accordance with the Companies Act 1985.

### **FIXED ASSETS AND SHARE CAPITAL**

Information relating to movements in tangible fixed assets is given in note 5 to the financial statements. During the year, the Company took ownership of its garages and buses from LBL, its immediate parent undertaking. This was financed by the issue of 3,991,000 shares at 100p per share, for a premium of 100p per share and a loan to the value of £6,628,000 from LBL. The transfer value attributable to garages has been based on an independent external existing use valuation.

### **CHARITABLE AND POLITICAL DONATIONS**

No charitable or political donations were made during the year.

### **HEALTH AND SAFETY**

The health, safety and welfare of its employees and passengers is of the utmost importance to the Company. Audits of safety performance were frequently undertaken during the year. Full support was given to joint consultation and employee participation on safety matters.

### **DISABLED EMPLOYEES**

The Company's policy in respect of disabled persons is that their applications for employment are always fully and fairly considered, bearing in mind the abilities of the applicant concerned. In the event of a member of staff becoming disabled, every effort is made to ensure that employment with the Company continues and where necessary appropriate training is arranged. It is the Company's policy that training, career development and promotion of disabled persons should, as far as possible, be identical with that of all other employees in similar gradings.

### **EMPLOYEE CONSULTATION**

The Directors and managers of the Company place considerable value on the consultative meetings with employees. Information on matters affecting employees and on various factors affecting the performance of the Company is disseminated through meetings, newsletters and training programmes. Employees' representatives are consulted regularly on a wide range of matters affecting employees' current and future interests.

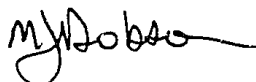
### **OFFICERS' INSURANCE**

LBL has purchased, and maintained, insurance for the officers of the Company against any liability or breach of trust in relation to the Company.

**AUDITORS**

The auditors, KPMG Peat Marwick, have expressed their willingness to continue in office as auditors and a resolution proposing their re-appointment will be submitted at the Annual General Meeting.

By Order of the Board



M.J. Dobson  
Company Secretary  
Sycamore House  
799 London Road  
Thornton Heath  
Surrey CR7 6AW

23 May 1994

## **SOUTH LONDON TRANSPORT LIMITED**

### **STATEMENT OF DIRECTORS' RESPONSIBILITIES**

#### **IN RESPECT OF THE FINANCIAL STATEMENTS**

Company law requires the directors to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the Company and of the profit or loss for that period. In preparing those financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Company will continue in business.

The directors are responsible for maintaining proper accounting records which disclose with reasonable accuracy at any time the financial position of the company and to enable them to ensure that the financial statements comply with the Companies Act 1985. They have general responsibility for taking such steps as are reasonably open to them to safeguard the assets of the Company and to prevent and detect fraud and other irregularities.

**REPORT OF THE AUDITORS, KPMG PEAT MARWICK**  
**TO THE MEMBERS OF SOUTH LONDON TRANSPORT LIMITED**

We have audited the financial statements on pages 8 to 23.

*Respective responsibilities of directors and auditors*

As described on page 6 the Company's directors are responsible for the preparation of financial statements. It is our responsibility to form an independent opinion, based on our audit, on those statements and to report our opinion to you.

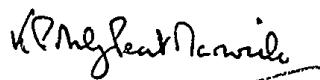
*Basis of opinion*

We conducted our audit in accordance with Auditing Standards issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the directors in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Company's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

*Opinion*

In our opinion the financial statements give a true and fair view of the state of the Company's affairs as at 31 March 1994 and of its profit for the year then ended and have been properly prepared in accordance with the Companies Act 1985.



KPMG PEAT MARWICK  
Chartered Accountants  
Registered Auditors

23 May 1994  
London

**SOUTH LONDON TRANSPORT LIMITED**

**PROFIT & LOSS ACCOUNT**

**for the year ended 31 March 1994**

	Note	1994 £'000	1993 £'000
Turnover	1	33,144	40,482
Cost of operations		(31,006)	(41,383)
Profit/(Loss) on ordinary activities before taxation	2	2,138	(901)
Taxation	12	1,000	-
Profit/(Loss) on ordinary activities after taxation		3,138	(901)
Proposed dividend	16	(502)	-
Retained profit/(loss) for the year	17	2,636	(901)

The company's results are all from continuing operations.

Movements in reserves are set out in Note 17 to these financial statements.



**SOUTH LONDON TRANSPORT LIMITED**

**STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES**

	<b>1994 £000</b>	<b>1993 £000</b>
Profit/(loss) for financial year	3,138	(901)
Surplus on Revaluation of fixed assets	781	-
Prior year adjustments	-	130
Total recognised gains and losses for the year	3,919	(771)

**NOTE OF HISTORICAL PROFITS AND LOSSES**

	<b>1994 £000</b>	<b>1993 £000</b>
Reported profit/(loss) on ordinary activities before taxation	2,138	(901)
Difference between a historical cost depreciation charge and the actual depreciation charge based on the revalued amount	41	-
Historical cost profit on ordinary activities before taxation	2,179	(901)

**SOUTH LONDON TRANSPORT LIMITED**

**BALANCE SHEET**

**as at 31 March 1994**

	Note	1994 £'000	1993 £'000
<b>Fixed Assets</b>			
Tangible assets	5	15,721	534
Investments	5	100	0
		<b>15,821</b>	<b>534</b>
<b>Current assets</b>			
Stocks	7	683	699
Debtors	8	2,081	414
Cash at bank and in hand		493	299
		<b>3,257</b>	<b>1,412</b>
Creditors: amounts falling due within one year	9	(10,187)	(4,441)
<b>Net current liabilities</b>		<b>(6,930)</b>	<b>(3,029)</b>
<b>Total assets less current liabilities</b>		<b>8,891</b>	<b>(2,495)</b>
Provision for liabilities and charges	11	(168)	(181)
<b>Net Assets/(Liabilities)</b>		<b>8,723</b>	<b>(2,676)</b>
<b>Capital and reserves</b>			
Called up share capital	15	3,992	1
Share premium account	15	3,991	0
Revaluation reserve	17	740	0
Profit and loss account	17	0	(2,677)
<b>Total Capital Employed</b>	<b>14</b>	<b>8,723</b>	<b>(2,676)</b>

The financial statements were approved by the Board of Directors on 23 May 1994 and were signed on its behalf by:



C.D. HEALEY  
DIRECTOR

23 May 1994

**SOUTH LONDON TRANSPORT LIMITED**

**CASH FLOW STATEMENT**

**for the year ended 31 March 1994**

	Note	1994 £'000	1993 £'000
Net cash in/(out) flow from operating activities	18a	539	(26)
Cash flow from investing activities			
Payments to acquire fixed assets		(372)	(88)
Proceeds from sale of fixed assets		28	-
Net cash out flow from investing activities		(344)	(88)
Movement in cash and cash equivalents	18b	195	(114)

## **SOUTH LONDON TRANSPORT LIMITED**

### **PRINCIPAL ACCOUNTING POLICIES**

#### **BASIS OF ACCOUNTING**

The financial statements have been prepared under the historic cost convention modified for the revaluation of second-hand buses in accordance with applicable accounting standards. The company's accounting policies are aligned to those of its ultimate parent undertaking, LRT, whose accounting policies are governed by directions issued by the Secretary of State for Transport.

#### **TURNOVER**

Turnover excludes value added tax and comprises cash taken on buses, an allocation of travelcard, bus pass and concessionary income, income from LBL under negotiated net cost contracts, income from LRT under tendered gross-cost contracts and income from other commercial services.

#### **TANGIBLE FIXED ASSETS AND DEPRECIATION**

Tangible fixed assets are stated at historic cost less accumulated depreciation. Depreciation is provided on the straight-line basis over the estimated useful lives of the assets as follows:

Buildings	-	Range from 0 to 40 years
Plant and Machinery	-	Range from 1 to 10 years
Other Equipment	-	Range from 1 to 10 years
Vehicles (including buses)	-	Range from 3 to 17 years

Freehold land is not depreciated. Land and buildings have been included in the financial statements at cost.

The depreciation charge for the year is increased by the unexpired historic book value of assets withdrawn from service before they are fully depreciated and is reduced by the net proceeds of the sale of replaceable assets.

#### **LEASED ASSETS**

The costs of operating leases are charged directly to the Profit and Loss Account over the period of the lease, on a straight line basis.

#### **STOCKS**

Stocks consist primarily of materials required for the operation and maintenance of buses. These materials are valued at the lower of cost and net realisable value to the company.

### PENSIONS

The majority of employees are members of the LRT Pension Fund, to which the Company contributes through LBL and ultimately LRT. The fund is a UK defined benefit scheme, the assets of which are held in trustee administered funds.

The group's pensions costs are assessed in accordance with the advice of a qualified actuary on the basis of final pensionable earnings. Particulars of the last actuarial valuation of the scheme are contained in the financial statements of the ultimate parent corporation, LRT.

The Company pays a regular amount to LBL, which makes contributions via LRT, to the scheme, on its behalf. Any benefits or costs arising as a result of a scheme surplus or deficit are therefore retained or borne by London Buses Limited. From the perspective of the Company, the scheme operates similarly to a defined contribution scheme; the particular requirements of SSAP 24 concerning accounting for a defined benefit scheme, which would require the surplus or deficit to be recognised in this Company, do not apply. In the opinion of the Directors, this treatment is appropriate in order to reflect the substance of the Company's pension arrangements.

### TAXATION

The charge for taxation is based on the profit for the year and takes into account taxation deferred because of timing differences between the treatment of certain items for taxation and accounting purposes. Provision is made for deferred tax only to the extent that it is probable that an actual liability will crystallise.

### HOLIDAY PAY

The holiday year runs to 31 December. The provision for holiday is made in respect of employees who joined before 1975. No account is taken of other outstanding entitlement up to 31 December 1993 or of outstanding entitlement for 1994.

**SOUTH LONDON TRANSPORT LIMITED**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**for the year ended 31 March 1994**

**NOTE 1 TURNOVER AND PROFIT/(LOSS) BEFORE TAXATION**

All of the Company's turnover and profit before taxation derives from the provision of road passenger transport services in the Greater London area.

**NOTE 2 PROFIT/(LOSS) ON ORDINARY ACTIVITIES BEFORE TAXATION**

The profit on ordinary activities before taxation for the year has been arrived at after charging/(crediting) the following amounts:-

	1994 £'000	1993 £'000
Auditors' remuneration for audit work	20	16
Auditors' remuneration for non-audit work	3	1
Fuel duty rebate	(2,234)	(2,121)
Hire rentals under operating leases	70	70
Exceptional adjustment to rates charges arising on appeal	(314)	-
Asset utilisation charge	1,104	2,700
Depreciation (see Note 6)	706	148
Exceptional staff payments	-	4,786
Exceptional pension contribution write-back	-	(302)

Exceptional staff payments arose from contractual buy-out of certain terms and conditions of service and redundancy payments arising in the year ended 31 March 1993.

### NOTE 3 DIRECTORS' EMOLUMENTS

The Directors received emoluments as Executives including salaries, benefits in kind and contributions by the Company for pensions and other related payments totalling £187,000 (1993 £172,000).

The Directors' emoluments (excluding pension contributions) included the Chairman £Nil (1993 £Nil), and highest paid Director £69,000 (1993 £65,000).

The Directors received emoluments (excluding pension contributions) in the following ranges :-

	1994 Number	1993 Number
£0 to £5,000	1	1
£5,001 - £10,000	1	0
£45,001 - £50,000	1	1
£50,001 - £55,000	0	1
£55,001 - £60,000	1	0
£60,001 - £65,000	0	1
£65,001 - £70,000	1	0

### NOTE 4 STAFF COSTS

Particulars of staff (including Executive Directors) are shown below. Staff costs during the year amounted to:-

	1994 £'000	1993 £'000
Wages and Salaries	20,033	22,459
Social Security Costs	1,642	1,705
Other Pension Costs	907	994
Redundancy Payments	-	254
	22,582	25,412



The average weekly number of persons employed by the Company, including Directors, during the year was as follows:

	1994 Number	1993 Number
Traffic Operations	1,089	1,172
Engineering and Maintenance	195	200
Administration	51	52
	<b>1,335</b>	<b>1,424</b>

On 1 April 1993, LBL took over all responsibility for pension provisions. Provisions built up under SSAP24 were released as an exceptional item in the year ended 31 March 1993. Pension contributions paid by the Company during the three years ended 31 March 1994 amounted to 1.25 times employees' contributions. This was increased to 3.0 times employees' contributions on 1 April 1994.

#### **NOTE 5 FIXED ASSETS**

The movement in the year was as follows:-

	Buses £'000	Property £'000	Other £'000	TOTAL £'000
<b><u>Cost</u></b>				
At beginning of year	2	-	1,085	1,087
Additions	-	-	152	152
Transfer from LBL	22,225	4,700	464	27,389
Revaluation	1,782	-	-	1,782
Withdrawals	-	-	(150)	(150)
<b>At end of year</b>	<b>24,009</b>	<b>4,700</b>	<b>1,551</b>	<b>30,260</b>
<b><u>Depreciation</u></b>				
At beginning of year	(2)	-	(551)	(553)
Charge for the year	(472)	(31)	(208)	(711)
Transfer from LBL	(12,035)	-	(366)	(12,401)
Backlog charge on revaluation	(1,001)	-	-	(1,001)
Withdrawals	-	-	127	127
<b>At end of year</b>	<b>(13,510)</b>	<b>(31)</b>	<b>(998)</b>	<b>(14,539)</b>
<b><u>Net Book Value</u></b>				
At end of year	10,499	4,669	553	15,721
At beginning of year	-	-	534	534

The current value of non-depreciable assets at 31 March 1994 is £2,575,000. The historic cost of revalued assets was £2,125 and the revaluation amount added at 31 March 1994 was £781,000. The basis for revaluation was to revalue to the historical depreciated cost of similar assets.

On 3 December 1993, the operational properties were transferred from LBL to the Company at an existing use value. If these properties are sold above this value within the next ten years, clawback arrangements are in place, such that a proportion of any surplus is repayable to LRT.



### NOTE 5 INVESTMENTS

During the year, the Company subscribed and paid £100,000 for ordinary shares in Routemaster Reinsurance Limited. This represents 10% of the share capital of the Company. These shares were issued on 22 April 1994.

### NOTE 6 DEPRECIATION

The total depreciation charge for the year comprises:

	1994 £'000	1993 £'000
Depreciation provision for the year	711	148
Less : net gain on sale of assets	(5)	-
	706	148

On 3 December 1993, the Company purchased assets to the value of £15,769,000 from its parent undertaking, London Buses Limited. The source of financing is outlined in note 18d. From this date, depreciation was chargeable on these assets. Prior to this, assets in use by the Company were subject to an asset utilisation charge from LBL.

### NOTE 7 STOCKS

	1994 £'000	1993 £'000
Bus maintenance stocks	708	732
Fuel and lubricants	150	147
	858	879
Less : Provision for obsolescence	(175)	(180)
	683	699

### NOTE 8 DEBTORS

	1994 £'000	1993 £'000
Amounts due from LRT and other LRT subsidiary undertakings	1,160	-
Value added tax (net)	134	165
Fuel duty rebate	111	54
Other debtors	425	57
Pre-payments and other accrued income	251	138
	2,081	414

**NOTE 9 CREDITORS : AMOUNTS FALLING DUE WITHIN ONE YEAR**

	1994 £'000	1993 £'000
Bank overdraft	-	1
Dividend proposed	502	-
Trade creditors	1,022	1,032
Amounts due to LRT and other LRT subsidiary undertakings	-	80
Amounts due to LBL and fellow LBL subsidiary undertakings	6,968	1,025
Salary and wages accrual	892	1,056
Other taxation and social security	227	314
Other accruals	576	933
	<b>10,187</b>	<b>4,441</b>

The salary and wages accrual includes redundancy payments due to staff who have been served notice but have not yet received payment.

**NOTE 10 OPERATING LEASE COMMITMENTS**

The annual commitments under non-cancellable operating leases are as follows:

	LAND & BUILDING		OTHER	
	1994 £'000	1993 £'000	1994 £'000	1993 £'000
<i>Operating leases which expire:</i>				
Within one year	-	-	-	-
From one to five years	-	-	-	-
Over five years	70	70	-	-
	<b>70</b>	<b>70</b>	<b>-</b>	<b>-</b>

#### **NOTE 11 PROVISIONS FOR LIABILITIES AND CHARGES**

	Holiday Pay Provision (see note below) £'000	Redundancy Provision £'000	TOTAL £'000
At beginning of year	181	-	181
Profit and loss charge	-	-	-
Payments from the provision	(13)	-	(13)
<b>At end of year</b>	<b>168</b>	<b>-</b>	<b>168</b>

Employees who joined the LRT's predecessor, London Transport Executive, before 1975 were not entitled to paid holiday for one year, but on leaving the Company are entitled to up to four weeks holiday pay. This provision additionally covers compensatory leave and leave not taken due to sickness in a prior year, but not current entitlement leave untaken.

#### **NOTE 12 TAXATION**

No liability for corporation tax arises in respect of the accounting year ended 31 March 1994. At 31 March 1994, there are expected to be group losses available if required to be relieved against any taxable profits.

Past losses were surrendered to other companies within the LRT Group during the year, in consideration for £1,000,000.

#### **NOTE 13 DEFERRED TAXATION**

There is no potential deferred taxation liability arising in respect of timing differences (1993, £Nil).

#### **NOTE 14 RECONCILIATION OF MOVEMENT IN SHAREHOLDERS' FUNDS**

	£'000
Opening balance	(2676)
<b><u>Movements:</u></b>	
Share Capital Issued	3,991
Share Premium	3,991
Revaluation Reserve	781
Profit in Year	2,636
<b>Closing Balance</b>	<b>8,723</b>

**NOTE 15 CALLED UP SHARE CAPITAL AND SHARE PREMIUM ACCOUNT**

	1994 £'000	1993 £'000
<b>Authorised share capital</b>		
Ordinary Shares of £1 each	14,611	1
<b>Issued share capital</b>		
Called up, allotted and fully paid Ordinary Shares of £1 each	3,992	1
<b>Share Premium Account</b>		
Balance at 1 April 1993	0	
On issue of shares	3,991	
Balance at 31 March 1994	3,991	

On 25 November 1993, the Company issued 3,991,000 shares at a premium of £1 as consideration for assets purchased from LBL. On 1 April 1994, all the Company's shares were transferred to LRT.

**NOTE 16 DIVIDENDS**

The final proposed dividend payment for the year is £502,000, (1993, £nil)

**NOTE 17 RESERVES**

	£'000
<b><u>Asset revaluation reserve</u></b>	
At beginning of year	-
For the year	781
Additional depreciation arising on revaluation	(41)
<b>At end of year</b>	<b>740</b>

The revaluation arising in the year is in respect of buses acquired by the Company for £85, which have been revalued to a depreciated historical cost value of similar assets.

	£'000
<b><u>Profit and loss account</u></b>	
At beginning of year	(2,677)
Additional depreciation arising on revaluation	41
Retained profit for the year	2,636
<b>At end of year</b>	<b>0</b>

**NOTE 18 CASH FLOW STATEMENT - RECONCILIATIONS AND ANALYSIS**

**a) Reconciliation of operating profit with the cash flow from operating activities in the Cash Flow Statement.**

	1994 £'000	1993 £'000
Profit/(Loss) before taxation	2,138	(901)
Depreciation charge	711	148
Profit on disposal of fixed assets	(5)	-
Decrease/(Increase) in stocks	16	(207)
Increase in debtors	(1,667)	(61)
(Decrease)/Increase in creditors due within one year (see note 18c below)	(641)	1045
Decrease in provision for liabilities and charges	(13)	(50)
<b>Net cash in/(out) flow from operating activities</b>	<b>539</b>	<b>(26)</b>

**b) Analysis of changes in the balance of cash and cash equivalents:**

	1994 £'000	1993 £'000	1994 Movement £'000	1993 Movement £'000
Cash at bank and in hand	493	299	194	(113)
Bank overdraft	0	(1)	1	(1)
<b>Cash and cash equivalents</b>	<b>493</b>	<b>298</b>	<b>195</b>	<b>(114)</b>

c) *Reconciliation of the creditors falling due within one year in the balance sheet with the revenue creditors falling due in one year in the cash flow statement (see Note 18a)*

	1994 £'000	1993 £'000	1994 Movement £'000	1993 Movement £'000
Creditors: amounts falling due within one year (see note 9)	(10,187)	(4,441)	5,746	1,166
<i>Eliminate non-cash loan balances with LBL relating to:</i>				
asset transfer scheme	7,006	-	(7,006)	-
dividends	502	-	(502)	-
sale of tax losses	(1,000)	-	1,000	-
Less: bank overdraft	-	1	1	(1)
Capital creditors falling due within one year	-	120	120	(120)
<b>Movement in creditors falling due within one year</b>	<b>(3,679)</b>	<b>(4,320)</b>	<b>(641)</b>	<b>1,045</b>

d) *Analysis of Movements in Financing*

	Share Capital £'000	Share Premium £'000	* Loan from LBL £'000	TOTAL £'000
Balance at 1 April 1993	1	-	-	1
Movement in year	3,991	3,991	7,006	14,988
Balance at 31 March 1994	3,992	3,991	7,006	14,989
	<b>3,992</b>	<b>3,991</b>	<b>7,006</b>	<b>14,989</b>

\* Loan as reflected here only relates to funding for the asset transfers from LBL.

**NOTE 19 CAPITAL COMMITMENTS**

At 31 March 1994, the Company had no capital commitments (1993 Nil):

**NOTE 20 PARENT CORPORATION**

The Company is registered in England and Wales and for the year ended 31 March 1994, was a wholly owned subsidiary undertaking of London Buses Limited which is also registered in England and Wales. On 1 April 1994, all the Company's shares were transferred to London Regional Transport, the ultimate holding corporation. London Regional Transport was formed in accordance with the London Regional Transport Act 1984. Both London Buses Limited and London Regional Transport prepare group financial statements. The annual report of London Regional Transport is available to the public and may be obtained from 55, Broadway, London SW1H 0BD.