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**TRANSPORT FOR HIRE GUIDE™**  
(Guide to Vehicle Service Trade 2004-22)



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Download Annex A (VEHICLES), B (TAXIMETER) and C (JUDGMENTS) @ [www.hackneyman.com](http://www.hackneyman.com)

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## INTRODUCTION

TFHG is a compendious and updated version of previous TFHGs 2004-2021. For ease of reference the Transport For Hire Map™ (“TFHM”) is a flow chart (essence) of the vehicle service trade, and underpinned by TFHG (my rationale), which is a brief history of words and a concise account of the customs, practices and statutes over the past years (11th to 21st century) in the United Kingdom (“UK”) of Great Britain and Northern Ireland (not exhaustive!); and where taxis (“taxi(e)s”) and busses or buses (“bus(s)es”) are placed on TFHM.

The vehicle service trade is divided into three trading areas: (i) land, (ii) water, and (iii) aerospace; each trading area is further divided into three competition pools: (i) passenger vehicle services, (ii) goods vehicle services, and (iii) vehicle hire only services. TFHG is particularly focused on land (excluding railways). Most of the vehicle service trade in the UK is now regulated; however, depending on the area and type of vehicle service will determine what kind of licence(s) may, or may not be required before trading/business.

NB. For the sake of clarity and avoidance of doubt, the repetitive and complete use of certain expressions or phrases (all-encompassing neutral terminology) and, apart from the accepted and normal capitalisation of words or terms, the additional capitalization of certain words or terms herein are for the purposes of TFHG and TFHM. Further, and ultimately, all words are an invention of mind(s) and their spelling not formalised until recent centuries. Finally, TFHG is a live document and subject to change.

# TAXI(E)S AND BUS(S)ES KEY

VEHICLES  
SERVICE VEHICLES  
PASSENGER SERVICE VEHICLES  
EXCLUSIVE PASSENGER SERVICE VEHICLES  
PRIVATE HIRE AND PUBLIC HIRE SERVICE VEHICLES

## TAXI(E)S

PRIVATE HIRE AND PUBLIC HIRE VEHICLE SERVICES  
EXCLUSIVE PASSENGER VEHICLE SERVICES  
PASSENGER VEHICLE SERVICES  
VEHICLE SERVICES  
SERVICES

YELLOW AND WHOLE  
"EXCLUSIVE"  
HIRE AND REWARD

RED AND SINGLE  
"SEPARATE"  
HIRE AND REWARD

YELLOW AND RED  
"AMBER"  
FIRE AND ILLUMINATION

WHITE AND LIGHT  
"DAY-TIME"  
HIRE AND REWARD

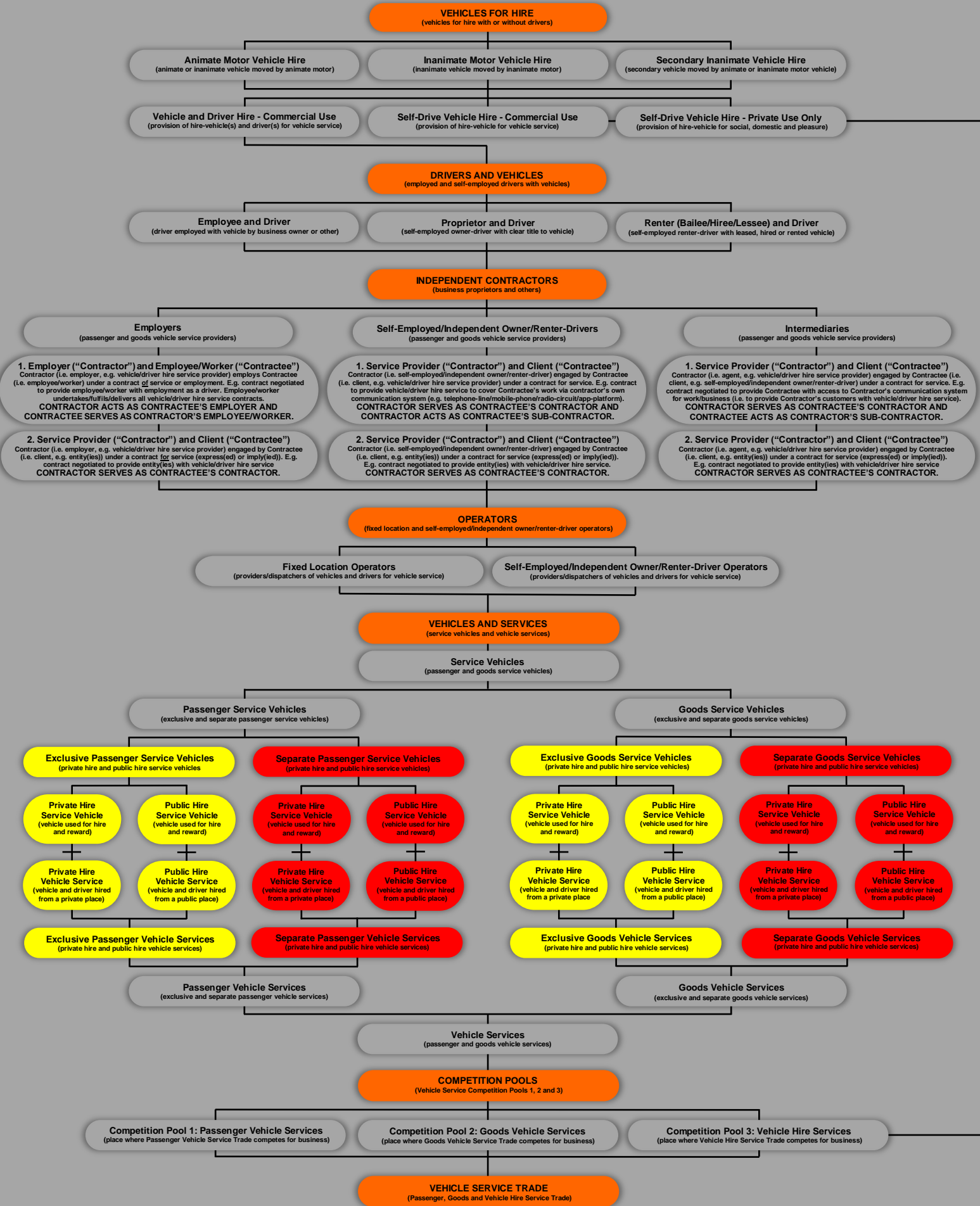
BLACK AND DARK  
"NIGHT-TIME"  
HIRE AND REWARD

VEHICLES  
SERVICE VEHICLES  
PASSENGER SERVICE VEHICLES  
SEPERATE PASSENGER SERVICE VEHICLES  
PRIVATE HIRE AND PUBLIC HIRE SERVICE VEHICLES

## BUS(S)ES

PRIVATE HIRE AND PUBLIC HIRE VEHICLE SERVICES  
SEPARATE PASSENGER VEHICLE SERVICES  
PASSENGER VEHICLE SERVICES  
VEHICLE SERVICES  
SERVICES

# TRANSPORT FOR HIRE MAP™



**PLEASE NOTE**

This Map is to be read in conjunction with the TRANSPORT FOR HIRE GUIDE™ @ www.hackneyman.com

## HACKNEY TO HACK(S)

After the occupation of the Romans, between the 5th and 9th century, England was invaded and settled by West Germanic (“WG.”) (Angle/Saxon/Jute) and North Germanic (“NG.”) (Scandinavian/Danish/Viking) speaking tribes, and from whom the two elements of the word Hackney (WG. *haca(n)+ig/ieg*, and NG. *hake(n)+ey*) originated. In the 9th century the Anglo-Saxons allowed the Danes to settle in the area of HACKNEY under the Danelaw kingdom of East Anglia (Treaty of Alfred and Guthrum). Apart from being a secure piece of land, and where horses (any type of horse, e.g. ambler, gelding or mare) were kept/grazed before being taken to Smithfield Market, Hackney also became: (i) an adopted hereditary surname, (ii) a name to describe a for-hire horse (which later became a famous breed known for its stamina and high stepping action), and (iii) any other animate/inanimate object made available for hire. In the 1100s William Fitzstephen, a monk of Canterbury wrote: “*Without one of the Gates is a plaine field, both in name and deed [Smithfield Market], where every fryday, ... is a notable shew of horses ... to see, or buy [sic].*” See Stow’s Survey of London 1598. Moreover, Chapter 1, Title 1 of the Law and Ordinances of the Corporation of the City of New York 1834: Hackney coach and carriage abbreviated to “*hacks*” and “*hack*.” Hack-up: vehicle fitted-up with taximeter, signage and lights, to serve as “*Taxicab*.” (Chapter 51-03, New York Taxi & Limousine Commission Rules 2019).

### Hacan-ieg (Old English/Anglo-Saxon)

Old English/Anglo-Saxon (“OE/AS.”) *Hacan-ieg* is Middle English (“ME.”) *Hakeney* (Haca(s) Island or Hook-island), a secure (OE/AS. *Haca(n)*, hook) place (OE/AS. *Ig/ieg*, island) on the outskirts of London. Domesday Book/Great Survey 1086: Hackney assessed as part of the Manor of Stibanhede (Stepney).

### Hakeney (ME., ME/Anglo-Norman, Norman and Old French)

ME. *Hakeney* became a word to describe both place and horse (prairie horse); signifying, meadow/grassland for grazing/keeping horses. ME/Anglo-Norman (“ME/AN.”) *hakeney*, chival prairie. Norman (“N.”) *chival*, horse and N. *prai(e)*, meadow. Following the conquest of England 1066, ME/AN. and N. belonged to a group of other linguistic variants known as *Langue d’oil* or Old French (“OF.”), once spoken between the 8th and 14th centuries in Northern France, England and the Channel Islands. Thus, the OF. *haquenée* (English loan-word) and all other foreign name versions are derived from the English place-name Hackney.

### Hakeneia (Middle English/Anglo-Latin)

ME/Anglo-Latin *Hakeneia* (spelt in 1199) means belonging, or from Hackney, hence topographical surname *Hackney* (e.g. *Benedict de Hakeneye* 1275). Hackney also became a trade forename to a man who hired out hackney-horses and vehicles, and later adopted as a surname (e.g. *William Hakeneyman* 1327).

### Hackney (Old to Late-Modern English)

Citing Skeat’s etymological dictionary: “ME. *hakeney* is certainly from ME. *Hakeney*, i.e. *Hackney*, in Middlesex. The OF. *haquenée* and MF. *haquenée* (Cotgrave) and all the foreign forms are simply borrowed from English, which had the word first [sic].” In Cotgrave’s French dictionary, 1611 it defines: (i) “*Cheval de louage. A hackney [sic].*” (i.e. stable horse available for hire) and (ii) “*Haquenée: com. An ambling horse, gelding or mare [sic].*” Over time Hackney became a name to describe: (i) place, (ii) horse/person, and (iii) any animate/inanimate object made available for hire (horse/driver/writer/vehicle): HACK(S).

# VEHICLES

## Animal, Carriage and Vehicle

Animal (Latin (“L.”) *animale*, a living being; *anima*, breath), Carriage (OF. *cariage*, to lift) and Vehicle (L. *vehiculum*, to carry) are animate (with life) and inanimate (without life) vehicles. Animate vehicle (“AV”) and inanimate vehicle (“IV”).

## Motor and Power

Motor (L. *motor*, from *movere*, to move), that which gives motion, i.e. (i) a nerve-cell (motor neuron or “motoneuron”) and muscle contraction causing a bodily movement (a mover, hence animate motor (“AM”)), and (ii) a machine used to give motion (a mover, hence inanimate motor (“IM”). Power (OF. *poer* from Italian *potere*, to be able), the moving force of any AM or IM; one of the many units of power used to measure the moving force of these motors is the amount a horse can draw by lifting 33,000lb (equal to a laden/un-laden vehicle) one foot high in a minute (1 horse power = 745.7 watts, or 1 metric hp = 735.5 watts).

## Fuel Reaction Motor Vehicles

Biology (Greek (“Gk.”) *bios*, life), the science of life and living beings or entities; a single cell organism evolved into a skeleton covered vehicle and moved by a fuel reaction animate motor, i.e. animate motor vehicle (“AMV”). Mechanical (Gk. *mechane*, a machine), belonging to the making or constructing of machines; Machine (L. *machina*, a contrivance), an instrument for doing work, i.e. (i) vehicle, or (ii) a means of producing or directing force, e.g. inanimate vehicle moved by a fuel reaction inanimate motor, i.e. inanimate motor vehicle (“IMV”).

## Animate and Inanimate Motor Vehicles

The following AVs and IVs (land vehicle examples) may be moved by AMs, AMVs and IMs...

- AMV (AV moved by AM)  
Biological entity and animal, e.g. human being and horse.
- AMV and IMV (IV moved by AMV or IM)  
No seat and no roof, e.g. chariot and motor cart.
- AMV and IMV (IV moved by AMV or IM)  
With seat(s) and no roof, e.g. bicycle and motorcycle.
- AMV and IMV (IV moved by AMV or IM)  
With seats and folding roof, e.g. cabriolet (“cab” for short) and convertible car.
- AMV and IMV (IV moved by AMV or IM)  
With seats and fixed roof cabin (“cab” short), e.g. hansom cab and motor bus.
- Secondary Inanimate Vehicle (“SIV”) (SIV moved by AMV or IMV)  
With or without seat(s) and roof, i.e. any type of pulled or towed trailer.

See Annex A (VEHICLES).

Any of the above mentioned AMVs and IMVs with or without additional SIVs may, or may not be used with drivers to transport passengers (animate objects) and/or goods (inanimate objects) under a private or public hire contract for service (“vehicles and services”).

# TAXI(E)S

## Taxis

Ancient Greek *τάξις* (*taxis*), arrangement, order, e.g. (i) BATTALION of the ancient Greek Army stand (wait) in rank (line), (ii) GROUP of tax, tariff, and rate bands applying different charges, or (iii) FLEET of vehicles wait/stand in line/rank.

## Taximeter (Charge + Measure)

Tax (OF. *taxe* from Medieval Latin *taxare*, *tax(ar)e*, to charge, price, value and rate), e.g. tax band applying a specific charge. Meter (F. *mètre*, from Gk. *metron*, a measure), e.g. device for measuring time and/or distance between two points.

## Taxameter (Group of Charges + Measure)

Named the *taxa-meter* (*taxa(re)+meter*) and further developed in Germany between the 19th and 20th century by Nedler, Dencker, Erhardt and, finally perfected by Bruhn as a mechanical tax device (multi-fare indicator machine) to calculate the fare of a journey between two or more point locations by time and/or distance, within a group of fixed price bands, disks or drums, e.g. select Tax, Tariff or Rate 1 or 2 to apply a distinct charge for day or night-time service.

## Taximeter (Taxameter, Tax(e)meter or Taximeter?)

In *Le Temps* and *Le Rappel* 1904, it was stated: “... *About the taxameters, Mr. Theodore Reinach believes that this word imported from Germany, constitutes a barbarism. In fact it derives etymologically from the Greek taxis (tax), and metron (measure). Now analogous words can be forcibly suppressed by suppressing the final s of the first Greek term. For example, with baros and metron, we did baro-meter; with hypsos and metron, we did hypso-meter. So we should say taximeter, as we say taxidermy, taxonomy. It should therefore be accustomed to say now taximeter [sic].*” Subsequently the terms *tax(e)meter* (no accent on the letter *é* in the French word *taxe*) and *taximeter* were adopted and displayed on Parisian *taximeter* vehicles. See Annex B (TAXIMETER).

## Taxi (Taxies plural and Taxis arrangement or plural)

The London Cab and Stage Carriage Act 1907, was the first statute to use the terms *taximeter* and *taximeter cab* after the name changed in France. During the early 1900s, a licensed hackney carriage with a *taximeter* fitted outside or inside the cab(in) became known as: (i) licensed *taximeter cab*, (ii) licensed *taxi-cab*, (iii) licensed *taxi*, or (iv) *taxi*. The abbreviated term *taxi* (*taxies*, plural) became synonymous with licensed hackney carriages because: (i) they are fitted-up with *taximeters*, etc., (ii) licensed to stand in rank (i.e. *arrangement*, TAXIS) at designated public places (hackney carriage (hack) stands or taxi ranks), and (iii) hailed to stop and negotiate a potential public hire contract for service (immediate hire or advance and pre-booking). Accordingly, taxi vehicle services in the UK were initially provided by licensed hackney carriages, *taxies* or *taxis*.

## Taxi(e)s (Taxi Vehicles Services)

In the UK only certain passenger service vehicles are permitted to display UPON the vehicle the word TAXI when working or plying to carry passengers for hire and/or reward. However, the term *taxi* is a generic name to which no person, or legal entity, owns the intellectual property rights, and therefore may be used by Jo(e) Public to DESCRIBE any vehicle used to carry one or more passengers for a complete, whole and exclusive fare ("exclusive passenger vehicles services").



# BUS(S)ES

## Long Stage Carriages Services or National Stage (Bus) Vehicles Services

The amount a hackneyman was allowed to charge for a hackney horse/vehicle (for-hire horse/saddle with/without guide) to travel between the “hackney stages” and the marking (branding/numbering) of hackney horses was authorised by an Act of King Richard II (Riding Armed, Liveries, Justices of Assize, etc. Act 1396). Later, hackneymen also provided long wagons (Dutch) and caravans (van(s) for short. F. from Persian *caravansary*) with drivers to transport passengers and/or goods between the stages for an exclusive (vehicle and driver hire) and/or separate (vehicle-space and driver hire) charge. These National stage service vehicles were later replaced with coaches. According to John Taylor the water-poet, coaches were first introduced into England by the Dutchman, William Boonen (coachman to Queen Elizabeth I, 1564). The coach was originally made and named after the place Kocs (“Kotcze”) near Gyor, Hungary (F. *coche* from Hungarian *kocsi sezker*, vehicle made in Kocs).

On the 15th May 1609, King James I issued a Royal Proclamation forbidding hackneymen from hiring out horses/vehicles from the “King’s stage-posts” and carrying letters through the posts. Historically, hackney stage coach services (vehicle and driver and/or vehicle-space and driver hire services) transformed separately into...

- Hackney coach/taxi service (exclusive vehicle and driver hire service).
- Stage coach/bus service (separate vehicle-space and driver hire service).

## Short Stage Carriages Services or Local Stage (Bus) Vehicles Services

In 1661 the French philosopher Blaise Pascal had the idea of using coaches on short and pre-determined routes at fixed times for a separate fare of 5 sols. On the 19th January 1662, the King’s Counsel authorised the financiers of the operation, the Marquis de Sourches and the Marquis de Crenan to begin running their local stage service vehicles. Unfortunately after 15 years of operation, and due to lack of use, the company went bankrupt in 1677.

Colonel Stanislas Baudry, a former soldier in the Imperial French Army opened a hot-water bath house in 1825. To promote his new business he had the idea of using coaches to bring his customers from the city to the suburbs. According to popular folk-lore his terminus in the city started from the “place du Port-aux-vins” (now, place du Commerce), opposite a shop which displayed the word omnibus (L. *omnibus*, for all). Baudry found the word appealing and applied it to his new service, hence omnibus vehicle service.

The first local omnibus vehicle service in London was inaugurated on the 4th July 1829, by the coach builder and hackney coach bailor, George Shillibeer (later, omnibus in England became abbreviated to bus, and busses or buses *plural*). His horse-drawn buses (AMVs) could hold more than 20 passengers and the conductors wore naval uniforms. Further, in the early 1800s, Walter Hancock was the first to provide a successful bus vehicle service using IMVs (the steam-driven *Automation, Autopsy, Era* and *Infant*).

## Bus(s)es (Bus Vehicles Services)

In the UK there is no ban on displaying the word BUS and thus may be shown UPON any passenger service vehicle used to carry one or more passengers for a distinct, single and separate fare (“separate passenger vehicles services”).

## FOR HIRE, REWARD AND COMPENSATION

Hire (AS/OE.) is payment for work done, or for the use of something under contract. A contract (L.) is to draw together, or an agreement express(ed) or imply(ied) between two or more parties, e.g. a hackneyman, person or entity (“bailor”) may deliver in trust for private or commercial use a vehicle to any person or entity (“bailee”) for hire. In *Dogget -v- Waterloo Taxi-Cab Co, Ltd* [1910] it was held that a driver who hires his cab from a proprietor was deemed a bailee (i.e. “self-employed/independent renter-driver” hires 12/24hr cab or shift from, e.g. “self-employed/independent owner-driver” hires out 12/24hr cab or shift); and to claim compensation under the (UK) Workman’s Compensation Act 1906, there must be a master (“employer”) and servant (“employee”) relationship (i.e. employee/worker (contractee) employed by employer/work-provider (contractor) under a contract OF service; as opposed to a bailor/service-provider (contractor) who is engaged by a bailee/client (contractee) under a contract FOR service). In some cases (UK), a self-employed/independent owner/renter-driver licensed as a Private Hire Driver (with no Operator’s licence or, no contract for/of service with a Private Hire Operator) may, by inference, be deemed a worker; *Uber -v- Aslam* [2021]. See Annex C (JUDGMENTS).

### Private Hire (Point of Contract)

A private place where a contract for a vehicle with, or without the services of a guide, rider or driver has been negotiated (“private hire vehicle(s) service(s”). Throughout the centuries the following are some examples of vehicles services made available for hire from hackney-stages, inns, taverns, livery stable-yards, garage depots, for-hire vehicle/driver base-stations and vehicle/driver-hire dispatcher locations, e.g. Dial-a-Cab or Uber Private Hire (vehicles services may be negotiated/despached off-line/real world and/or on-line/virtual/cyber-world)...

- Horse For Hire  
Horse hired for private or commercial use. (AMV: AV moved by AM.)
- Horse and Carriage For Hire  
Horse/carriage hired for private or commercial use. (AMV: IV moved by AMV.)
- Horse, Carriage and Driver For Hire (Exclusive and/or Separate Charges)  
Horse, carriage and driver to work or ply to carry passengers and/or goods under a private hire contract for service. (AMV: IV moved by AMV and controlled by driver.)
- Car For Hire  
Car hired for private or commercial use. (IMV: IV moved by IM.)
- Car and Driver For Hire (Exclusive and/or Separate Charges)  
Car/driver to work or ply to carry passengers and/or goods under a private hire contract for service. (IMV: IV moved by IM and controlled by driver.)
- Trailer For Hire  
Trailer hired for private or commercial use. (SIV moved by AMV or IMV.)

Again, see Annex A (VEHICLES).

In the early 20th century the first self-drive IMV hire service was introduced in Chicago, USA, by Walter J. Jacobs. The company was later sold to John D. Hertz (proprietor of the Yellow Taxicab Company, Chicago) who renamed it: “Hertz Drive-Your-Self System.” The Hertz Vehicle Hire Company later became the largest vehicle rental company in the world.

## Public Hire (Point of Contract)

The 17th century historian, John Rushworth recorded: *“it is worth observation that in the first year of the reign of King Charles [1625], no hackney-coaches did stand in the streets ... and there were not above twenty hackney-coaches at that time to be had for hire in and about London ... [sic].”* Initially, hackney-coaches were only available for private hire from hackneymen, tapsters and (h)ostlers. In addition to Sir Sanders Duncombe’s sedan chairs (hackney chairs or black cab(in)s carried by bearers), Captain Bailey’s passenger service vehicles/drivers also stood in public places for immediate hire (“public hire vehicle(s) service(s)”). In the early 1600s the first hackney vehicle stands in the UK were in London.

## Public Hire Taxi (Information Signs and Descriptive Terms)

Information sign 1: The purpose of displaying a TAXI sign on a hack(ney) or taxi is to inform the general public that a taximeter is fitted outside/inside the cab(in).  
Information sign 2: Originally, when a taxi was free or vacant, a FOR HIRE flag was displayed on top of the taximeter; later the flag was replaced, in some areas, with an illuminated FOR HIRE sign. Nowadays, to show when a taxi is free or vacant, either both signs are displayed and illuminated, or just the TAXI sign.  
Information sign 3: When hired, in some areas, the TAXI and FOR HIRE signs are extinguished and, in some areas, replaced with an illuminated HIRED sign.

## FOR HIRE (Plying For Hire) and HIRED (Working For Reward)

Like the word hire, reward (OF.) is also a word to describe something given in return for work done. However, the two words may be used to define two trading actions? When working or plying to carry passengers and/or goods under a private or public hire contract for service, then the term: *“plying for hire”* is used to describe the act: *available to negotiate a contract* (operate/provide, i.e. work or *“ply for hire”*); likewise, when engaged the same term may also be used to describe the act: *undertake and fulfil a contract* (drive/deliver, i.e. again, work or *“ply for hire”*). Although the same *ply(ing) for hire* terms may be used, they do however refer to two very different acts. To avoid confusion and separate these two acts, when referring to the first act, then the expression: *“ply(ing) for hire”* may be used, and when referring to the second act, then: *“work(ing) for reward”* may be used; or vice versa.

## Fixed Location and Independent Owner/Renter-Driver Operators

For Hire: operators may operate, provide and dispatch any of the following vehicle and driver services...

### ➤ Private/Public Hire Exclusive Passenger/Goods Vehicles Services

Vehicle and driver hired as a whole from a private or public place, to undertake and fulfil a contract (express(ed) or imply(ied)) to carry passenger(s) and/or goods between two or more point locations (preferred or discretionary routes) for a complete, whole and exclusive vehicle and driver-charge.

### ➤ Private/Public Hire Separate Passenger/Goods Vehicles Services

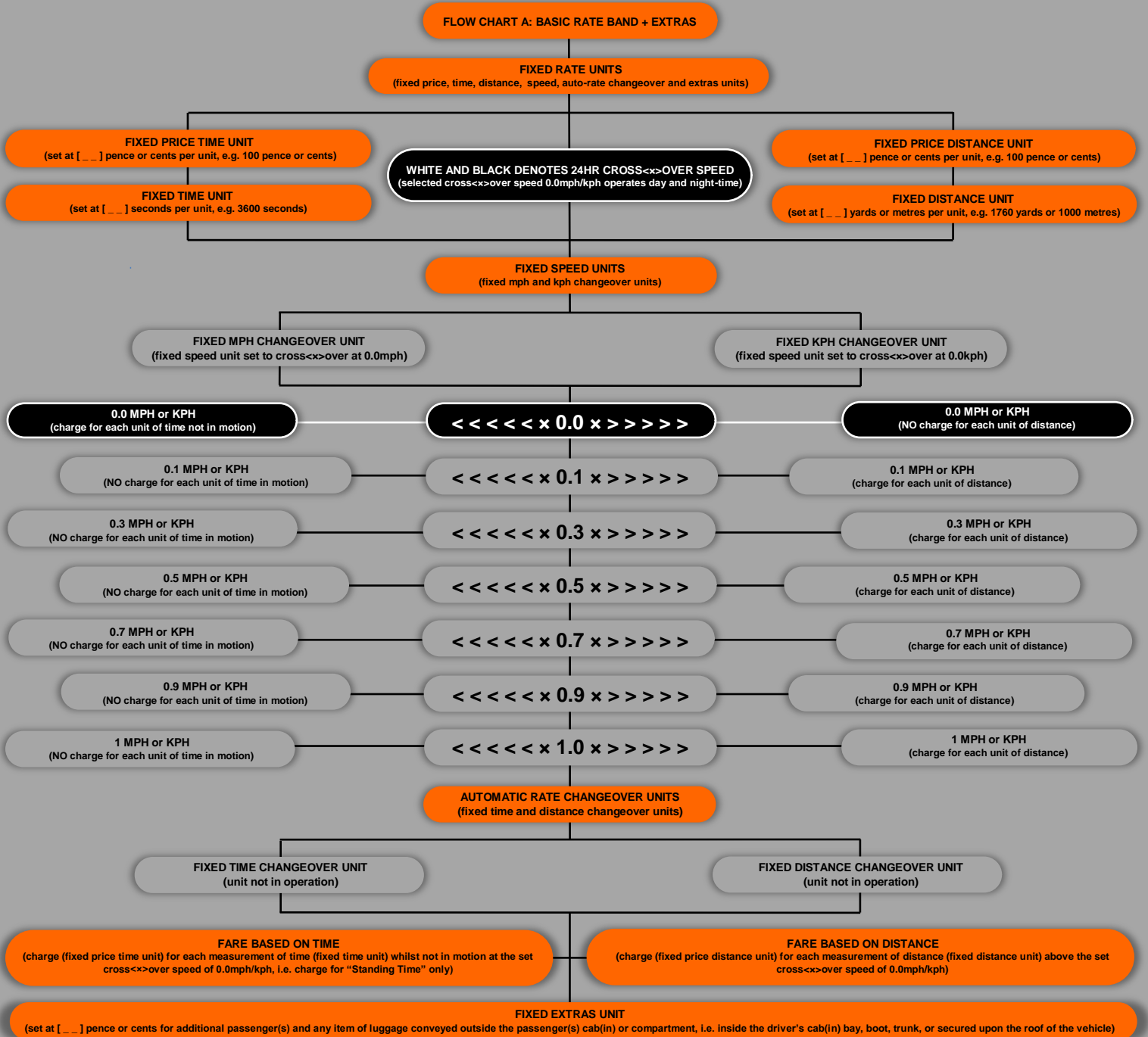
Vehicle-space and driver hired from a private or public place, to undertake and fulfil a contract (pre-paid ticket or other agreement) to carry passenger(s) and/or goods between two or more point locations (fixed or discretionary routes) for a distinct, single and separate vehicle-space and driver-charge.

For Reward: drivers may drive and deliver any of the above vehicles and services.

# TAXIMETER OPERATION

All taximeters in regulated districts must be accurately calibrated and sealed to tax at the fixed rate set out in the local authorities latest list of charges (i.e. card/chart/scale/sheet/table displaying all legal fares/prices/rates/tariffs/taxes).

The following Flow Chart "A" is an example of how a taximeter may be simply configured to apply a charge (24hrs) for TIME, DISTANCE and EXTRAS.



Drivers in the UK have discretionary power to place the taximeter clock in the stopped position and charge for any journey on distance only; or by reference to the fare table may agree to make a contract for time only (and discount the meter at the end of the journey); or for journeys ending outside the licensing area may agree to charge any fare (above or below the rate card); or under certain circumstances may elect not to demand the legal fare (waive all, or part of the fare for any reason, e.g. insufficient funds, persons in distress, bilkers or runners).

**FLOW CHART B: FULL RATE BAND + EXTRAS**

**FIXED RATE UNITS**

(fixed price, time, distance, speed, auto-rate changeover and extras units)

**FIXED PRICE TIME UNIT**

(set at [ ] pence or cents per unit, e.g. 100 pence or cents)

**FIXED TIME UNIT**

(set at [ ] seconds per unit, e.g. 3600 seconds)

**FIXED PRICE DISTANCE UNIT**

(set at [ ] pence or cents per unit, e.g. 100 pence or cents)

**FIXED DISTANCE UNIT**

(set at [ ] yards or metres per unit, e.g. 1760 yards or 1000 metres)

**WHITE AND BLACK DENOTES 24HR CROSS<x>OVER SPEED**  
(selected cross<x>over speed 1mph/kph operates day and night-time)

**FIXED SPEED UNITS**

(fixed mph and kph changeover units)

**FIXED MPH CHANGEOVER UNIT**

Speed Changeover Formula: Distance ("D") [ ] × Time ("T") [ ] = Speed [ ] MPH  
(e.g. 1 mile (1760 yards or 1760 "Distance Pulses") × 1 hour (3600 seconds or 3600 "Time Pulses" or for time in motion: T ÷ D = 1 time pulse for every 2.04 seconds) = 1mph cross<x>over speed)

Fare #1: Distance 1 mile at 1mph (time not in motion and/or time in motion not incurred) charge £/\$1.00p/c  
(1 mile and 1 hour journey example: rate £/\$1 per mile and/or £/\$1 per hour)

Fare #2: Distance 1 mile at 0.5mph (time in motion) charge £/\$2.00p/c  
(1 mile and 2 hour journey example: rate £/\$1 per mile and/or £/\$1 per hour)

Fare #3: Distance 1 mile at 0.5mph (time in motion), plus 1 hour for time not in motion, charge £/\$3.00p/c  
(1 mile and 3 hour journey example: rate £/\$1 per mile and/or £/\$1 per hour)

**FIXED KPH CHANGEOVER UNIT**

Speed Changeover Formula: Distance ("D") [ ] × Time ("T") [ ] = Speed [ ] KPH  
(e.g. 1 kilometre (1000 metres or 1000 "Distance Pulses") × 1 hour (3600 seconds or 3600 "Time Pulses" or for time in motion: T ÷ D = 1 time pulse for every 3.6 seconds) = 1kph cross<x>over speed)

Fare #1: Distance 1 kilometre at 1kph (time not in motion and/or time in motion not incurred) charge £/\$1.00p/c  
(1 kilometre and 1 hour journey example: rate £/\$1 per kilometre and/or £/\$1 per hour)

Fare #2: Distance 1 kilometre at 0.5kph (time in motion) charge £/\$2.00p/c  
(1 kilometre and 2 hour journey example: rate £/\$1 per kilometre and/or £/\$1 per hour)

Fare #3: Distance 1 kilometre at 0.5kph (time in motion), plus 1 hour for time not in motion, charge £/\$3.00p/c  
(1 kilometre and 3 hour journey example: rate £/\$1 per kilometre and/or £/\$1 per hour)

**0.0 MPH or KPH**

(charge for each unit of time not in motion)

<<<<< x 0.0 x >>>>>

**0.0 MPH or KPH**

(NO charge for each unit of distance)

**0.1 MPH or KPH**

(charge for each unit of time in motion)

<<<<< x 0.1 x >>>>>

**0.1 MPH or KPH**

(NO charge for each unit of distance)

**0.3 MPH or KPH**

(charge for each unit of time in motion)

<<<<< x 0.3 x >>>>>

**0.3 MPH or KPH**

(NO charge for each unit of distance)

**0.5 MPH or KPH**

(charge for each unit of time in motion)

<<<<< x 0.5 x >>>>>

**0.5 MPH or KPH**

(NO charge for each unit of distance)

**0.7 MPH or KPH**

(charge for each unit of time in motion)

<<<<< x 0.7 x >>>>>

**0.7 MPH or KPH**

(NO charge for each unit of distance)

**0.9 MPH or KPH**

(charge for each unit of time in motion)

<<<<< x 0.9 x >>>>>

**0.9 MPH or KPH**

(NO charge for each unit of distance)

**1 MPH or KPH**

(NO charge for each unit of time in motion)

<<<<< x 1.0 x >>>>>

**1 MPH or KPH**

(charge for each unit of distance)

**AUTOMATIC RATE CHANGEOVER UNITS**

(fixed time and distance changeover units)

**FIXED TIME CHANGEOVER UNIT**

To engage at any point in time (e.g. @ 1 hour) and decrease or increase the fixed price time unit, thereby decreasing or increasing the cost for each subsequent fixed time unit.

To engage at any point in time (e.g. @ 1 hour) and decrease or increase the fixed time unit, thereby increasing or decreasing the cost for each subsequent fixed price time unit.

To engage at any point in fare (e.g. @ £/\$1.00p/c) and decrease or increase the fixed price time unit, thereby decreasing or increasing the cost for each subsequent fixed time unit.

To engage at any point in fare (e.g. @ £/\$1.00p/c) and decrease or increase the fixed time unit, thereby increasing or decreasing the cost for each subsequent fixed price time unit.

**FIXED DISTANCE CHANGEOVER UNIT**

To engage at any point in distance (e.g. @ 1 mile/kilometre) and decrease or increase the fixed price distance unit, thereby decreasing or increasing the cost for each subsequent fixed distance unit.

To engage at any point in distance (e.g. @ 1 mile/kilometre) and decrease or increase the fixed distance unit, thereby increasing or decreasing the cost for each subsequent fixed price distance unit.

To engage at any point in fare (e.g. @ £/\$1.00p/c) and decrease or increase the fixed price distance unit, thereby decreasing or increasing the cost for each subsequent fixed distance unit.

To engage at any point in fare (e.g. @ £/\$1.00p/c) and decrease or increase the fixed distance unit, thereby increasing or decreasing the cost for each subsequent fixed price distance unit.

**FARE BASED ON TIME**

(charge (fixed price time unit) for each measurement of time (fixed time unit) whilst not in motion or in motion below the set cross<x>over speed of 1mph/kph, i.e. charge for "Standing Time" and/or "Moving Time")

**FARE BASED ON DISTANCE**

(charge (fixed price distance unit) for each measurement of distance (fixed distance unit) from the set cross<x>over speed of 1mph/kph)

**FIXED EXTRAS UNIT**

(set at [ ] pence or cents for additional passenger(s) and any item of luggage conveyed outside the passenger(s) cab(in) or compartment, i.e. inside the driver's cab(in) bay, boot, trunk, or secured upon the roof of the vehicle)

# CONTROLLED AREAS AND LICENSING UK

## Vehicle Service Trade (Passengers and Goods)

It may be a misunderstanding that anyone wishing to set up a commercial enterprise providing a vehicle service (to carry passengers/goods for hire/reward) must first be regulated by some sort of licensing regime, to legitimize the business, before trading? This is not the case! If there is no legislation controlling a particular type of vehicle service, then obviously, no licence is required before trading. In parts of the UK there are various types of vehicles services that legally operate without licences (e.g. wedding and funeral vehicles services). But, when part of the trade goes beyond self-control and regulation, then usually for public protection and safety, it may be subjected to primary and secondary legislation. (Breach of any common law (private law) or statutory law (public law) may result in a loss of licence(s), livelihood and/or a claim in tort for loss and/or damage.)

## Regulated Area and Licensing (Company of Master Hackney Coachmen)

On the 23rd June, 1654 London was the first City in the UK to control hackney coachmen (for-hire-horse-drawn-vehicle owner-drivers): "*An Ordinance for the Regulation of Hackney-Coachmen in London and the places adjacent* [sic]." The first master hackney coachmen licensed to keep, use and hire out the regulated number of 600 hackney-horses and 300 hackney-coaches was limited to 200.

## Delimited Licences

By virtue of section 9, chapter 22 (statute) during the first and second reign of King William IV (1 & 2 William IV. Ch 22. S. 9), the limited or regulated number of 1200 licences to keep, use and hire out hackney vehicles (licence granted to the owner, not vehicle, hence hackney carriage "proprietor's licence") in London was deregulated or delimited on 5th January, 1833. Later, the vehicle was granted a licence, hence proprietor's "hackney carriage licence" (issued to vehicle keeper).

## Licensed Passenger Vehicles Services

The terms taxi, bus and taxi-bus may be used as nicknames or enshrined in law to describe, distinguish and categorise any of the following service vehicles (fitted with up to 8, or with 9 and more passenger seats) and vehicle services...

### ➤ TAXI (Taxi Service Vehicle + Driver = Taxi Vehicle Service)

Licensed exclusive passenger service vehicle and driver, operated to provide the public with a licensed exclusive passenger vehicle service. (Operator, dispatcher, vehicle and driver licensed for private and public hire (full licensing) or private hire only (restricted licensing).)

### ➤ BUS (Bus Service Vehicle + Driver = Bus Vehicle Service)

Licensed separate passenger service vehicle and driver, operated to provide the public with a licensed separate passenger vehicle service. (Operator, dispatcher, vehicle and driver licensed for private and public hire (full licensing) or private hire only (restricted licensing).)

### ➤ TAXIBUS (Taxibus Service Vehicle + Driver = Taxibus Vehicle Service)

Licensed exclusive/separate passenger service vehicle and driver, operated to provide the public with a licensed exclusive/separate passenger vehicle service. (Operator, dispatcher, vehicle and driver licensed for private and public hire (full licensing) or private hire only (restricted licensing).)

Accordingly, licensed taxi, bus and taxibus service vehicle operators, dispatchers and drivers may provide licensed taxi, bus and taxibus vehicle services.

## Vehicle Service Trade (Passengers) - See Flow Chart 1

Any person or entity wishing to operate/provide/dispatch private/public hire exclusive/separate passenger vehicles services in the UK with any vehicle fitted with 1 driver's seat and up to 8 passenger seats ("9 seater"), or a vehicle with 1 driver's seat and 9 or more passenger seats ("9 seater-plus") or, any vehicle not fitted with wheels (e.g. hackney-chair/sledge/sleigh) may, or may not be subject to statutory regulation in any of the following areas...

- England (Great Britain)
- Wales (Great Britain)
- Scotland (Great Britain)
- Northern Ireland

## Regulated Vehicle Service Trade (Passengers) - See Flow Chart 2

If you and/or your vehicle (9 seater/9 seater-plus/hackney-chair/sledge/sleigh) are required to be licensed in any of the above areas in which to carry passengers under a private or public hire contract for service (i.e. an exclusive or separate passenger vehicle service contract negotiated from a private or public place), then you and/or your vehicle may be granted additional licences and identification devices, e.g. badges/discs/plates.

## Vehicle Service Trade (Goods) - See Flow Chart 3

Again, any person or entity operating/providing/dispatching private/public hire exclusive/separate goods vehicles services in the UK with any vehicle having a gross plated weight above 3556.21kg (3.556 tonnes/3.5 long tons), or if no gross plated weight, an un-laden weight over 1525kg (1.525 tonnes/1.501 long tons) may, or may not be subject to statutory regulation in any of the following regions...

- Great Britain
- Northern Ireland

## Regulated Vehicle Service Trade (Goods) - See Flow Chart 4

Again, if you and/or your vehicle are required to be licensed in any of the above regions in which to carry goods under a private or public hire contract for service (i.e. an exclusive or separate goods vehicle service contract (way or house bill) negotiated from a private or public place), then you and/or your vehicle may be granted additional licences and ID devices.

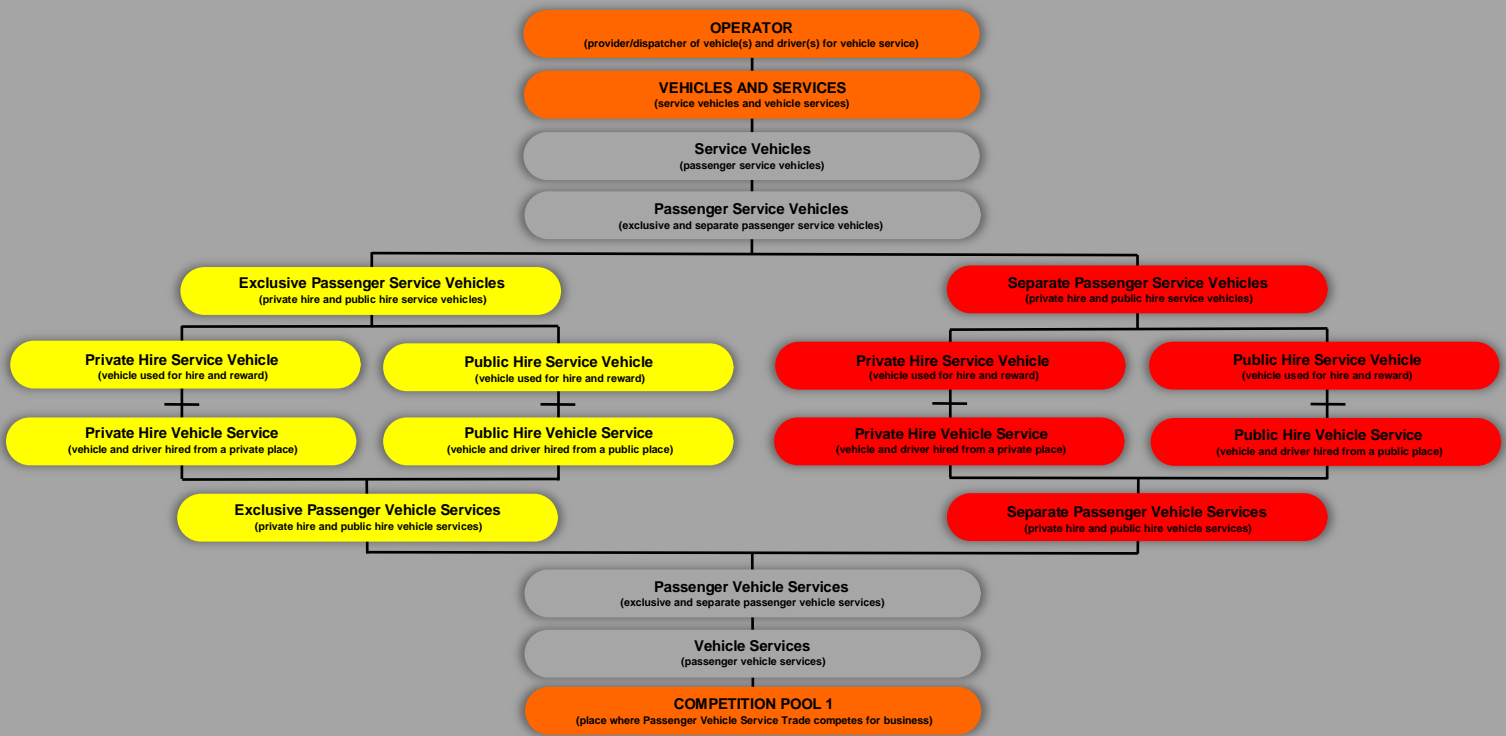
## New Passenger Vehicles Services Law (England & Wales) - See Flow Chart 2

The proposed new **Taxis** (private/public hire) **and Private Hire** (private hire only) **Vehicles Bill** may become law in 20(??). This new Bill retains the current tiered licensing system in which licensed passenger service vehicles (9 seaters) and their drivers are operated to provide licensed passenger vehicle services...

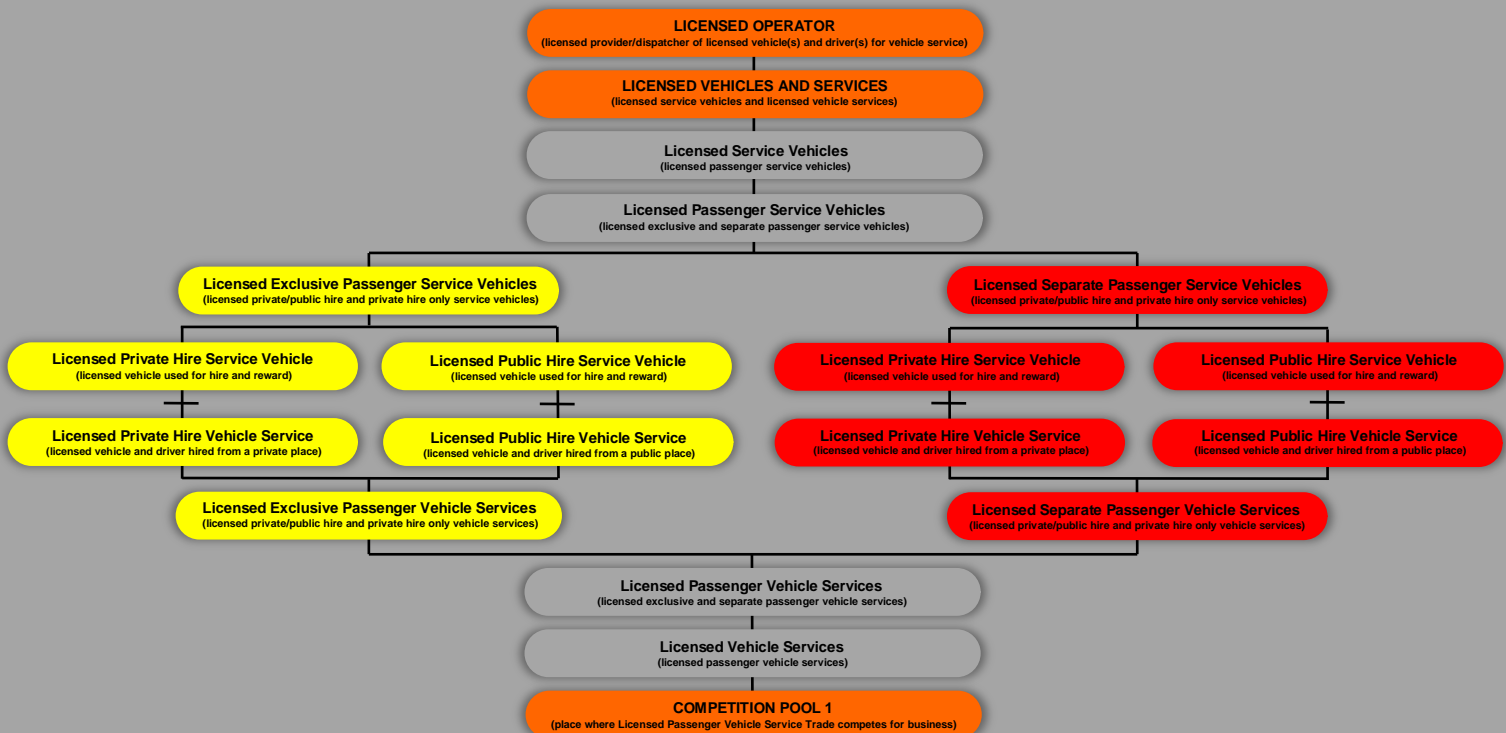
- Tier 1: Hackney Carriage (Private/Public Hire Vehicle ("PPHV")) & Driver-Op  
PPHV: licensed exclusive and/or separate passenger vehicle service(s).
- Tier 2: Private Hire (Only) Vehicle ("PHOV"), Driver & Operator (Base or Driver)  
PHOV: licensed exclusive and/or separate passenger vehicle service(s).

Licensed PPHV and PHOV services compete for business in Competition Pool 1.

## Flow Chart 1: Vehicle Service Trade (Passengers)

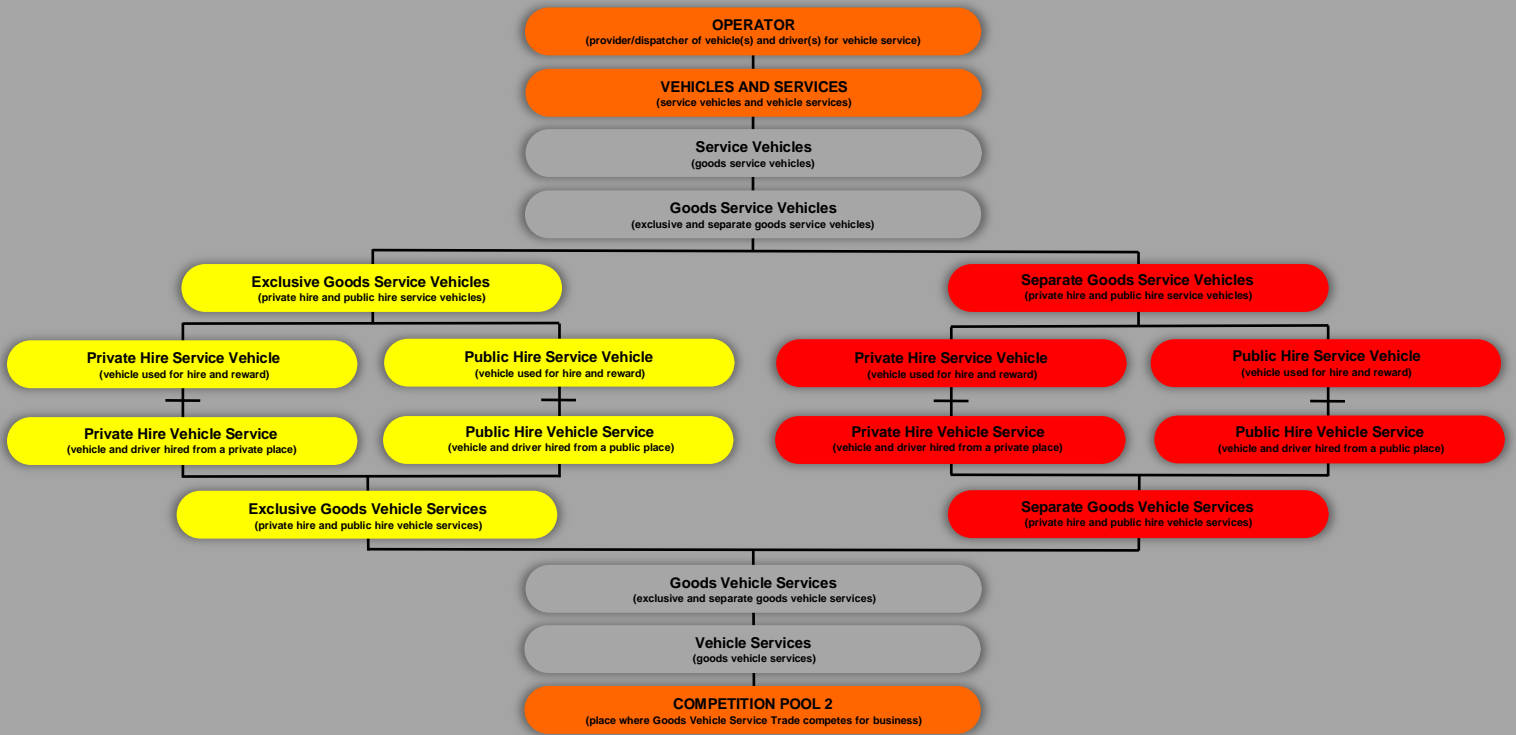


## Flow Chart 2: Regulated Vehicle Service Trade (Passengers)

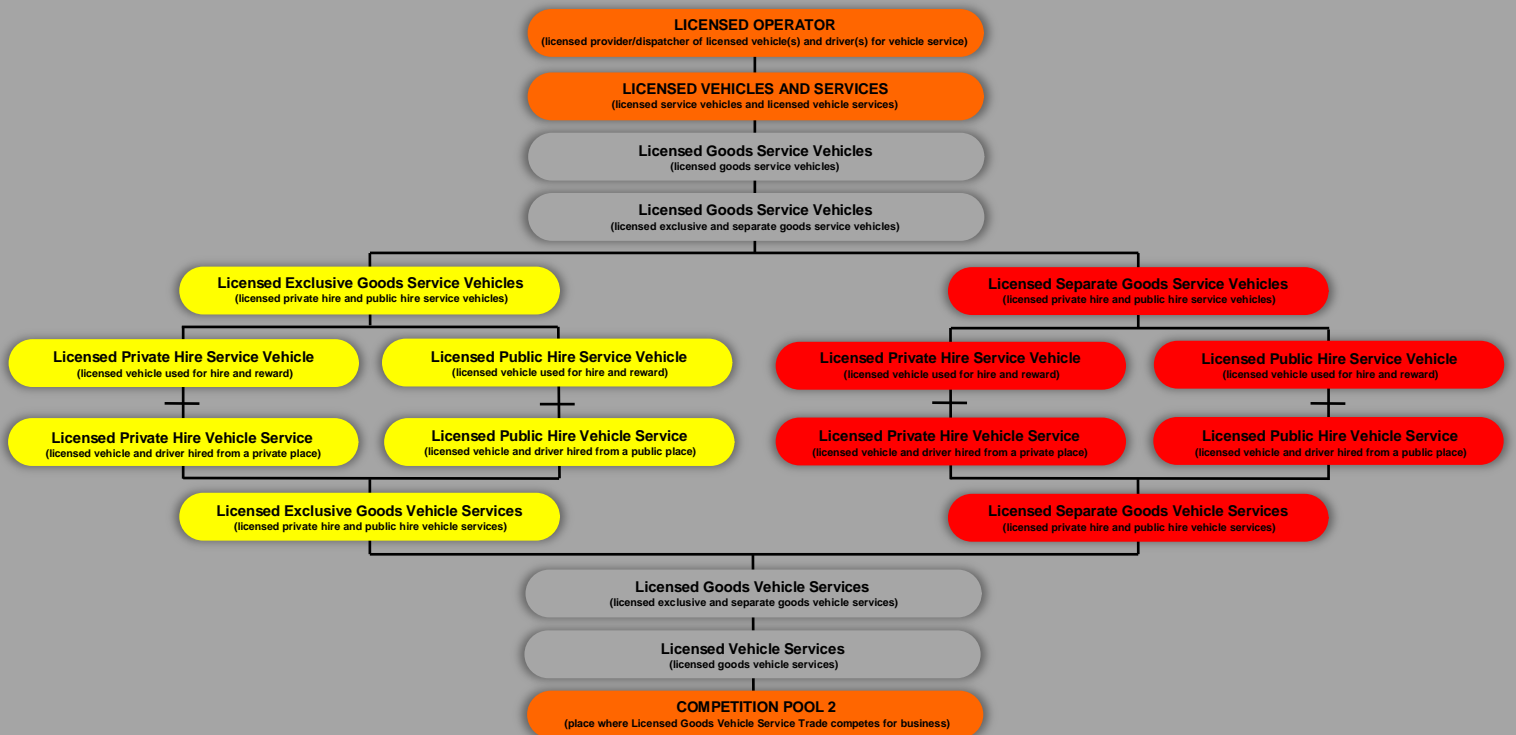




### Flow Chart 3: Vehicle Service Trade (Goods)



### Flow Chart 4: Regulated Vehicle Service Trade (Goods)



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