

LGV Safety Permit and Direct Vision Standard

Version: 1.4

Date: 23rd October 2024

The LGV Safety Permit and Direct Vision Standard have been developed to reduce collisions between LGVs and pedestrians or cyclists. Vehicles will be given a star rating, which will determine if they can apply for a London Operating Permit straight away or will first need to be retrofitted with safe systems.



Introduction

There are significantly more collisions between LGVs and cyclists in London than most regions of the country – and double the amount of the total frequency for Great Britain.

With a target of achieving zero deaths and serious collisions involving LGVs and cyclists or pedestrians by 2041, the Mayor of London in conjunction with Transport for London (TfL) **has developed the world's first [Direct Vision Standard and Safety Permit Scheme](#)** for lorries more than 12 tonnes GW, entering or operating in Greater London from October 2020.

However, as a minimum benchmark for safety, we recommend that LGV operators strive to meet Direct Vision Standard requirements in their policies and procedures, regardless of where the vehicles operate.

Direct Vision Standard

- The standard measures against the driver's direct view through the cab windows and awards a [star rating](#) in relation to the level of risk to people walking or cycling near to the vehicle.
- The vehicle manufacturer determines the initial star rating using the DVS technical information. Operators need to [contact the manufacturer](#) to get the rating for each type of vehicle.
- Star ratings start from zero for poor or limited direct vision and go up to five for excellent or increased direct vision. For example, drivers in a zero-star vehicle will not be able to see the head and shoulders of a pedestrian who is less than 4.5m away from the cab side opposite, whereas drivers in a five-star vehicle will be able to see pedestrians, motorists and cyclists who are directly next to the side of their vehicles.
- Any vehicle with a rating of one-star or above will be able to apply for a London Operating Permit straightaway and without needing to do anything else.
- If either a zero-star rating is given or it's not possible to rate the vehicle, then the vehicle will need to be retrofitted with [safe systems](#) to mitigate the risk. Operators of zero-star rated vehicles will need to demonstrate compliance with these requirements when applying for a safety permit.

Safe Systems

These are a series of additional vehicle safety measures that are fitted retrospectively and designed to reduce the likelihood of collisions between LGVs and pedestrians or cyclists. The systems are accepted as industry best practice and are endorsed by representatives of cycling and pedestrian groups, vehicle manufacturers, industry trade associations and government bodies. To remain consistent, the safe system is aligned to other schemes and existing regulations where possible – for example [CLOCS](#) and [FORS](#).

The additional safe systems required for a zero-rated vehicle are:

- class V and VI mirrors
- a fully operational camera monitoring system
- a sensor system with driver alerts to warn road users of intended manoeuvres
- an audible vehicle manoeuvring warning for left turns (or right turns if the vehicle is left-hand drive)
- warning signage
- side-underrun protection

Photographic evidence will be needed as part of the permit application process.

It is recommended that operators of vehicles rated at one star or above should also consider voluntarily fitting additional safe systems to further mitigate the risk of collision. Safe systems equipment can be purchased through our approved Specialist Partner, [VUE CCTV](#).

The first review of the safe system is due in 2024, when it's proposed that the minimum operating requirement will increase from one to three stars. Any updates will be subject to public consultation in 2022 and will take into account any advances in technology and safety equipment that were not available in 2020 – this process will be known as [The Progressive Safe System](#). Any new equipment or technology proposed for the Progressive Safe System must be retrofittable to LGVs, industry recognised, and readily available on the market at the time.

Safety Permit Scheme

This scheme comes into place on 26 October 2020.

- Operators have been able to [apply for a permit](#) since October 2019.
- **There's no** cost to the operator for the application or issue of a permit.
- Permits are issued electronically – **there's no** certificate or hard-copy permit.
- Automatic number plate recognition (ANPR) will be used to monitor vehicles entering the zone area.
- If a vehicle with a valid permit is sold, the new owner must apply for a replacement permit, so enforcement records stay up to date.
- Operators who use a vehicle without a permit or who operate a vehicle in breach of the safe system permit conditions will be deemed unlawful and a Penalty Charge Notice (PCN) of up to £550 will be issued.
- TfL will also have the ability to revoke or suspend a permit if a vehicle **that's** been granted a permit is later found to be in breach of the terms and conditions of issue.

Permit Expiry Dates

- Vehicles that have a zero-star rating will be granted an operating permit until 2024, provided that the vehicles are fitted with an approved safe system.
- Vehicles with a one and two-star rating will also be granted a permit until 2024.
- Three, four and five-star rated vehicles will be granted a 10-year permit.
- From 2024 onwards, **it's** envisaged that vehicles with a rating of zero, one or two will need to adhere to the Progressive Safe System and meet the new minimum standard of a three-star rating.

Driver Training

It's recommended that any mandatory driver certificate of professional competence ([DCPC](#)) training should include a specific focus on Vulnerable Road Users.

Specialist Partner Solutions

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For more information please visit: [Aviva Risk Management Solutions – Specialist Partners](#)

Checklist

We've provided a generic LGV Safety Permit and Direct Vision Standard checklist, which you can tailor to your own organisation, in Appendix 1.

Additional Information

- [The Highway Code](#)
- [Transport for London](#)

To find out more, please visit [Aviva Risk Management Solutions](#) or speak to one of our advisors.

Email us at riskadvice@aviva.com or call 0345 366 6666.*

*Calls may be recorded and/or monitored for our joint protection.

Appendix 1 - LGV Safety Permit and Direct Vision Standard Checklist



| | |
|-----------------------------------|--|
| Location | |
| Date | |
| Completed by (name and signature) | |

| | Checklist | Y/N | Comments |
|----|---|-----|--|
| 1. | Do you require an LGV safety permit? | | Unless exempt , applies to all LGVs more than 12 tonnes. |
| 2. | Find out your vehicle(s) direct vision rating | | 0 1 2 3 4 5 |
| 3. | Safe system requirements? (Are your LGVs zero rated?) | | Requirements for zero-rated vehicles |
| 4. | Apply for your permit | | When ready, apply here . |

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