

LGV Safety Permit and Direct Vision Standard

The LGV Safety Permit and Direct Vision Standard has 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.

LGV Safety Permit and Direct Vision Standard

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 GVW, entering or operating in Greater London from October 2020. Further updated from October 2024.



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 minimum three-star rating or above will be able to apply for a London Operating Permit straightaway and without needing to do anything else.
- If below the three-star rating (of either zero, one or two rating) is given or it's not possible to rate the vehicle, then the vehicle will need to be retrofitted with progressive [safe systems](#) to mitigate the risk. Operators of zero, one or two-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 below three star rated vehicle are:

- Camera Monitoring System (CMS): Fitted to the nearside of the vehicle and/or class V and VI mirrors fitted to the front and nearside of the vehicle
- Blind Spot Information System (BSIS): Active sensors that warn the driver of the presence of a vulnerable road user
- Moving Off Information System (MOIS): Fitted to the front of the vehicle to warn the driver of the presence of a vulnerable road user
- Audible Warnings: To alert road users when the vehicles is turning left
- External warning signages: Must be displayed on vehicles to clearly present the hazards surrounding the vehicle
- Side-underrun protection: Fitted to both sides of the vehicle, unless demonstrably impractical

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

It is recommended that operators of vehicles rated at three 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](#)

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 came into place on 26 October 2020 and was further updated on 28 October 2024.

- 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

- All HGVs rated zero, one or two stars must apply for a new HGV Safety Permit to avoid Penalty Charge Notices, as current permits expired at midnight on 27th October 2024, provided that the vehicles are fitted with an approved safe system.
- Three, four and five-star rated vehicles will be granted a 10-year permit.

Driver Training

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

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.

Specialist Partner Solutions

Aviva Risk Management Solutions can offer access to a wide range of risk management products and services at preferential rates via our network of Specialist Partners.

For more information please visit:

[Aviva Risk Management Solutions - Specialist Partners](#)

Sources and Useful Links

- [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.*

*The cost of calls to 03 prefixed numbers are charged at national call rates (charges may vary dependent on your network provider) and are usually included in inclusive minute plans from landlines and mobiles. For our joint protection telephone calls may be recorded and/or monitored.

Appendix 1 - LGV Safety Permit and Direct Vision Standard Checklist

Location	
Date	
Completed by (name and signature)	

	Title	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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