

Direct Vision Standard Guide

From 1st March 2021,
ALL goods vehicles
over 12 tonnes will
require a permit to
enter London.



What is Direct Vision Standard?



New Legislation for HGVs over 12 tonnes entering London.

The Direct Vision Standard (DVS) is the first legislation of its kind. From 1st March 2021, **ALL** goods vehicles over 12 tonnes will require a permit to drive into Greater London, including vehicles from outside the UK.

The DVS has been created to address the high number of incidents in London involving HGV's, pedestrians and cyclists. The DVS measures a driver's direct view through the windows of an HGV cab, this is done to indicate the level of risk to others near the vehicle.

A safety rating based on how much the driver can see from the cab.

Enforced by Transport for London (TfL), the legislation is based on a 'star rating' indicating how much a driver can see from the cab in relation to other road users, cyclists and pedestrians.

The vehicle manufacturer will issue a star rating for your vehicle. This rating (0-5) is based on how the vehicle left the production line and will not take into account any aftermarket safety systems that have been fitted.

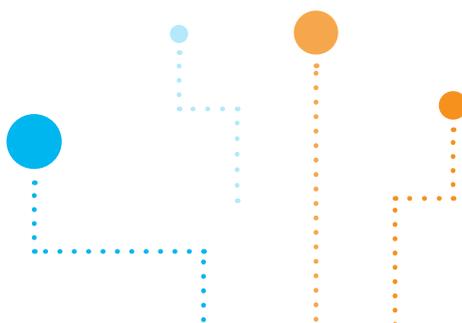
If the vehicle does not meet the DVS star rating an additional Safe System is required.

HGVs that do not meet the minimum requirement of one star need to comply with the Safe System which requires the installation of extra devices for indirect vision (similar to FORS & CLOCS specifications). Complying with the Safe System will not alter the vehicle's star rating but will permit you to drive into Greater London.

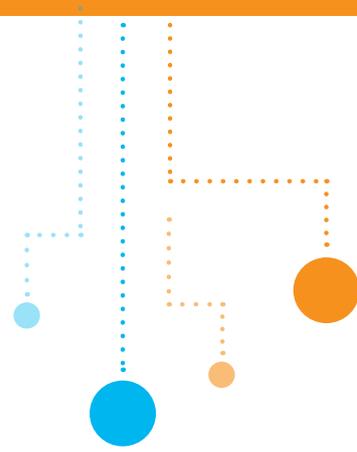
By 2024 TfL will increase the minimum star requirement to three in order to enter London. Vehicles below this will need to be fitted with the progressive Safe System equipment to bring them in line with the three star standard.

Enforcement and management

The scheme will be implemented by a decriminalised Traffic Regulation Order, meaning a Penalty Charge Notice (PCN) can be issued. Automatic Number Plate Recognition (ANPR) cameras will detect a vehicle which will be checked with TfL's permit database. Operators/hauliers without a permit may be issued a PCN of £550 and £130 for the driver, even if the vehicle is five star rated.



How to apply for a permit?



The permit is free of charge and there is no requirement to display anything in the vehicle. To apply for a permit you need to access the TfL online application form.

STEP 01

All HGVs need a star rating which can only be obtained by contacting the manufacturer. There is no published list available. The rationale (0-5) will be based on how the vehicle left the production line and will not take into account any aftermarket safety systems that have been fitted.

To obtain the star rating you will need the VIN number of the HGV.

For a 0 star rating:

Proceed to step 2

For a 1 or 2 star rating:

Proceed to step 3 although step 2 is recommended

For a 3, 4 or 5 star rating:

Proceed to step 3

STEP 02

If your vehicle is 0 star rated, you must comply with the Safe System which requires the fitting of extra devices for indirect vision. Proof of installation must be supplied to the TfL when you apply for your permit.

Operators with a 1-2 star rating may want to think about meeting requirements to future proof vehicles. It is also worth nothing that if the vehicle is required on certain sites, the FORS and CLOCS specification may be enforced.

STEP 03

HGVs that are 1-5 star rated will be automatically eligible for a permit but will still need to apply.

For vehicles with a star rating of 1-2, your permit will be valid until the 25th October 2024

For vehicles with a star rating of 3-5, your permit will be valid until 25th October 2030 or 10 years (which ever is the later)

Vehicles that have a 0 star rating but have complied with the Safe System will be issued with a permit valid until 25th October 2024.

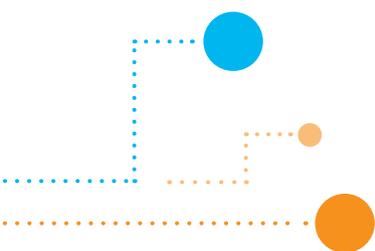
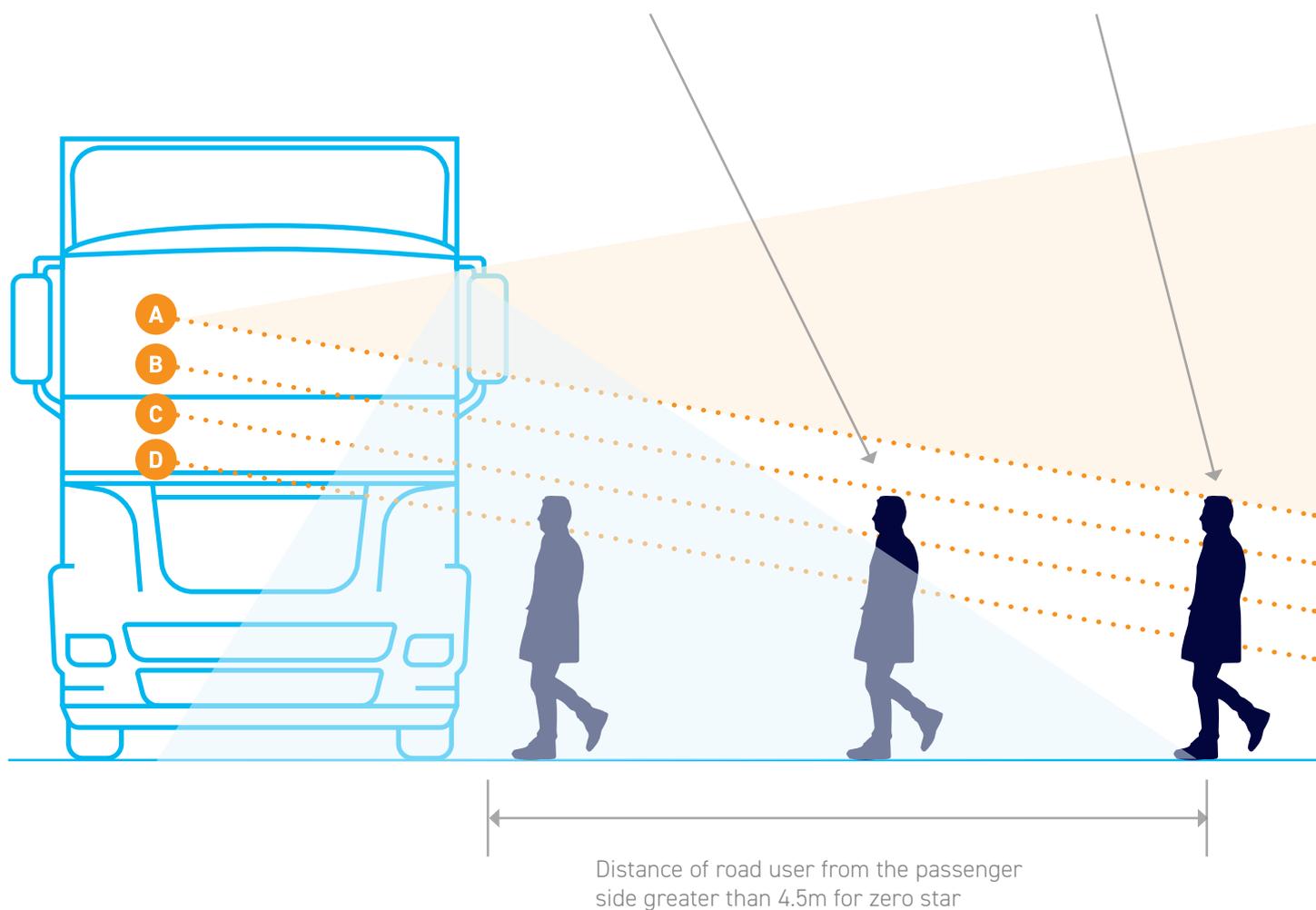


HGV star rating boundaries

Category	Description
A	Zero star eye point
B	One star eye point
C	Three star eye point
D	Five star eye point

Blind spot between what can be seen in mirrors and what can be seen directly.

With zero star eye point, a driver will not be able to see the head and shoulders of a female 4.5m away from the side cab

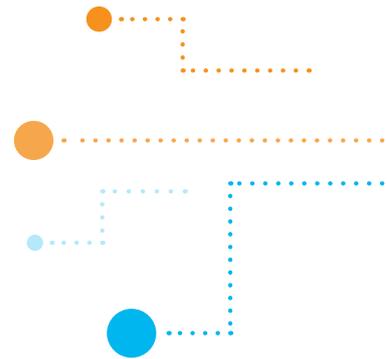


What to do if your vehicle is zero rated?

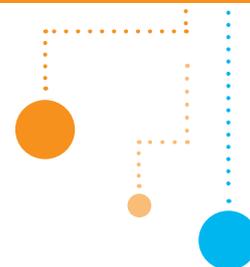
If your vehicle is 0 star rated, you must comply with the requirements of the Safe System. This is a series of vehicle safety measures which aim to improve the overall safety of the vehicle.

The following devices are required to comply:

- 01** **Class V mirror** fitted to the nearside of the vehicle
- 02** **Class VI mirror** fitted to the front of the vehicle
- 03** **Side under-run protection** fitted to both sides of the vehicle except where this is impractical or proves to be impossible. See TfL website for exemptions
- 04** **External pictorial stickers and markings** shall be displayed on vehicles to warn vulnerable road users of the hazards around the vehicles
- 05** **A sensor system** that alerts the driver to the presence of a vulnerable road user fitted to the nearside of the vehicle
- 06** **Audible vehicle manoeuvring warning** to warn vulnerable road users when a vehicle is turning left
- 07** A fully operational **camera monitoring system** fitted to the nearside of the vehicle



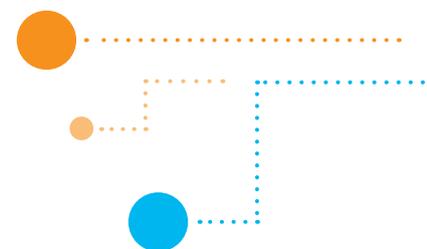
Equipment comparison FORS Silver vs DVS



	FORS Silver	DVS
Side Proximity Sensors	A close-proximity sensor and audible driver alert system to notify the driver of other road users in the near-side blind spot	A sensor system that alerts the driver to the presence of a vulnerable road user to be fitted to the nearside of the vehicle
Front Proximity Sensors		Additional front sensors with coverage defined by the UNECE Regulation 46 Class VI mirror coverage zone.
Left Side Camera	A camera system that monitors the near-side vehicle blind spot	A fully operational camera monitoring system shall be fitted to the nearside of the vehicle
Rear Camera	Rigid goods vehicles over 7.5 tonnes gross vehicle weight to be fitted with a camera system that monitors the rear vehicle blind spot. A camera system may also be fitted to the rear of trailers	
Front Camera	Camera systems should also monitor front blind spot	
Right Side Camera	Camera systems should also monitor off-side blind spot	
Mobile Recording	Camera systems should be able to digitally record incidents and assist in driver training and development	
Left-turn external audible warning	Audible vehicle manoeuvring warning to warn vulnerable road users when a vehicle is turning left Should be fitted with a manual switch to mute the sound when required, such as operating between 23:30 and 07:00 in urban areas May be supplemented with a visual warning to vulnerable road users	Audible vehicle manoeuvring warning to warn vulnerable road users when a vehicle is turning left Should be fitted with a manual switch to mute the sound when required, such as operating between 23:30 and 07:00 in urban areas Should consider a system that combines spoken warnings and white noise
Reversing alarm	Rear warning alarm activated when reverse gear is engaged Should be fitted with a manual switch to mute the sound when required, such as operating between 23:30 and 07:00 in urban areas	

Compulsory
 Recommended
 Optional
 Not Specified

Exemptions policy



Vehicles of 12 tonne GVW or less are not required to apply for a permit. The HGV safety permit scheme is only applicable to HGVs exceeding 12 tonne GVW. These are classed as N3 category vehicles.

Table 1: HGVs fully exempt from the HGV safety permit scheme

Vehicle Type	DVS Exemption
Emergency service vehicles, such as ambulances and fire engines, which have a taxation class of 'ambulance' or 'fire engine' on the date of travel	Exempt where applicable It is not considered appropriate to require emergency service vehicles to meet the DVS star rating threshold or to comply with the Safe System conditions as these vehicles need to be suitable for the operations for which they are designed
Specialist gritting and snow plough vehicles (London Boroughs)	Fully exempt These are specialist, very low-mileage vehicles that are only utilised in certain weather conditions
Armed Forces vehicles	Fully exempt It is not considered appropriate to require Armed Forces trucks to meet the DVS star rating threshold or to comply with the Safe System conditions as they need to be suitable for the operations for which they are designed
Ministry of Defence vehicles/ military vehicles	Fully exempt where applicable It is not considered appropriate to require military trucks to meet the DVS star rating threshold or to comply with the Safe System conditions as these vehicles need to be suitable for the operations for which they are designed
Breakdown organisations/ recovery vehicles	Fully exempt where applicable Exempt for vehicles called out by the emergency services whose load is required for the purposes of dealing with any actual or perceived emergency affecting the safety of persons or property
Historic vehicles	Fully exempt All vehicles that have a 'historic' vehicle tax class will be exempt from the DVS. This tax class excludes any vehicle used commercially. It would be inappropriate to require historic vehicles to comply with the Safe System permit conditions
Showman's vehicles	Fully exempt Showman's vehicles are eligible for an exemption from DVS if they are registered to a person following the business of a travelling showman and have been modified or specially constructed for this purpose. It would be inappropriate to require showman's vehicles to comply with the Safe System permit conditions
A vehicle to which no bodywork has been fitted and which is being driven or towed	Fully exempt where applicable a. For the purpose of a quality or safety check by its manufacturer or a dealer in, or distributor of, such vehicles b. To a place where, by previous arrangement, bodywork is to be fitted or work preparatory to the fitting of bodywork is to be carried out c. By previous arrangement to premises of a dealer or distributor
Mobile cranes	Exempt These are specialist, low-mileage vehicles requiring special permission to operate in London
A vehicle being driven/towed to a place where by previous arrangement Safe System equipment is to be fitted	Fully exempt
Road sweepers	Exempt
Gully emptiers/ suckers	Exempt
Breakdown organisations/ recovery vehicles (where not fully exempt) - see condition	Exempt where applicable Only exempt where the sides of the vehicle are so designed and/or equipped that by their shape and characteristics their component parts together meet the requirements as to the fitting of sideguards or provision of lateral underrun protection
Tractors for articulated vehicles	Exempt All trailers used with the exempt tractor unit will be required to fit sideguards (unless covered by an additional exemption)

Exemptions policy

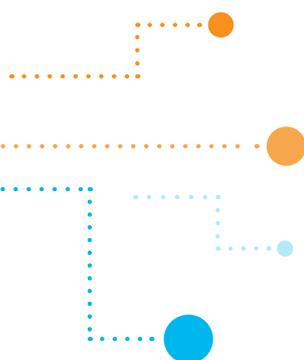
Table 2: HGVs partially exempt from the HGV safety permit scheme

a. Exemptions from sideguards

Vehicle Type	DVS Exemption
Vehicles mounted with cranes and/ or access working platforms	Exempt where applicable a. From the forward point of the vehicle stabiliser legs b. Otherwise where it is not fully practicable to comply with requirements as to the fitting of sideguards
Vehicles fitted with items in the area where a sideguard with otherwise be required to be fitted, such as fuel tanks and equipment boxes	Exempt where applicable Only where the shape and characteristics of such items or components would provide lateral under-run protection equal to that of a sideguard, provided that the spaces between component items providing lateral under-run protection shall not exceed 300mm
Tank-vehicles (that is, a vehicle designed solely for the carriage of fluid substances in a closed tank permanently fitted to the vehicle and provided with hose or pipe connections for loading or unloading)	Exempt where applicable If it is not possible for practical reasons to comply with requirements as to the fitting of sideguards because to do so would prevent (not merely hinder) the operation of the vehicle's hose or pipe connections
Vehicle transporters (that is, a vehicle specially designed and constructed, and not merely adapted, to carry other vehicles loaded on to it from the front or the rear	Exempt where applicable If the chassis rails are located on the extremities of the vehicle
Vehicles equipped with anchorage points for roll-on/rolloff transport	Exempt where applicable To the extent that there are gaps within the sideguard to accept the passage and tensioning of fixings or lashings

b. Exemptions from Class V and/or VI mirrors

Vehicle Type	DVS Exemption
Bonneted vehicles eg Unimog	Exempt From Class VI mirror only
Vehicles fitted with any combination of direct view and/ or indirect vision devices as an alternative to fitting a Class V or Class VI mirror	Exempt As permitted by UNECE Regulation 46



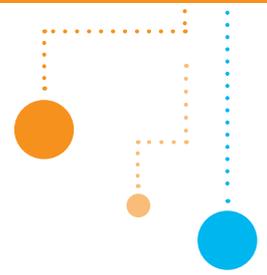


Table 2: HGVs partially exempt from the HGV safety permit scheme

c. Exemptions from camera monitoring systems

Vehicle Type	DVS Exemption
No vehicles will be exempt from fitment of a camera monitoring system	N/A – no vehicle exemptions

d. Exemptions from sensor system alerting the driver to the presence of a vulnerable road user

Vehicle Type	DVS Exemption
No vehicles will be exempt from fitment of a sensor system alerting the driver to the presence of a vulnerable road user	N/A – no vehicle exemptions

e. Exemptions from left turn audible alarm (right turn for left-hand drive vehicles)

Vehicle Type	DVS Exemption
No vehicles will be exempt from fitment of a left turn audible alarm (right turn for left-hand vehicles)	N/A – no vehicle exemptions

f. Exemptions from warning signage

Vehicle Type	DVS Exemption
Tractors for articulated vehicles	Exempt All trailers used with the tractor unit will be required to fit warning signage