

# TEC Executive Committee

## HGV Safety Permit Scheme: Update

Item 7

**Report by:** Spencer Palmer      **Job title:** Director, Transport & Mobility  
**Date:** 14 November 2019  
**Contact Officer:** Spencer Palmer, Director, Transport & Mobility  
**Telephone:** 020 7934 9908      **Email:** [Spencer.palmer@londoncouncils.gov.uk](mailto:Spencer.palmer@londoncouncils.gov.uk)

---

**Summary:**

This report provides an update on London HGV Safety Permit Scheme (Scheme) and seeks the Executive Sub-Committee's approval of the Policy Statement on the issuing of HGV Safety Permits (combined with permits to drive off the Excluded Route Network under the London Lorry Control Scheme) and the HGV Safety Permit and Conditions under the Committee's traffic regulation order powers.

**Recommendations:**

Members are asked to:

1. **Note** the changes to the 1985 Order came into force on 24 August 2019 so that it now covers the London Lorry Control Scheme and London HGV Safety Permit Scheme;
2. **Note** that the legal challenge period to the making of the Amendment Order has expired without challenge;
3. **Approve** the following:
  - The Combined LLCS and HGV Safety Permit Scheme Policy Statement at **Appendix A**;
  - HGV Safety Permit and Conditions at **Appendix B**;

**Note** the position regarding Barnet LBC participating in the HGV Safety Permit Scheme and the LLCS.



# HGV Safety Permit Scheme: Update

## **Overview**

1. The Direct Vision Standard (DVS) has been developed by Transport for London (TfL) to address the high number of collisions involving HGVs and people walking and cycling in London. Using a star system, the DVS rates HGVs from zero (lowest) to five (highest) stars, based on how much a driver can see directly through their HGV cab windows. It was proposed to implement the Standard for HGVs over 12 tonnes (gvw) by the "HGV Safety Permit Scheme" ("Scheme") through changes to the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 ("the 1985 Order") under which the London Lorry Control Scheme (LLCS) currently operates to accommodate the Scheme. Vehicles not meeting the minimum DVS threshold of one star (or which are un-rated under the Standard) would be required to fit up to seven additional safety features to the vehicle to improve its safety.

## **Background**

2. As previously reported and authorised by the Transport & Environment Committee, London Councils has promoted the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 (Amendment) Order 2019 ("Amendment Order") to make the necessary changes to the 1985 Order to implement the Scheme on a mandatory basis. Statutory notices of proposals/intent for the statutory consultation on the Amendment Order were published on 26 April 2019 and the necessary statutory documents placed on deposit and made available online. The statutory consultation closed on 23 May. On 13 June 2019 the Committee considered a report detailing responses to the statutory consultation and the position regarding potential objections and a potential public inquiry. In the event all potential objections were withdrawn and no public inquiry was held. The Committee delegated authority to the Director, Transport & Mobility in those circumstances to proceed to formally make the Amendment Order on the Committee's behalf. This was done by the Director on 23 August 2019 and the Amendment Order came into force next day. Statutory notices of making were published on 27 August 2019 and the six weeks period, within which a legal challenge to the order could be brought in the High Court, expired on 8 October without legal challenge.
3. The 1985 Order is now in effect with the necessary modifications to accommodate the HGV Safety Permit Scheme alongside the LLCS. From 26 October 2020, all HGVs of over 12 tonnes (gvw) will be required to obtain a permit (HGV Safety Permit) to operate on any borough or GLA road in Greater London. It will be a contravention of the 1985 Order to

operate without a permit or, where issued, in breach of its conditions. In the same way as the LLCS, enforcement is de-criminalised by the issue of Penalty Change Notices (PCN) at £500 for operators; recipients of PCNs have the right (subject to TEC approval) to appeal to the Environment and Traffic Adjudicators at London Tribunals.

4. As previously reported to the Committee the Scheme follows the same general arrangements that apply to the LLCS:
  - **Policy Statement:** this sets out the policy basis for issuing permits, including the new Safety Permit. A copy the “Combined Policy Statement” is at **Appendix A**. The policy considerations relating to the LLCS are unchanged. The policy considerations for the Scheme state that a minimum DVS rating is to be regarded as the appropriate level of direct vision necessary to operate an HGV safely in Greater London without requiring additional safety (Safe System) measures to be fitted to the vehicle. This is one star (or un-rated) until 26 October 2024 and three stars from that date. There are seven potential safety features<sup>1</sup> depending on the vehicle specification subject to various exemptions. (These are set out in the Schedule to the Safety Permit – see below).
  - **HGV Safety Permit and Conditions:** this document sets out the conditions subject to which a Safety Permit is to be issued. Here, the conditions for a HGV Safety Permit are sufficiently different to the LLCS to justify its own set of permit conditions, though modelled closely on the LLCS conditions. A copy of the proposed HGV Safety Permit and Conditions is at **Appendix B**.

(Both documents were part of the consultation materials available online and for public inspection during the statutory consultation on the Amendment Order between 26 April and 23 May. No objections or other representations were received regarding their content.)

5. HGV Safety Permits will be issued to operators by TfL free of charge. TfL launched a web portal to process voluntary applications for HGV Safety Permits on 28 October 2019. This is to allow operators a year to obtain a permit and fit any necessary safety equipment prior to the Scheme becoming mandatory and enforceable from 26 October 2020.
6. The London borough of Barnet left the LLCS in 1996 by passing its own traffic regulation order to take it out of the ambit of the 1985 Order. Barnet has agreed to be part of the HGV Safety Permit Scheme and to re-join the LLCS. TfL and London Councils recently met with officers at Barnet to discuss arrangements for the authority to re-join the ambit of the 1985

Order. It has been agreed that it will do this by promoting a traffic regulation order in Spring 2020 to repeal the 1996 Order. The Amendment Order was drafted so that it, and the 1985 Order that it amends, will come into operation in Barnet when that repeal takes effect. From that point Barnet will be part of the LLCS and HGV Safety Permit Scheme.

### **Approval of Policy Statement and HGV Safety Permit texts**

7. The Executive Sub-Committee is asked to formally approve the final versions of the Combined Policy Statement and HGV Safety Permit Conditions, which will be used on the TfL application portal. Drafts of both documents were considered by the Committee at its 13 June meeting and the Executive is asked to approve them on the Committee's behalf.
  - **Combined Policy Statement:** the version appended to this report is unchanged from the earlier one considered by the Committee.
  - **Safety Permit Conditions:** the permit conditions now incorporate the Safe System' vehicle safety measures, which were previously set out in a separate Safe System measures Guidance document, which was considered by the Committee at that meeting.
    - The permit conditions appended to this report are substantially unchanged from that earlier version and now include clarifications to the text concerning notification of changes of vehicle ownership or control and expiry dates for the permit.
    - The text now merges the Safe System measures previously set out in the Guidance with the permit. The seven safety measures and relevant exemptions (Table 1) are repeated in the Schedule to the Permit. (A small change has been made to the Safe System Guidance concerning the fitting of a camera system to the vehicle's nearside following recommendations by operators, and this is also reflected in the Conditions.)
8. It is proposed that a report is considered by the Committee in due course to set out the arrangements to formalise TfL's role in administering the Scheme on its behalf.

### **Recommendations**

Members are asked to:

1. **Note** the changes to the 1985 Order came into force on 24 August 2019 so that it now covers the London Lorry Control Scheme and London HGV Safety Permit Scheme;
2. **Note** that the legal challenge period to the making of the Amendment Order has expired without challenge;
3. **Approve** the following:
  - The Combined LLCS and HGV Safety Permit Scheme Policy Statement at **Appendix A**;

- HGV Safety Permit and Conditions at **Appendix B**;
4. **Note** the position regarding Barnet LBC participating in the HGV Safety Permit Scheme and the LLCS.

### **Financial Implications**

The HGV Safety Scheme would be developed with no implementation, operational or future costs to TEC or the London boroughs. TfL will bear all costs involved in the Scheme both now and in the future, including any legal or litigation costs, the holding of a public inquiry, and Barnet re-joining the LLCS, and any signage costs.

### **Equalities Implications**

There are currently no equalities implications arising from the recommendations. A full Integrated Impact Assessment (IIA), including an equalities impact assessment, was published as part of the Phase 2a consultation and an updated IIA was included in the Phase 2c statutory consultation on the Amendment Order.

### **Background Information**

- Information on the DVS and HSP Scheme proposal: [www.tfl.gov.uk/direct-vision-standard](http://www.tfl.gov.uk/direct-vision-standard)
- Phase 1 consultation: <https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase-1/>
- Phase 2a consultation: <https://consultations.tfl.gov.uk/roads/direct-vision-standards-phase-2/>
- Phase 2b consultation: <https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase2b/>
- Phase 2c consultation: <https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase2c/>

### **Appendices:**

- **Appendix A: Combined LLCS and HGV Safety Permit Policy Statement**
- **Appendix B: HGV Safety Permit & Conditions**

## LONDON COUNCILS TRANSPORT AND ENVIRONMENT COMMITTEE

### LONDON LORRY CONTROL SCHEME

### LONDON HGV SAFETY STANDARD PERMIT SCHEME

## POLICY STATEMENT ON THE ISSUE OF PERMITS

### 1. INTRODUCTION

- 1.1 The following explanatory statement of policy has been approved by London Councils Transport and Environment Committee to provide guidance for operators of vehicles affected by the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 ("the Traffic Order"). The Traffic Order establishes the London Lorry Control Scheme ("LLCS") which has been in operation since 1985. It was amended on 23 August 2019<sup>1</sup> to introduce the requirements of the London HGV Safety Standard Permit Scheme. Both schemes are described below. This Policy Statement covers both Schemes.

#### London Lorry Control Scheme Permits

- 1.2 The intention of the London Lorry Control Scheme is to improve the environment for Londoners by reducing disturbance from heavy goods vehicles (HGVs) at night-time and weekends. This improvement will be achieved in two ways:
- by preventing lorries (HGVs) **over 18 tonnes** (gvw) from travelling on restricted roads during the controlled hours<sup>2</sup> unless they have a legitimate business which requires them to be there;
  - by ensuring that lorries which are on those roads cause as little disturbance as possible by requiring them to have a LLCS Permit with conditions ("LLCS Conditions") that require they are operated quietly and in an environmental way.
- 1.3 All roads in Greater London are now "restricted roads" for the purposes of the LLCS and an "excluded road" is a road to which the LLCS restrictions do not apply. The "Excluded Route Network" (ERN) is the network of excluded roads, as set out in the Schedule to the Traffic Order.
- 1.4 LLCS Permits are administered by the London Councils Lorry Control Administration Section.

#### London HGV Safety Permits

- 1.5 The intention of the HGV Safety Permit ("HSP") Scheme is to reduce the number of people killed and seriously injured on London's roads by improving the safety of HGVs of 12 tonnes (gvw) or over operating in Greater London. Using a star system, the Direct Vision Standard (DVS) rates HGVs from zero (lowest) to five (highest) stars, based on how much a driver can see directly through their HGV cab windows in relation to vulnerable road users, such as cyclists and pedestrians in the area of greatest collision risk around the vehicle.
- 1.6 This highway safety improvement will be achieved by:
- 1.7 requiring all HGVs 12 tonnes or over to obtain a permit ("HGV Safety Permit") to operate in Greater London from 28 October 2020;
- 1.8 granting HGV Safety Permits to all vehicles rated One Star or above under DVS; and
- 1.9 imposing Safe System Conditions on the HGV Safety Permits of those vehicles rated Zero Star (or those unrated) under DVS. These Safe System Conditions require the vehicle to be fitted with additional equipment to improve its safety for other road users.
- 1.10 All roads in Greater London are covered by the HSP Scheme as "restricted roads". No roads are excluded and so there is no ERN where this Scheme is concerned.
- 1.11 HGV Safety Permits are administered by Transport for London.

<sup>1</sup> By the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 (Amendment) Order 2019 which was made by London Councils Transport and Environment Committee on 23 August 2019 and came into force the following day.

<sup>2</sup> The "Controlled Hours" for the LLCS Scheme are: (1) **Mondays to Fridays:** midnight and 7.00am and between 9.00pm and midnight (2) **Saturdays:** between midnight and 7.00am and between 1.00pm and midnight and (3) **Sundays:** all day.

## Interaction between the two schemes

- 1.12 All 12 tonnes and over HGVs require a HGV Safety Permit to operate on any road in Greater London issued subject to "HGV Safety Permit Conditions", including the Safe System Conditions where applicable.
- 1.13 All such Zero Star (or un-rated) HGVs must operate in accordance with the Safe System Conditions and fit additional safety equipment; those rated One Star and above can be operated without such additional equipment.
- 1.14 All 18 tonnes and over HGVs intending to drive on roads off the ERN during controlled hours require a LLCS Permit, issued subject to LLCS Conditions.
- 1.15 In this document a "Permit" refers to a LLCS Permit or HGV Safety Permit, as appropriate, and "Conditions" to the LLCS Conditions or HGV Safety Permit Conditions.

## 2. PERMIT APPLICATIONS

- 2.1 An applicant may apply for a LLCS Permit and/or HGV Safety Permit for a vehicle which he or she proposes to use in circumstances affected by either Scheme and which is or will be under his or her control. If the applicant is not the owner of the vehicle, he or she must show that he or she is able to make the application and is able to ensure that Conditions attached to any permit that may be issued are complied with.

## 3. CONSIDERATIONS FOR THE ISSUE OF LLCS PERMITS AND HGV SAFETY PERMITS

- 3.1 The following matters will be taken into account in considering an application for a LLCS Permit or HGV Safety Permit (and the imposition of any Conditions attached thereto).
  - 3.1.1 The statutory duties on Transport for London and London Boroughs as traffic authorities under the **Road Traffic Regulation Act 1984, Section 122 (1) and (2)** to secure the expeditious, safe and convenient movement of vehicular and other traffic including pedestrians, so far as is practicable, having regard to:
    - the need for securing and maintaining reasonable access to premises;
    - the effect of the use of roads by heavy commercial vehicles on the amenities of any locality concerned;
    - the national air quality strategy;
    - the need to assist public transport and its passengers;
  - 3.1.3 **Road Traffic Regulation Act 1984, Section 6:** the purposes of controlling or regulating vehicular traffic as mentioned in section 6(1) of that Act, in particular those relating to highway safety and air quality mentioned in section 1 (1) (a), (c), (d) and (g):
    - avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
    - facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
    - preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property;
    - the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality); and
  - 3.1.5 **Road Traffic Act 1988, Section 39(3):** the duty, in the light of studies into accidents arising out of the use of vehicles, to take such measures, including those taken in the exercise of its powers for controlling, protecting or assisting the movement of traffic on roads, as appears to it to be appropriate to prevent accidents;
  - 3.1.6 Any other matters appearing relevant.

## 4. POLICIES ON GRANTING LLCS PERMITS

- 4.1 In particular (but without prejudice to above the generality of the above) the following considerations will be taken into account when deciding whether to grant an application for a LLCS Permit:
  - the circumstances of the applicant's needs for a LLCS Permit;
  - the environmental circumstances of the roads on which the vehicle is to be used and the extent to which the ERN, i.e. roads with no night-time and weekend controls, can satisfy the applicant's requirements;
  - the financial, commercial, professional, industrial, employment and other consequences likely to result from the issue or refusal of a Permit;



- the characteristics of the vehicles;
  - any special efforts made to reduce the environmental impact of the applicant's vehicle;
  - the practicability of and time required for adapting the applicant's operations;
  - the possibility of using other less environmentally damaging modes of transport
- 4.2 The following explanation (including some examples to illustrate some of the considerations) is intended to provide further guidance for operators of vehicles which are affected by the LLCS.
- 4.3 The most important criterion in deciding whether or not to grant a LLCS Permit is the applicant's need for it. First and foremost it is the Committee's policy to ensure that only vehicles undertaking necessary business in London should be permitted to use restricted roads.
- 4.4 The environmental circumstances of a road are relevant, for example where premises are linked to the ERN by a road which has no residential development, and which has not been identified by the Committee as an excluded road. Permits may be issued until the road concerned can conveniently be included in a supplementary order.
- 4.5 Another relevant consideration is when the continued viability of a firm may be affected by the LLCS. Permits may be granted while further consideration is given to finding an appropriate solution on a more permanent basis.
- 4.6 Certain companies already display a high degree of environmental awareness, involving such matters as driver training, or the use of vehicles which make less environmental impact. Matters such as these will be given due consideration. In other cases it would be reasonable to expect applicants to modify existing vehicles or choose more environmentally suitable vehicles when new purchases are made. Guidance will be available to applicants when they apply for exemption Permits.
- 4.7 It is the Committee's policy to seek the highest legally specifiable standards for vehicles in respect of which LLCS Permits are issued to ensure that they have the minimum adverse effect on the environment.
- 4.8 Where LLCS Condition 5 applies to an LLCS Permit, vehicles must minimise their use of roads away from the ERN unless a special routeing agreement is made with LLCS Administration Section. Such a routeing agreement will only be made if:
- the applicant, in proposing a route, can demonstrate that the alternative route results in reduced overall environmental impact, particularly in terms of noise effect on residential properties adjacent to the route; and
  - the holder is granted a LLCS Permit lasting at least three months.
- 4.9 Each case will be considered on its merits.
- 4.10 LLCS Permits will be specific to an applicant and a vehicle and will not be transferable to any other person or vehicle.

## **POLICIES ON GRANTING HGV SAFETY PERMITS**

5. The primary purpose of the HGV Safety Permit Scheme is to increase the safety of vehicles and reduce the chances of collisions with vulnerable road users by encouraging the use of vehicles with increased driver direct vision. The Direct Vision Standard will identify those vehicles with unacceptably poor levels of direct vision to operate safely in Greater London and require those below a minimum acceptable rating to fit additional safety equipment to maximise safety as regards vulnerable road users.
- From 26 October 2020 it will be a requirement for all HGVs over 12 tonnes entering Greater London to have been granted a HGV Safety Permit.
  - Taking into account (amongst other matters) the current composition of the HGV 12 tonnes+ fleet in Greater London, the supply of "good" rated vehicles, the economic and operational impacts on HGV operators, the introduction by manufacturers of good rated HGVs into the supply chain, it is considered an initial minimum standard of One Star is appropriate for the first four years of the Scheme.
  - Those vehicles rated One Star DVS until 26 October 2024 are considered "good" in terms of their DVS rating.
  - Taking those matters into account the progressive minimum standard will increase to Three Stars from 26 October 2024.
  - Vehicles not meeting the above minimum DVS requirements must mitigate the potential harm they pose to vulnerable road users by fitting the additional safety equipment detailed in the Safe System Conditions. It is a legal requirement to comply with the Safe System Conditions.
  - The Safe System Conditions will be revised and consulted ahead of 2024 in order to consider any new appropriate technological developments

- Other conditions may be imposed on any HGV of irrespective the vehicle's DVS rating, as considered appropriate.
- 5.2 The Committee has determined that the appropriate minimum acceptable DVS threshold to operate a 12 tonnes or over HGV safely on roads in Greater London ("minimum DVS rating") having regard to the potential dangers posed to vulnerable road users is:
- One Star until 26 October 2024; and
  - Three Stars from 26 October 2024.
- 5.3 Where an application is made for a HGV Safety Permit, a permit will be granted to:
- an HGV meeting the minimum DVS star rating, without the Safe System Conditions being attached;
  - a vehicle not meeting the minimum DVS rating or which is un-rated will only be granted a HGV Safety Permit subject to the Safe System Conditions being attached.
- 5.4 HGV Safety Permits will be specific to an applicant and a vehicle and will not be transferable to any other person or vehicle.

## **6. DURATION OF PERMITS**

- 6.1 The duration of LLCS Permits may be for such a period as seems reasonable in all the relevant circumstances. All LLCS Permits will automatically cease to be valid once the particular vehicle is no longer in the ownership of or under the control of the applicant and the applicant must inform the LLCS Administration Section of this immediately in writing.
- 6.2 The duration of a HGV Safety Permit will depend on whether the vehicle met the minimum DVS requirement or if it was granted subject to the Safe System Conditions:
- Vehicles rated Zero Star (or un-rated) and therefore subject to the Safe System Conditions will expire on 27 October 2024;
  - Vehicles rated One or Two Star will expire on 27 October 2024; and
  - Vehicles rated Three, Four or Five Star will expire on 25 October 2030 or ten years after the application date if later than 26 October 2020 (whichever the later).

## **7. APPEALS**

- 7.1 If an applicant is refused a Permit or it is granted with Conditions unacceptable to the applicant, he or she is entitled to appeal. Similarly, users whose Permits are revoked or suspended may appeal.
- 7.2 Appeals regarding LLCS Permits must be made through the official London Councils complaints procedure. A temporary short-term exemption LLCS Permit may be issued, if considered appropriate, pending the outcome of an appeal against a refusal to issue or the revocation of the permit
- 7.3 Appeals regarding HGV Safety Permits must be made through the official Transport for London complaints procedure.

## **8. IMPLEMENTATION**

- 8.1 It is expected that all applicants will use their best endeavours to implement not only the letter but also the spirit of the Traffic Order and the Conditions attached to Permits. To assist in ensuring that the Order and Conditions are implemented London Councils and TfL will employ officers whose duty it will be to advise, assist and check on the operation of vehicles. All applicants for Permits are expected to co-operate with these officers in the reasonable exercise of their duties and, if necessary, to comply with Conditions attached to the LLCS or HGV Safety Permit.
- 8.2 Failure to comply with Permit Conditions may result in the revocation or suspension of that Permit; suspension may be immediate where there is a danger to public safety. The applicant's past record of compliance generally will be a relevant consideration when future applications are considered.

**GREATER LONDON (RESTRICTION OF GOODS VEHICLES) TRAFFIC ORDER 1985**

**LONDON HGV SAFETY PERMIT SCHEME**

**CONDITIONS ATTACHED A HGV SAFETY PERMIT**

**The following conditions were approved on 21 March 2019 by London Councils Transport & Environment Committee to apply to all HGV Safety Permits granted under the London HGV Safety Permit Scheme provisions of the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 ("Traffic Order", as amended).**

**Notes:**

- A. An HGV Safety Permit is required before an HGV in excess of 12 tonnes (gvw) ("the Vehicle") is operated<sup>1</sup> on any public road<sup>2</sup> in Greater London
- B. The HGV Safety Permit of any Vehicle not meeting the "minimum Direct Vision Standard (DVS) requirement" star rating (One Star or un-rated until 27 October 2024 and Three Stars after that date) will be granted subject to the Safe System Conditions set out in Condition 8 below. (The measures included in the Safe System will be reviewed in 2024; any new measures to be included in the System will be confirmed prior to 28 October 2024.)
- C. In these Conditions, unless stated otherwise, the word "applicant" shall be taken to mean both (1) the applicant for the HGV Safety Permit and, if different from the applicant, (2) the person to whom the HGV Safety Permit is granted or driver of the Vehicle in respect of which a HGV Safety Permit is granted.
- D. An HGV Safety Permit is valid under the Traffic Order<sup>3</sup> for all public roads in Greater London for the duration of the Permit.
- E. Failure to comply with these Conditions may result in the revocation or suspension of the HGV Safety Permit. Suspension may be immediate if it is considered in the interests of public safety. It is a contravention of the Traffic Order to operate the Vehicle on any public road in Greater London while its HGV Safety Permit is suspended.
- F. It is a contravention of the Traffic Order to either (1) fail to obtain a HGV Safety Permit for a Vehicle prior to operating on any public road in Greater London, including when the Permit has been suspended or (2) operate the Vehicle in contravention of these Conditions (including the Safe System Conditions where they apply). A Penalty Charge Notice may be issued to operators/ hauliers for £550 and £130 for drivers (reduced by half if paid within 14 days).

**General Conditions applying to all HGV Safety Permits**

---

<sup>1</sup> Article 3(a) of the Traffic Order refers to the Vehicle being "used or driven (or caused or permitted to be driven".

<sup>2</sup> This is any highway or length of highway maintainable at public expense, in Greater London; referred to as the "restricted roads" in the Traffic Order

<sup>3</sup> Articles 3(a)(i) and 4(1) of the Traffic Order.

1. The applicant shall operate the vehicle for which the HGV Safety Permit is issued in compliance with the requirements/ measures set out in these Conditions.
2. The applicant and the driver of the Vehicle shall co-operate in assisting any authorised officer of London Councils and/ or of Transport for London in the reasonable exercise of his/her duties in checking whether the vehicle has been modified and/or is being operated in accordance with the Conditions.
3. An applicant shall bring to the attention of the driver of the Vehicle all Conditions subject to which this HGV Safety Permit has been issued. However, this does not remove the applicant's responsibility for compliance with these Conditions.
4. The HGV Safety Permit is granted to the applicant for the specified vehicle and is not transferable to another vehicle or vehicle registration mark, and where granted to an individual or sole trader, may not be transferred to another Operator. The permit will automatically cease to be valid if the vehicle ceases to be under the ownership or control (as applicable) of the applicant and it shall then be the duty of the applicant to inform Transport for London of this immediately in writing via [tfl.gov.uk/modes/driving/dvs-contact-us](https://tfl.gov.uk/modes/driving/dvs-contact-us)
5. The duration of a HGV Safety Permit will depend on whether the vehicle met the minimum DVS requirement or if it was granted subject to the Safe System Conditions:
  - The Permits of Vehicles rated Zero Star or un-rated (subject to the Safe System Conditions) will expire at the end of 25 October 2024;
  - The Permits of Vehicles rated One or Two Star will expire at the end of 25 October 2024; and
  - The Permits of Vehicles rated Three, Four or Five Star will expire at the end of 25 October 2030 or ten years after the application date if granted later than 26 October 2020 (whichever is the later).
6. No vehicle may be operated on any public road in Greater London during any time while its HGV Safety Permit is suspended.
7. The applicant shall ensure that all modifications, and any existing features fitted to the Vehicle to reduce its environmental impact and/ or increase its potential safety as regards other road users, including those required by Condition 8 below are:
  - maintained and kept in proper working order at all times; and
  - operated properly and appropriately in accordance with manufacturers' instructions.

**Safe System Conditions where a vehicle does not meet the minimum DVS star rating**

8. The applicant shall carry out and complete modifications to the Vehicle so as to comply with the measures set out in the Schedule (Safe System Measures) within the period specified subject to any further conditions, restrictions or limitations or exemptions indicated.

## SCHEDULE

### Safe System Measures

The following measures shall be fitted from 26 October 2020 unless an exemption is indicated in **Table 1** below:

1*	A Class V mirror shall be fitted to the nearside of the vehicle
2*	A Class VI mirror shall be fitted to the front of the vehicle
3*	Side under-run protection shall be fitted to both sides of the vehicle (except where this is impractical or proves to be impossible)
4*	External pictorial stickers and markings shall be displayed on vehicles to warn vulnerable road users of the hazards around the vehicle
5	A sensor system that alerts the driver to the presence of a vulnerable road user shall be fitted to the nearside of the vehicle
6	Audible vehicle manoeuvring warning shall be fitted to warn vulnerable road users when a vehicle is turning left
7	A fully operational camera monitoring system shall be fitted to the nearside of the vehicle

(\* indicates certain vehicle types are exempt as indicated in Table 1)

**Table 1: Exemptions from Safe System Measures No.s 1 to 4 above as indicated**

Corresponding Safe System Measure that exemption applies to	Road sweepers	Gully emptier/ sucker	Breakdown organisations/ recovery vehicles (where not fully exempt)	Tractors for articulated vehicles	Vehicles mounted with cranes and/ or access working platforms	Vehicles fitted with items in the area where a sideguard would otherwise be fitted e.g. fuel tanks and equipment boxes	Tank-vehicles (see [A] below)	Vehicle transporters (see [B] below)	Vehicles equipped with anchorage points for roll-on/ roll-off transport	Bonneted vehicles. (Unimog 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	Tractors for articulated vehicles
1											X	
2										X	X	
3	X	X	X1 see below	X2 see below	X3 see below	X4 see below	X5 see below	X6 see below	X7 see below			
4												X8 see below

[A] **Tank Vehicle:** 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.

[B] **Vehicle Transporter:** a vehicle specially designed and constructed, and not merely adapted, to carry other vehicles loaded on to it from the front or the rear.

- 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 under-run protection.
- All trailers used with the exempt tractor unit will be required to fit sideguards (unless covered by an additional exemption).
- Exempt where applicable
  - From the forward point of the vehicle stabiliser legs
  - Otherwise where it is not fully practicable to comply with requirements as to the fitting of sideguards.
- 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.
- 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.

6. If the chassis rails are located on the extremities of the vehicle.
7. To the extent that there are gaps within the sideguard to accept the passage and tensioning of fixings or lashings.
8. All trailers used with the tractor unit will be required to fit warning signage.