

# Direct Vision Standard: Guidance for operators

Updated edition for the enhanced Direct Vision Standard requirements and the Progressive Safe System that replaced the Safe System in October 2024

April 2025



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# I Introduction

Heavy goods vehicles (HGVs) require an HGV safety permit to operate in London, and this guide explains what that means for your vehicle

## **Purpose of this guide**

This guidance sets out an overview of the HGV Safety Permit Scheme and describes the vehicle requirements for getting a permit. It explains our policies for the Direct Vision Standard (DVS), and how these should be applied in practice.

This updated edition replaces our HGV safety permit guidance that was originally published in 2019. We have published this edition, updated in April 2025, to reflect the new minimum DVS rating that has been required since October 2024, the Progressive Safe System (PSS) and the user enhancements to the scheme.

For further information about operational processes, including the permit application process, visit our [DVS and HGV Safety Permit Scheme](#) web page.



# 2 The HGV Safety Permit Scheme

## Reducing road danger

The Mayor of London is committed to the aim of making London's streets safer, including through his ambition to eliminate all deaths and serious injuries from London's streets by 2041 as part of Vision Zero. To achieve this, we are taking a safe systems approach to road danger that involves making all aspects of the road environment safe – streets, vehicles, speeds and behaviours – to protect people and save lives.

Historically, HGVs have been disproportionately involved in more fatal collisions with vulnerable road users than other motor vehicles, which is why we launched the world's first DVS in October 2019.

The DVS is designed to minimise the risk to vulnerable road users caused by poor driver vision. Since 2021, HGVs with a zero-star DVS rating must be fitted with a Safe System to operate in London, and data shows that the number of people walking, cycling or motorcycling who are killed in a collision with an HGV has reduced by at least on third since the introduction of the DVS. This is a very positive outcome, but there were still 49 people killed or seriously injured in a collision with an HGV on average in 2022 and 2023. This shows that we need to go further in order to achieve our Vision Zero goal and make London's streets safe for everyone.

The Mayor set out our plans to tighten the safety standards of the DVS in the Mayor's Transport Strategy and Vision Zero action plan, so that since October 2024 only HGVs rated three stars and above, or those with a PSS fitted, are allowed on London's streets. The changes aim to further enhance the safety standards of HGVs and reduce the risk of serious collisions and fatalities on London's streets.

## What is the Direct Vision Standard?

The DVS is a rating scale that aims to reduce the number of fatal collisions involving HGVs and vulnerable road users, where lack of vision is a contributing factor.

It is designed to objectively measure a driver's direct view through the windows of an HGV cab, and to define the level of risk to road users near the vehicle. This is expressed as a star rating from zero (poor) to five stars (good).

We have developed the DVS in collaboration with expert researchers at Loughborough University, and the DVS industry working group, who provided their specialist expertise to inform the creation of the DVS and PSS.



### What is the scope of the HGV Safety Permit Scheme?

The HGV Safety Permit Scheme requires all HGVs of more than 12 tonnes gross vehicle weight that enter or operate in Greater London to hold a valid safety permit, unless they are exempt in accordance with our exemptions policy in section seven. If the vehicle's DVS star rating is below the minimum required, the permit will be conditional, and require the vehicle to be fitted with additional safety features. Our exemptions policy in section seven sets out which categories of vehicles are exempt from all or some of the DVS requirements.

### How has the DVS and HGV Safety Permit Scheme changed?

When the DVS was launched in 2019, the minimum star rating for vehicles to operate in London was one star. Vehicles that were zero-star or unrated had to fit additional safety measures, known as the Safe System, to operate in London.

In October 2024, these requirements were enhanced. The minimum DVS rating was raised to three stars, and vehicles rated below three stars or unrated now need to be fitted with the Progressive Safe System (PSS).

The Safe System was first introduced in 2019 to support the DVS. In accordance with our commitment to continue to raise safety standards and keep the Safe System progressive, we reviewed it in 2022 to identify any additional technology or safety equipment that had evolved since the original launch and could carry improved safety benefits.

As set out in the Mayor's Transport Strategy, the Vision Zero action plan, and with the approval of London Councils, the minimum DVS star rating increased from one star to three stars on 28 October 2024.

We published our proposed set of enhanced safety measures for consultation in spring 2023 and carefully considered responses to this in developing the PSS. As part of this, we have explored ways to continue to improve the permit application process, such as the provision of a look-up tool to check the permit status of vehicles.

### What is the Progressive Safe System?

The PSS is a set of vehicle safety measures, fitted after or at the point of manufacture, which are designed to reduce the risks that HGVs present to vulnerable road users. To ensure consistency, the PSS is aligned to other scheme requirements, including existing and forthcoming standards such as the European Union and United Nations Economic Commission for Europe (UNECE) regulations where possible.

We have developed the PSS requirements in consultation with the freight industry through a series of industry working groups with representatives from vehicle manufacturers, operators, suppliers, installers, cycling and pedestrian groups and industry trade associations. Section four sets out the detailed requirements for installing the PSS.

Unrated, zero-, one- and two-star vehicles will need to comply with the PSS, which has been enforceable since 28 October 2024.

### How do I make my vehicle compliant?

The minimum threshold DVS rating to operate in London is three stars.

If your vehicle meets the relevant minimum DVS star rating, you will be able to apply for a permit without taking further action to fit additional safety measures. The step-by-step checklist in section nine sets out how to make an application.

If your vehicle does not meet the relevant minimum DVS star rating, or is not rated, you will need to make your vehicle safer by fitting the PSS before receiving a permit. Details of the PSS are set out in section four.

### Vehicles with a zero-, one- or two-star rating

Zero-, one- and two-star permits granted before 24 June 2024 are no longer valid. Operators with permits granted before June 2024 need a new permit to demonstrate that their vehicle meets the new PSS requirements to operate in London. New permits will be valid until midnight on 28 October 2030.

### Vehicles with a three-, four- or five-star rating

Existing permits for HGVs rated three stars or above will remain valid for the duration stated in your confirmation email. For these vehicles a new safety permit will be granted automatically on application and will last until midnight on 28 October 2030. We will seek to review the PSS in 2028 and will consult on any potential changes to the scheme.

**How long will my permit last?**

Vehicle DVS rating	Prior to 27 October 2024	From 28 October 2024	Safety measures required
0	Expired at midnight on 27 October 2024	Expires at midnight on 28 October 2030	Safe System until midnight on 27 October 2024, PSS from 28 October 2024 onwards
1	Expired at midnight on 27 October 2024	Expires at midnight on 28 October 2030	PSS from 28 October 2024 onwards
2	Expired at midnight on 27 October 2024	Expires at midnight on 28 October 2030	PSS from 28 October 2024 onwards
3	Valid for 10 years from issue	Expires at midnight on 28 October 2030	Recommended, not compulsory
4	Valid for 10 years from issue	Expires at midnight on 28 October 2030	Recommended, not compulsory
5	Valid for 10 years from issue	Expires at midnight on 28 October 2030	Recommended, not compulsory

**Where can I go for help in fitting the Progressive Safe System?**

The minimum technical specifications required for blind spot and moving off information systems are available at our [DVS and HGV Safety Permit Scheme](#) web page.

We recommend that any equipment fitted as part of the PSS is installed by a competent and qualified fitter. The Association of Vehicle Installers maintains a list of competent and qualified fitters on their website that may be used to install the PSS.

We do not mandate, endorse or accredit any specific product or brand of equipment or technology as part of the PSS.

**Exemptions**

A list of vehicles wholly or partially exempt from the HGV Safety Permit Scheme can be found in section seven.

**Do I need to pay for a safety permit?**

No, it is free to apply for a safety permit.

**How is the HGV Safety Permit scheme enforced?**

It is unlawful to operate an HGV more than 12 tonnes gross vehicle weight in Greater London without an HGV safety permit, or to breach the conditions of your safety permit. If you do not follow these requirements, you may be liable for a penalty charge notice of up to £550 (reduced by 50 per cent if paid within 14 days). This includes not adequately fitting or maintaining the Safe System or PSS equipment on your vehicle where required. Our guidance aims to help you use the HGV Safety Permit Scheme effectively and make your vehicles ready for the PSS.

We carry out regular monitoring and roadside checks on vehicles to ensure that HGVs operating in London comply with the scheme requirements. Our policy on enforcement for the DVS and links to relevant information are available at our [Enforcement process](#) web page.

# 3 The Direct Vision Standard

## Vehicle star ratings

The DVS star rating of all HGVs covered by the Safety Permit Scheme is based on the DVS rating scale of zero to five stars. Since 28 October 2024, the threshold DVS rating for vehicles to receive a permit without having the PSS fitted is three stars.

The purpose of applying a star rating is to measure the driver's direct field of view and ensure a minimum standard of vehicle safety. This reduces the risk of close proximity blind spot collisions, particularly with vulnerable road users.

## Identifying the star rating

The rating of your vehicle will be primarily determined by your vehicle's manufacturer using the approved HGV DVS technical protocol. Where the DVS rating is three stars or above, fleet operators will be able to apply for a safety permit with no further action required.

Where the rating is zero, one or two stars, or where a vehicle has not been or is unable to be rated, the vehicle must be fitted with the PSS as outlined in section four, before a permit can be granted.

Operators must be able to demonstrate compliance with the requirements set out

in sections five and six when applying for a safety permit.

## For newly manufactured vehicles

Your vehicle manufacturer will keep a record of DVS star ratings for individual products and models, and share this with us. Permits are not automatically issued, so operators will need to apply for a permit when a new vehicle is added to the fleet.

For existing vehicles, manufacturers will consider ratings based on the vehicle chassis number as provided by the operator. Any DVS rating advised will reflect the specification of the vehicle at first stage manufacture. Multi-stage manufacture and later modifications are not reflected in the DVS rating. The star rating of a vehicle may differ between different variants of a particular vehicle model, depending on the specific options chosen during manufacture. Your manufacturer will be able to advise.

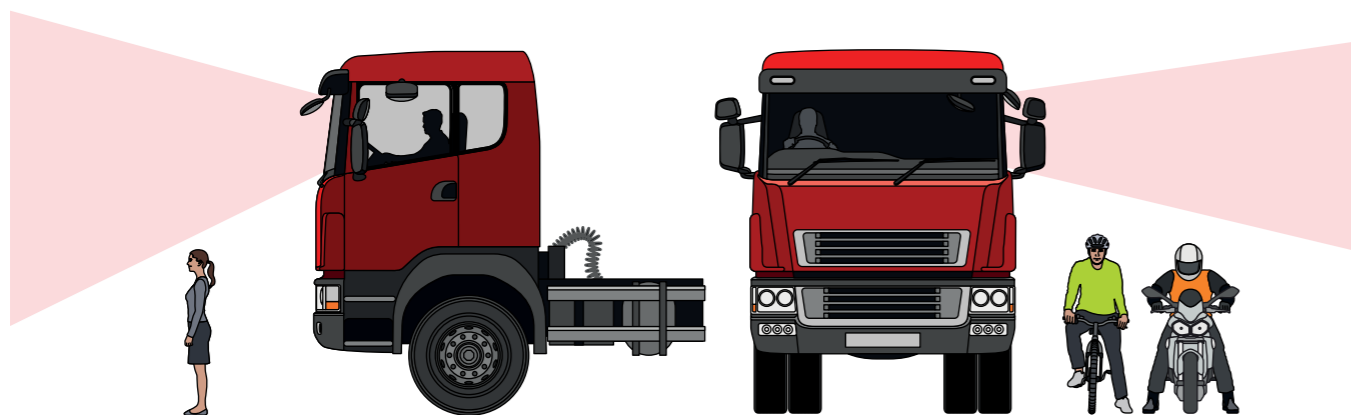
## The DVS star rating scale



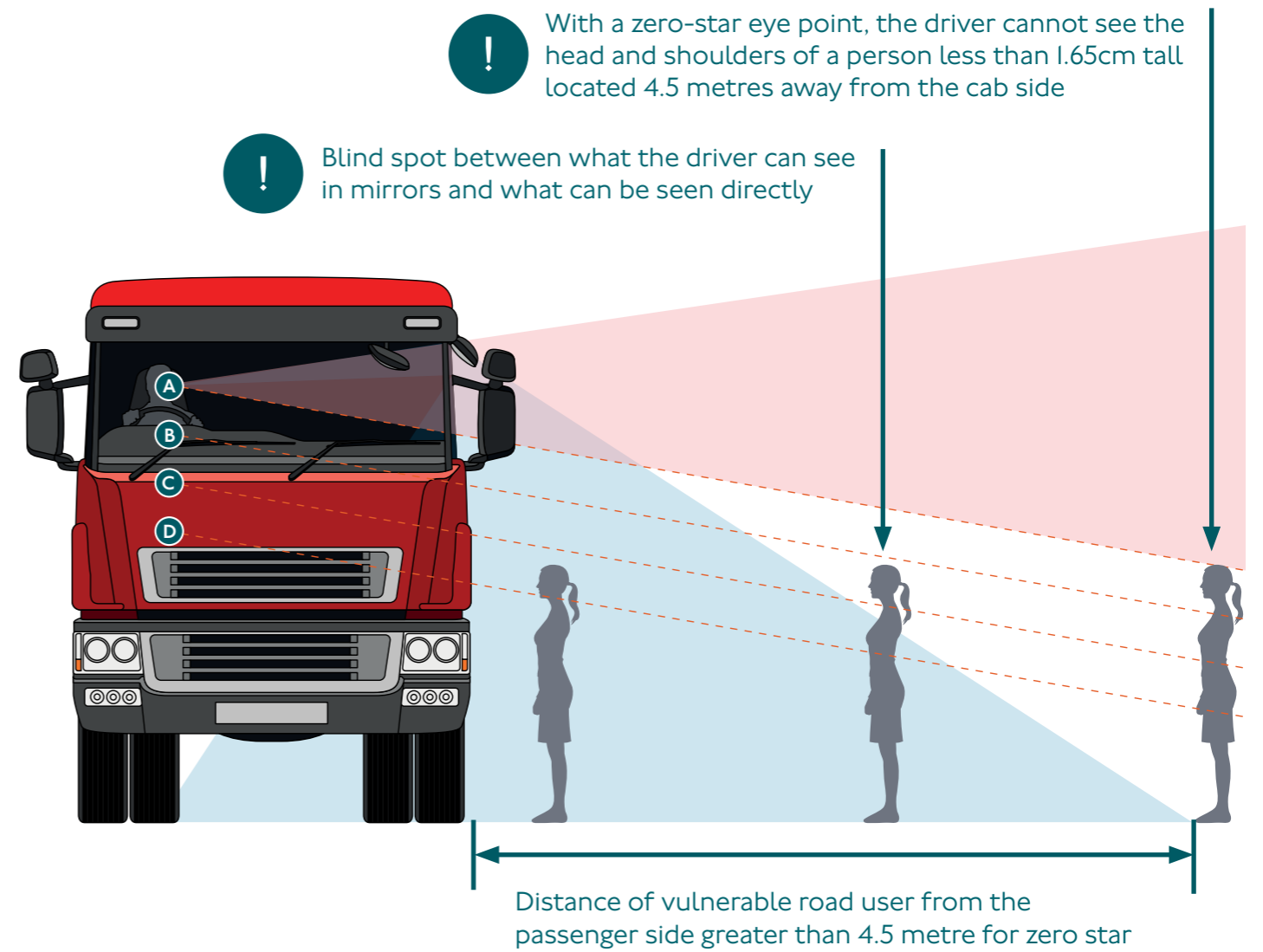
Good direct vision



Limited direct vision



HGV star rating boundaries



Sight line	Description
A	Zero-star eye point
B	One-star eye point
C	Three-star eye point
D	Five-star eye point

# 4 Introducing the Progressive Safe System

Research has shown that direct vision has a vital role to play in creating safer vehicles and safer urban environments, by helping to prevent HGV collisions. The modelling that we have used to develop the DVS has since been adopted by the European Union, the United Nations Economic Commission for Europe (UNECE) and other international bodies, and minimum requirements for direct vision will be required for all new vehicle designs sold in Europe from 2026, and all new vehicles from 2029.

As HGV collisions with vulnerable road users, such as people who walk and cycle, present a significant problem on London's roads today, we cannot afford to wait for this change to take place.

The introduction of the PSS as part of the HGV Safety Permit Scheme helps us to enhance vehicle safety on London's roads today.

## How to interpret specific requirements

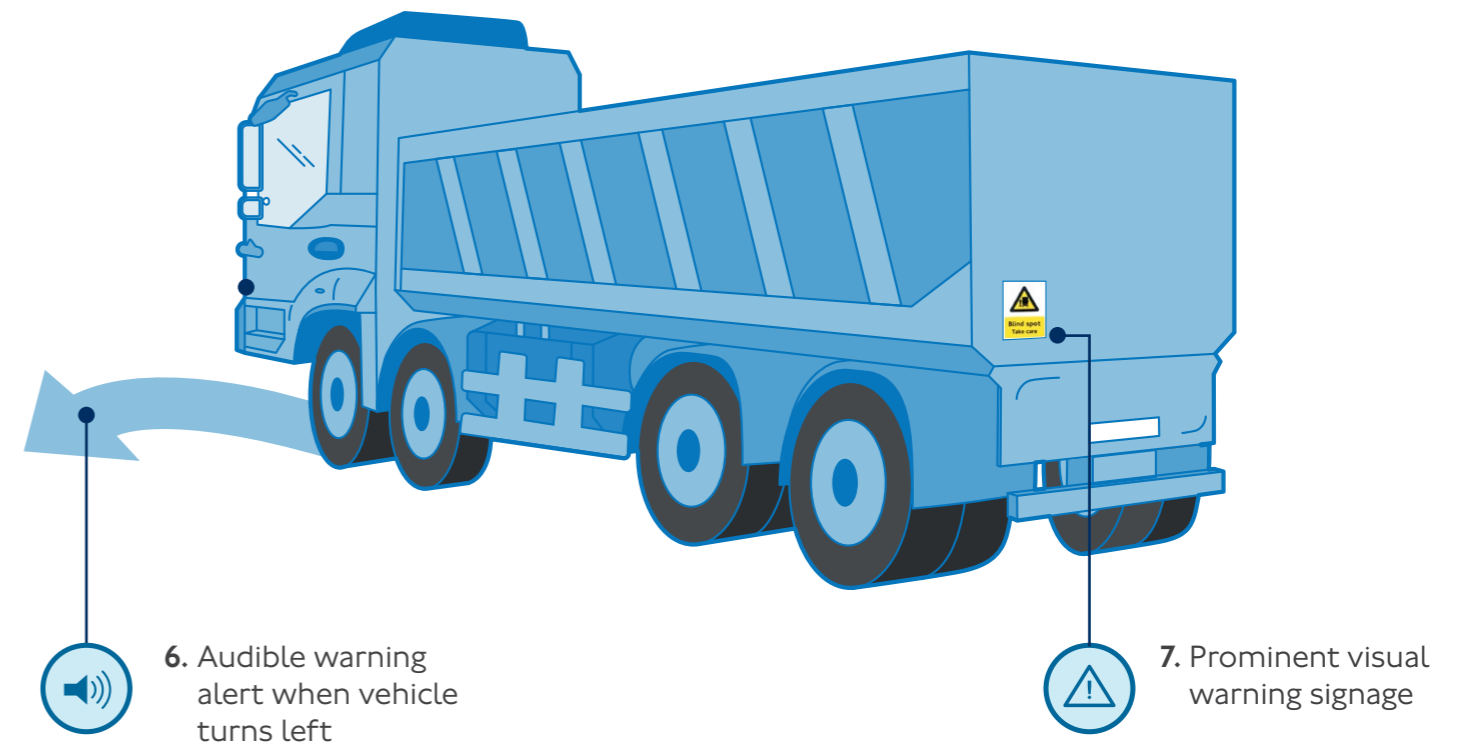
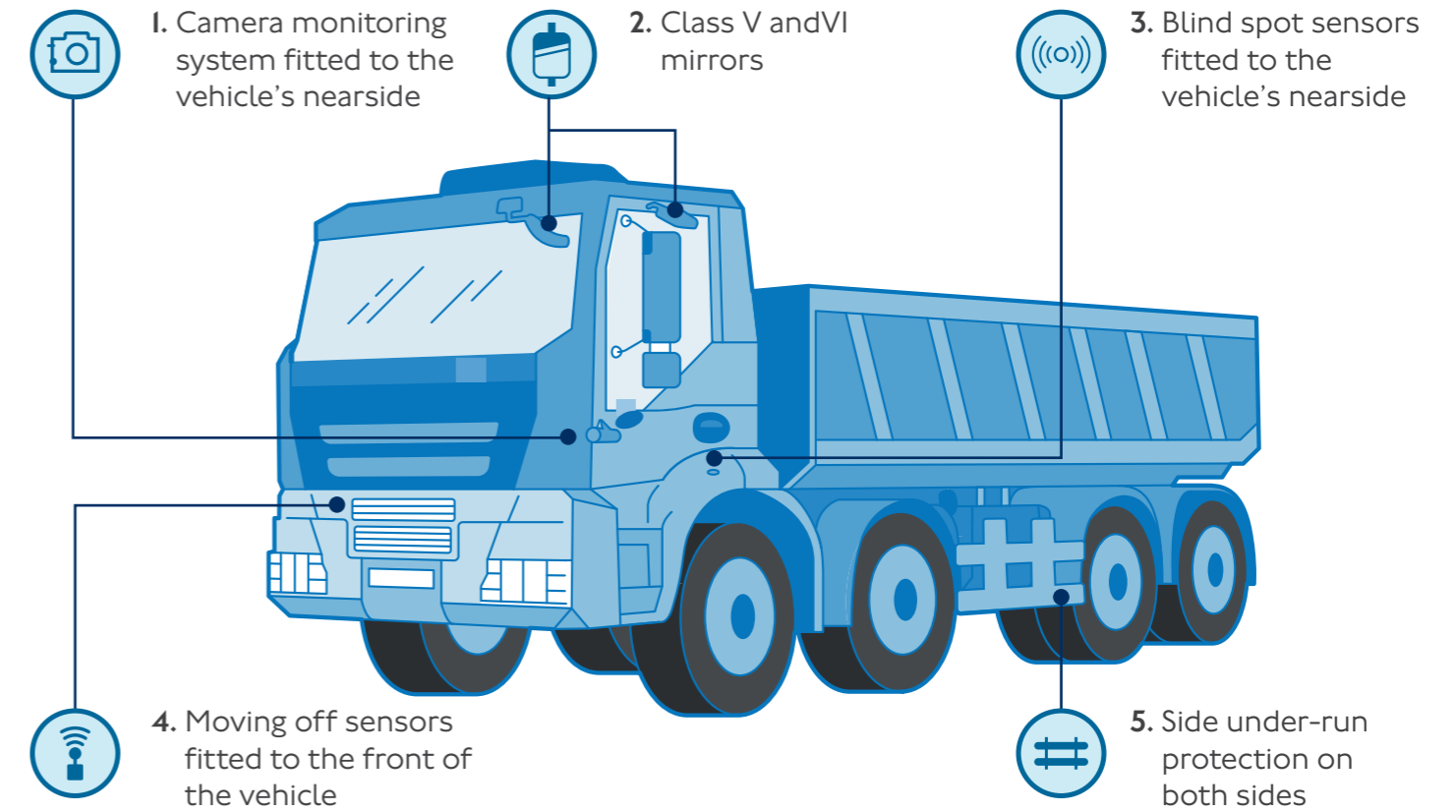
This guidance sets out an overview of the requirements under the PSS. It is supported by detailed technical specifications for blind spot information system sensors and moving off information system sensors, which are available at our [DVS and HGV Safety Permit Scheme](#) web page.



**Summary of requirements under the PSS**

1. A fully operational camera monitoring system must be fitted to the nearside of the vehicle, to completely eliminate the remaining blind spot at the nearside
2. Class V and VI mirrors, or a camera monitoring system that replaces the mirrors, or a combination of both, must be fitted to the front and nearside of the vehicle. These should be fitted in compliance with UNECE Regulation 46
3. A blind spot information system, with active sensors that gives adequate warning to the driver of the presence of a vulnerable road user, must be fitted to the nearside of the vehicle in accordance with the technical specifications for the PSS. A vehicle that demonstrably complies with UNECE Regulation 151 will meet this requirement
4. A moving off information system must be fitted to the front of the vehicle to warn the driver of the presence of a vulnerable road user, in accordance with the technical specifications for the PSS. A vehicle that demonstrably complies with UNECE Regulation 159 will meet this requirement

5. Side under-run protection must be fitted to both sides of the vehicle, except where this is demonstrably impractical. This equipment must be fitted in compliance with UNECE Regulation 73 on lateral protection devices
6. An audible vehicle manoeuvring warning must be fitted to provide an adequate audible warning to vulnerable road users when a vehicle is turning left
7. External pictorial stickers and markings must be displayed on vehicles to provide adequate visual warning to vulnerable road users of the hazards present around the vehicle



# 5 Detailed requirements for the PSS

Equipment fitted to your vehicle as part of meeting the PSS must comply with the specification set out here and the accompanying full technical specifications for blind spot information systems and moving off information systems that are available on our website.

Operators must ensure that their equipment for indirect vision, including blind spot and moving off information systems, is fully operational. We recommend that indirect vision devices are fitted to operate with a minimal amount of driver intervention necessary, to enable a positive driving experience.

It is always the operator's responsibility to ensure that any camera equipment and associated data recording, storage and use is fully compliant with the General Data Protection Regulations.

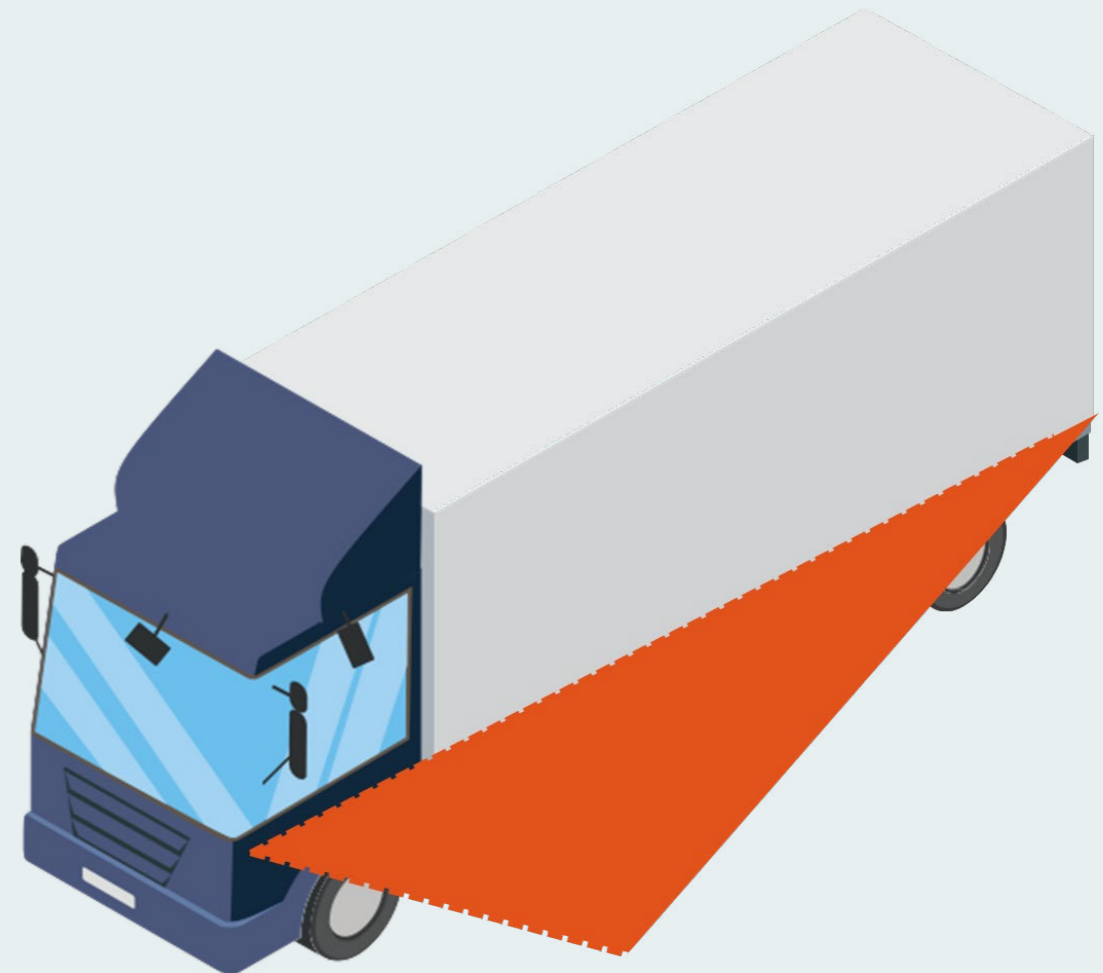
Both sensor systems must meet the performance requirements in the accompanying PSS technical specifications, available at our [DVS and HGV Safety Permit Scheme](#) web page.

## Camera monitoring systems

To completely eliminate the remaining vehicle blind spot at the nearside, a camera monitoring system must be fitted, regardless of whether mirrors are fitted. In-cab monitors must be positioned close to a window edge or existing mirror location (without obscuring the view through the window) to minimise the time the driver needs to take their eyes off the road to see the monitor.

A mirror replacement camera system may also be used as an alternative to fitting Class V and VI mirrors. Monitors only intended to show blind spots related to low-speed manoeuvring, such as mirror replacement cameras, may switch off at speeds above 20mph. An additional camera monitoring system does not need to be fitted where one already exists in the vehicle, such as to replace mirrors, and the same safety benefits are achieved.

UNECE Regulation 46 (Class V and VI mirror replacement camera monitoring systems) provides more information about the quality of monitor images.



**Mirrors**

Class V and VI mirrors, or a camera monitoring system if used in place of the mirrors, or a combination of both, must be fitted to the vehicle: Class V at the nearside and Class VI to the front.

The installation of these must comply with the fitment requirements contained in UNECE Regulation 46.

**Class V mirror**



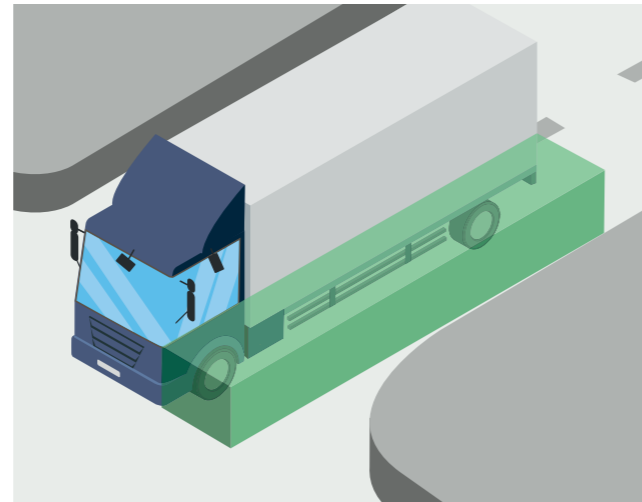
Class V mirror to be fitted to the nearside

**Class VI mirror**



Class VI mirrors to be fitted to the front

**Blind spot information systems**



Indicative illustration of sensor system coverage. Refer to technical specifications for full specification

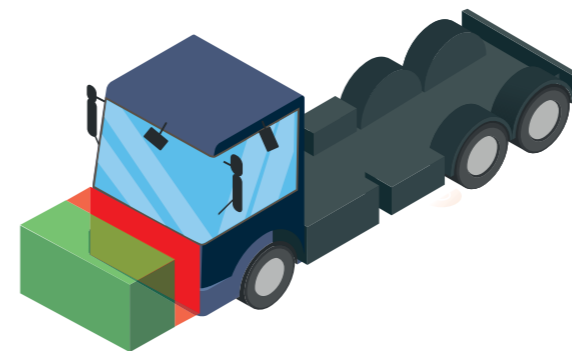
Blind spot information systems must be fitted to the vehicle to ensure full coverage down the nearside of the vehicle. Sensors must not activate in response to roadside furniture or stationary vehicles, except where a collision is imminent.

For articulated vehicles, sensors must be suitably positioned on the tractor unit to provide sufficient coverage of the nearside of the combination but without being activated by the trailer itself. Sensors must enable detection in the defined zone, and this will extend rearward to areas adjacent to a semi-trailer. This can be achieved in the way that works best for the technology supplier and the vehicle operator.

**Moving off information systems**

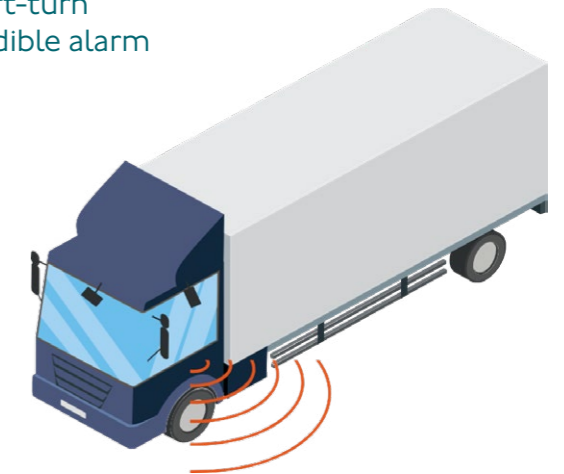
Vehicles must have a front sensor system that activates a proximity information signal to the driver, detecting pedestrians or cyclists entering the critical blind spot area in front of the vehicle when the subject vehicle is stationary with the brakes applied. This signal must be escalated to a collision warning if the driver begins to prepare the vehicle to move off from a resting position.

Front sensor systems must be 'active' and able to react to the presence of vulnerable road users. They must not provide false alarms. The system must provide a visual signal to show that it has detected a vulnerable road user in the detection area, as specified in the technical specifications. If the vehicle then moves off with the vulnerable road user detected, then a collision becomes imminent, and an audible alarm signal should sound.



**Audible warning of intended manoeuvre**

Left-turn audible alarm



Vehicles must be fitted with audible warning equipment to make nearby pedestrians, cyclists and other road users aware that the vehicle intends to carry out a turning manoeuvre. The volume of the audible warning, measured at one metre from the sounder, should be between 65 and 88 decibels/dB(A).

Operators should consider fitting an audible warning system that combines spoken warnings and white noise. It is recommended that audible warning devices require minimal driver intervention. The device should have a manual on/off switch for use between the hours of 23:30 and 07:00.

For left-hand drive vehicles, the audible vehicle manoeuvring warning must be fitted to warn people walking and cycling when a vehicle is turning right.

**External pictorial stickers and markings**

Warning signage as shown below must be displayed on the rear of the rigid vehicle and any trailer unit in use, not the front tractor unit. This must be designed to warn people walking and cycling of the hazards posed when near the vehicle. The signage must not be offensive or give instructional advice to people walking and cycling. The text point size must be legible to a cyclist or pedestrian at a reasonable distance from the vehicle. Signage used should be of at least A3 size.



Warning signage, preferred



Instructional signage, not to be used

**Side under-run protection**

Vehicles must be fitted with appropriate side under-run protection to minimise the severity of under-run collisions. This must be provided on both sides of the vehicle unless it would be demonstrably impractical on one side. Operators should consider improved sideguard design, such as flat panel sideguard protection.

Any side under-run protection installed must comply with the requirements of UNECE Regulation 73.



Side under-run protection must be fitted to both sides of the vehicle, unless demonstrably impractical

# 6 Information requirements

## Evidence needed to demonstrate compliance with the PSS

We do not require operators to provide third-party certification for their equipment installed for the purposes of fitting the PSS.

For applications regarding vehicles rated zero, one or two stars, or where your vehicle is unrated, you will need to submit the following:

- Visual evidence: two photographs to demonstrate that you have fitted the PSS to your vehicle
- Sensor functionality statement: a statement self-certifying that all sensors have been fitted in accordance with our technical specifications and are in functional working order

## Visual evidence

For the visual evidence, the photographs must clearly show the front and nearside of the HGV in photo one, and the rear and nearside of the vehicle in photo two. The vehicle registration plates must be clearly readable in both photos and the images must demonstrate that the PSS equipment has been fitted to the vehicle as specified in this guidance and accompanying technical specifications. If your vehicle is a tractor unit, it is not necessary to include a photo of the trailer as well. Where a trailer is present, the rear photo must show the rear nearside of the trailer with the vehicle in situ. [Examples of good photographic evidence](#) are available on our website.

## Sensor functionality statement

Operators are also required to provide a sensor functionality statement alongside an application for vehicles with a zero-, one- or two-star rating that demonstrates that the blind spot and moving off information systems have been fitted to comply with the standards set in our technical specifications, and are in functional working order.

There is no prescriptive format that the statement must follow. For vehicles type-approved to UNECE Regulations I51 and I59, we accept certificates produced by manufacturers as part of the type approval process. This is subject to conditions set out on our [Getting your HGV safety permit](#) web page.

For all other vehicles, this should comprise an official statement or letter from either the fitter or the original equipment manufacturer of the product being installed, to the effect that the sensors fitted to the vehicle are active and fitted in compliance with the approved technical specifications. The letter should include a statement that certifies that 'the blind spot and moving off information systems fitted to this vehicle are fully functional, effective and installed in compliance with the PSS technical specifications'. This statement can be attached to your application along with the required visual evidence.



# 7 Exemptions to the HGV Safety Permit Scheme

The HGV Safety Permit Scheme is applicable to HGVs above 12 tonne gross vehicle weight. Vehicles falling outside this category are not required to apply for a permit.

Some vehicle types are fully exempt from the HGV safety permit scheme and are not required to hold a permit (table one).

Other vehicle types are only partially exempt from specific elements of the scheme (table two). These vehicles must still hold a valid permit but they are exempt from the listed PSS equipment only.

**Table 1: Vehicle categories fully exempt from the HGV Safety Permit Scheme**

Vehicle type	Scheme exemption
Emergency service vehicles, including ambulances and fire engines which have a taxation class of 'ambulance' or 'fire engine' on the date of travel	<b>Exempt for specified vehicles</b> It is not considered appropriate to require emergency service vehicles to meet the DVS star rating threshold or to comply with the Progressive Safe System conditions as these vehicles need to be suitable for the operations for which they are designed
Council-operated gritting and snow plough vehicles	<b>Fully exempt</b> These are specialist, very low-mileage vehicles that are only utilised in certain weather conditions
Armed Forces vehicles	<b>Fully exempt</b> It is not considered appropriate to require Armed Forces trucks to meet the DVS star rating threshold or to comply with the Progressive Safe System conditions as they need to be suitable for the operations for which they are designed
Ministry of Defence vehicles/ military vehicles	<b>Fully exempt for specified vehicles</b> It is not considered appropriate to require military trucks to meet the DVS star rating threshold or to comply with the Progressive Safe System conditions as these vehicles need to be suitable for the operations for which they are designed
Breakdown organisations/recovery vehicles	<b>Fully exempt for specified vehicles</b> 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	<b>Fully exempt</b> 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 Progressive Safe System permit conditions

Vehicle type	Scheme exemption
Showman's vehicle	<b>Fully exempt</b> Showman's vehicles are eligible for an exemption from DVS, but must register the vehicle with TfL. The registration must be made by a person following the business of a travelling showman and the vehicle must have been modified or specially constructed for this purpose. It would be inappropriate to require showman's vehicles to comply with the Progressive Safe System permit conditions
A vehicle to which no bodywork has been fitted and which is being driven or towed	<b>Fully exempt</b> 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	<b>Fully exempt</b> 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, Progressive Safe System equipment is to be fitted	<b>Fully exempt</b>

Table 2: HGVs partially exempt from specified PSS requirements

Vehicle type	Scheme exemption
<b>Exemptions from PSS requirement for lateral under-run protection</b>	
Road sweepers	<b>Exempt</b>
Gully emptiers/suckers	<b>Exempt</b>
Breakdown organisations/recovery vehicles (where not fully exempt) – see condition	<b>Exempt where applicable</b> 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 for the fitting of side under-run protection or other sideguards
Tractors for articulated vehicles	<b>Exempt</b> All trailers used with the exempt tractor unit will be required to fit side under-run protection (unless covered by an additional exemption)
Vehicles mounted with cranes and/or access working platforms	<b>Exempt where applicable</b> A. From the forward point of the vehicle stabiliser legs B. Otherwise, where it is not fully practicable to comply with requirements for the fitting of side under-run protection
Vehicles fitted with items in the area where a sideguard would otherwise be required to be fitted, such as fuel tanks and equipment boxes	<b>Exempt where applicable</b> Only where the shape and characteristics of such items or components would provide side under-run protection equal to that of a sideguard, on the condition that the spaces between component items providing side under-run protection do 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)	<b>Exempt</b> If it is not possible for practical reasons to comply with requirements as to the fitting of side under-run protection because to do so would prevent (not merely hinder) the operation of the vehicle's hose or pipe connections

Table 2: HGVs partially exempt from specified PSS requirements (continued)

Vehicle type	Scheme exemption
<b>Exemptions from PSS requirement for lateral under-run protection</b>	
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)	<b>Exempt where applicable</b> If the chassis rails are located on the extremities of the vehicle
Vehicles equipped with anchorage points for roll-on/roll-off transport	<b>Exempt where applicable</b> To the extent that there are gaps within the side under-run protection to accept the passage and tensioning of fixings or lashings
<b>Exemption from PSS requirement for Class V and VI mirrors</b>	
Bonneted vehicles such as Unimog	<b>Exempt</b> From Class VI mirrors 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	<b>Exempt where applicable</b> As permitted by UNECE Regulation 46
<b>Exemption from PSS requirement for warning signage</b>	
Tractors for articulated vehicles	<b>Exempt</b> All trailers used with the tractor unit will be required to fit warning signage
<b>Exemption from PSS requirement for camera monitoring system</b>	
Vehicles installed with BSIS and MOIS systems at the point of manufacture, as part of type approval with UNECE Regulation I51 and I59	<b>Exempt where applicable</b> Where the vehicle complies with UNECE Regulation I51 and I59, in that they have BSIS and MOIS fitted at the point of manufacture; not as part of an aftermarket system
<b>Exemption from PSS requirement for BSIS and/or MOIS</b>	
Specialist vehicles used for transporting abnormal indivisible loads	<b>Exempt</b> Where the abnormal loads transporter has permanent characteristics that would prevent a BSIS and/or MOIS from operating effectively

# 8 Getting your HGV safety permit

## Applying for a permit

All HGVs of more than 12 tonnes gross vehicle weight require a safety permit to enter or operate in Greater London, unless exempt. You can [apply for an HGV safety permit online](#).

Your HGV safety permit will be issued by email. You will receive a permit reference number in your confirmation email, but a physical permit or certificate will not normally be provided. There is no requirement for operators to produce or display a physical permit at any point as enforcement is carried out using our database of vehicle registrations, supported by automatic number plate recognition at the roadside.

Where a vehicle with a valid permit is sold and purchased by a new owner, they must apply for a new safety permit.

We aim to process applications for an HGV safety permit within 10 working days. To help us to process your safety permit quickly, you are advised to have all the necessary documents ready when submitting your application, as set out in section six and on our website.



### Area coverage for the HGV Safety Permit Scheme

The requirement for a safety permit is applicable and enforced throughout Greater London, in the area shown in the map. Enforcement is carried out by monitoring through automatic number plate recognition cameras as well as roadside checks. Our privacy statement regarding use of this camera data is available at our [CCTV & surveillance cameras](#) web page.

The scheme operates at all times of the day and every day of the week. Nearly all of Greater London (the light blue area on the map opposite) and the strategic road network (highlighted in orange on the map) are covered by the scheme. You can [search our online map](#) to check if a specific postcode or location is covered by the permit requirement.



# 9 Step-by-step checklist

Step one	Step two	Step three	Step four
<p>Use our online portal to <a href="#">check the permit status of your vehicle</a>.</p>	<p>Find out your direct vision star rating:</p> <ul style="list-style-type: none"><li>• <a href="#">Check whether we hold a star rating for your vehicle</a>.</li><li>• If the star rating is not available, then contact your vehicle manufacturer with the vehicle identification number and vehicle registration mark of your HGV. We will need your vehicle registration mark to identify your vehicle and its permit status</li><li>• Your vehicle manufacturer will advise what the star rating is</li><li>• <a href="#">Send us the star rating of your vehicle</a>.</li><li>• If it is below three stars, see step three</li><li>• If it is three to five stars, see step four</li></ul>	<p>If your vehicle is rated zero, one or two stars or is unrated, you must ensure the PSS is fitted. This includes the principal requirements listed in section four, subject to any permitted exemptions set out in this guidance. You'll need to attach visual evidence and a sensor functionality statement for your PSS equipment, as set out in section six.</p> <p>Once your application is accepted, your safety permit(s) will be automatically issued as a confirmation email.</p> <p>If your application is refused, you may re-submit your application once you are satisfied you have addressed the reasons for refusal.</p>	<p>If your vehicle is rated three, four or five stars, <a href="#">apply for your permit online</a>.</p> <p>You'll need to enter your vehicle details, operator details and your contact details. If you own multiple vehicles, you can submit this information in a spreadsheet template.</p>

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## About us

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's aims for transport. We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners' and helping to create a safer, fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made by walking, cycling or using public transport by 2041. To make this a reality, we prioritise safety, sustainability, health and the quality of people's experience in everything we do.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, Elizabeth line, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the IFS Cloud Cable Car.

We manage the city's red route strategic roads and are responsible for the maintenance, management and operation of more than 6,000 sets of traffic lights across the capital. The London boroughs are responsible for all the remaining roads within their boundaries. The experience, reliability and accessibility of our services are fundamental to Londoners' quality of life. Safety remains our number one priority and we continue to work tirelessly to improve safety across the network for both colleagues and customers.

Our vision is to be a strong, green heartbeat for London. We are investing in green infrastructure, improving walking and cycling, reducing carbon emissions, and making the city's air cleaner. The Ultra Low Emission Zone, and fleets of increasingly environmentally friendly and zero-emission buses, are helping to tackle London's toxic air. We are also improving public transport options, particularly in outer London, to ensure that more people can choose public transport or active travel over using their vehicles.

That is why we are introducing the outer London Superloop bus network, providing express bus routes circling the entire capital, connecting outer London town centres, railway stations, hospitals and transport hubs.

We have constructed many of London's most significant infrastructure projects in recent years, using transport to unlock economic growth and improve connectivity. This includes major projects like the extension of the Northern line to Battersea Power Station and Nine Elms in south London, as well as the completion of the London Overground extension to Barking Riverside and the Bank station upgrade.

The Elizabeth line, which opened in 2022, has quickly become one of the country's most popular railways, adding 10 per cent to central London's rail capacity and supporting new jobs, homes and economic growth. We also use our own land to provide thousands of new affordable

homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means using information, data and technology to make services intuitive and easy to use and doing all we can to make streets and transport services accessible and safe to all. We reinvest every penny of our income to continually improve transport networks for the people who use them every day. None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. By working together, we are creating brighter journeys and a better city.

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