

Committee(s): Planning and Transportation Committee Port Health and Environmental Services Committee	Date(s): 29/01/2019 05/03/2019
Subject: TfL Direct Vision Standard Consultation Response	Public
Report of: Director of the Department of the Built Environment	For Decision For Information
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Summary

Heavy Goods Vehicles (HGVs) are disproportionately involved in fatal collisions with cyclists and pedestrians on the streets of London despite constituting only 4% of vehicles on the City's streets. A leading contributory factor in collisions is restricted driver vision or "blind spots".

The Mayor announced, in 2016, the establishment of a Direct Vision Standard (DVS) for HGVs to protect vulnerable road users and meet Vision Zero targets (eliminating road deaths by 2041). DVS uses a star system to rate HGVs over 12 tonnes from 0-5 stars based on how much a driver can see directly through their cab windows.

The proposals include:

- Establishing an HGV safety permit scheme which would require HGVs over 12 tonnes to hold a safety permit to enter Greater London from 2020.
- Permits would only be issued to vehicles meeting the minimum DVS star rating (1 star in 2020 and 3 in 2024) or those meeting the requirements of an evolving safe system (industry recognised mitigating measures such as sensors).
- 3 step process to obtain an HGV Safety Permit:
 1. Identify if vehicle is within the scheme's scope
 2. Obtain DVS star rating
 3. Application for permit via online application portal
- The scheme would be enforced by Automatic Number Plate Recognition.

TfL have completed two rounds of consultation focusing on the principles of DVS and their proposals for an HGV permit scheme. The responses have been used to develop the final scheme proposals which are now under consultation.

A representative of TfL requested a response from the City of London Corporation in phase 2b of the consultation.

This report evaluates response options and proposes that the City Corporation supports firmly DVS, HGV permits, and the phased restrictions of low star rated HGVs.

Recommendation(s)

Members are asked to approve the City Corporation's response to TfL's DVS consultation as shown in appendix 2.

Main Report

Background

1. HGVs are disproportionately involved in collisions which result in serious or fatal injuries, especially those involving vulnerable road users. The Mayor of London has committed to the elimination of road deaths by 2041 and has endorsed the establishment of DVS and HGV safety permits.
2. TfL announced its plans to combat HGV caused road deaths through the establishment of a DVS and accompanying permit scheme.
3. TfL have conducted two prior phases of consultation on their DVS proposals. The initial consultation outlined the case for HGV driver direct vision and sought feedback on the plan to introduce a DVS and the principles of the standard itself. Responses showed that, in general, there was support for a DVS. TfL then consulted on the star rating boundaries and the process by which different implementation options were examined and used to develop the HGV permit scheme. Responses demonstrated support for the permit scheme.

Current Position

4. Large goods vehicles make up only 4% of vehicles on the City's streets. However, 38% of collisions that result in someone being killed involved a large goods vehicle, as do 21% that result in a serious injury.
5. The City Corporation has committed to ensuring compliance with the Fleet Operator Recognition Scheme (FORS) which aims to raise the level of quality within fleet operations. The City Mark accreditation will be maintained and continue to be a symbol of best practice.
6. The City Corporation has maintained FORS Gold accreditation for its own fleet since 2012 and was one of the first local authorities to do so, adhering to all the standards set. Members of the City's transport team sit on the FORS Executive working group, as well as other sub working groups to promote the scheme and consult on the policy documents.
7. The City is a champion of the Construction Logistics and Community Safety Scheme (CLOCS) and sits on the various working groups. The City fleet is already complying with the DVS with its vehicles and has worked with the Highways contractor Riney to have one of the first DVS tipper lorries on the City contract 5 star rated. Currently the City has 5 star rated vehicles within the fleet that exceed the minimum standard for 2020. The City has already retrofitted vehicles with mitigating safety features in line with the permit scheme to comply with the proposals.

8. City officers within DBE worked with manufacturers of large goods vehicles on the design of DVS vehicles working especially in construction, this included: Dennis Eagle, Mercedes, Scania, Volvo and DAF amongst others. Dennis Eagle produced the design construction vehicle from these discussions. The City is continuing to influence these manufacturers on various applications such as construction vehicles, waste vehicles and Mechanical sweeping vehicles.
9. The City Corporation's Responsible Procurement Strategy has outlined a commitment to taking active steps to address the safety of construction vehicles by working towards compliance with FORS. This includes hiring or retrofitting vehicles with the relevant safety features.
10. TfL has proposed the development of a DVS and accompanying HGV permit scheme. Permits would be issued only to those HGVs (over 12 tonnes) that meet the minimum star rating requirements dictated by the DVS or those not meeting the star rating but complying with the progressive safe system. Those failing to meet the standard (1 star in 2020 and 3 stars in 2024) would be denied a permit and the ability to operate within Greater London. Detailed proposals, including DVS and the safe system requirements, can be found in appendix 1.
11. A request was made from TfL for the City Corporation's response in the consultation on the final DVS proposals.

Options

12. Endorse TfL's proposals and appendix 2 as the official Corporation response. There will be no cost commitments and would be beneficial as support for policies that the City Corporation already champions.
13. Endorse the proposals with amendments based on members' queries or concerns. No cost commitments are associated but might enable members to influence London-wide policy.
14. Do not respond to the consultation.

Proposals

15. Endorse appendix 2 as the official Corporation response which expresses strong support for TfL's DVS proposals. This action is recommended.

Corporate & Strategic Implications

16. Endorsement of TfL's proposals is in line with the City Corporation's corporate plan and commitment to ensure that people are safe and feel safe.
17. The proposals are supported by the draft Transport Strategy which discusses encouraging DVS as part of FORS.
18. The City Corporation has already committed to safer freight operation, including DVS, in the Road Danger Reduction and Active Travel plan. These proposals

could help deliver on its pledge to ensure the safest HGVs operate within the Square Mile.

Implications

19. No additional financial implications.

Conclusion

20. HGVs are disproportionately involved in collisions resulting in death and serious injury and a common contributory factor is drivers' restricted view out of the cab.

21. The aims of the DVS and HGV permit scheme represent an effective approach through which the problem of dangerous HGVs can be tackled. Delivery of this scheme would help improve safety of vulnerable users and help the City Corporation in the fulfilment of its corporate and strategy commitments.

22. TfL has requested a response to their consultation from the City Corporation.

23. Subject to approval, a response will be delivered giving the opinions, as outlined by committee members, of the City Corporation.

Appendices

- Appendix 1 – Phase 2b Policy Consultation document, not attached for details please see link https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase2b/user_uploads/consultation-document-dvs-phase-2b.pdf
- Appendix 2 – City of London draft consultation response

Background Papers

<https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase2b/>

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