**INVITATION TO TENDER (ITT) WHERE COMMERCIAL VEHICLES ARE TO BE USED IN THE SUPPY CHAIN**

## 1. WORK RELATED ROAD RISK (WRRR) REQUIREMENTS [APPLICABLE WHERE COMMERCIAL VEHICLES ARE TO BE USED IN THE SUPPLY CHAIN]

1.1 TfL is committed to increasing safety on London's roads, and Work Related Road Risk (WRRR) clauses have been included in TfL contracts since February 2012. All organisations using HGVs and vans to deliver TfL contracts (including subcontractors) must comply with WRRR, and must also be accredited to a minimum of FORS Silver throughout the life of the contract.

1.2 All drivers operating HGVs and vans will be required to undergo approved progressive driver training consisting of:

1.2.1 Approved Vulnerable Road User (VRU) training specifically for the urban environment which includes on-road experience from a cyclist's perspective. This training is to be completed at least once every 5 years.

1.3 For more information on WRRR, please visit: https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/work-related-road-risk

## 2. CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS) REQUIREMENTS [APPLICABLE WHERE CONSTRUCTION PROJECTS EXCEED THE VALUE OF £1M]

2.1 All suppliers contracted to TfL on construction projects exceeding a value of £1M, or where significant road risk has been identified, are to ensure that the measures outlined in the CLOCS Standard: managing Work Related Road Risk are adopted throughout the life of the project.

2.2 For more information on the CLOCS, please visit: https://www.clocs.org.uk/

## 3. DIRECT VISION STANDARD (DVS) FOR HGVS [APPLICABLE WHERE THE FOLLOWING SCOPE IS TO BE MET:

- contracts, advertised on or after 1 April 2017, exceeding £1M (and)
- exceeding a duration of 12 months (and)
- using Heavy Goods Vehicles exceeding 12 tonnes (MAM) (where)
- a significant amount of the work will be completed in London]

### BACKGROUND TO DVS FOR HGVS

3.1 On 30 September 2016, the Mayor launched the world's first Direct Vision Standard (DVS) for HGVs to improve the safety of all road users, particularly vulnerable road users such as pedestrians and cyclists. DVS establishes a star rating for HGVs from zero (lowest) to five (highest) based on the level of vision a driver can see directly through the windows without the use of cameras or mirrors. On the launch of the DVS the Mayor made the following commitment:

*'TfL and the wider Greater London Authority group will lead by example and adopt the new Direct Vision Standard in all future contracts from the new financial year, to ensure that no trucks with poor direct vision are used in their future supply chains.'*

The full press release can be found at: https://www.london.gov.uk/press-releases/mayoral/new-measures-to-rid-london-of-dangerous-lorries

3.2 In 2015, HGVs were involved in 20 per cent of pedestrian fatalities and 78 per cent of cyclist fatalities, despite HGVs making up only four per cent of road miles in London. HGV blind spots are a major contributory factor in fatal collisions involving cyclists and pedestrians. Larger vehicles have bigger front and nearside blind spots increasing the risk of them being involved in accidents. In particular, construction HGVs which are specifically designed to have a higher ground clearance in order to go 'off-road', were involved in 70 per cent of cyclist fatalities between 2012 and 2015.

3.3 To date, the regulatory solution for HGV blind spots has been to add mirrors to improve indirect vision. Drivers now have six mirrors fitted to their HGV cabs and many operators also fit cameras and sensor systems.

3.4 Research shows that drivers react more quickly when they can see cyclists and pedestrians directly through their windows rather than by use of mirrors or other equipment.

3.5 TfL worked with HGV manufacturers and a number of leading freight companies to develop the DVS.

3.6 The Mayor's intention is to use the DVS to ban or restrict the most unsafe 'zero star' rated HGVs from London's streets by 2020, and ensure that only HGVs suitable for urban environments (three [3] star and above) are used in London from 2024. To lead and help prepare the industry for this change, TfL has included minimum DVS requirements in new 'in scope' contracts advertised from 1 April 2017.

3.7 To meet the Mayoral commitment to improve the safety of vulnerable road users in London, TfL's objective is to utilise only DVS star rated HGVs within its supply chain. Compliance must be achieved as follows:

3.7.1 From 26 October 2019 all HGVs are to achieve a minimum of one (1) star DVS rating; and

3.7.2 From 26 October 2023 all HGVs are to achieve a minimum of three (3) star DVS rating.

## 4. HOW DVS IS RATED

4.1 Each HGV is awarded a rating based on how much a driver can see of the area of greatest risk to vulnerable road users. This area has been identified through analysis of collision data and through consideration of how much of a person can, and needs to be seen to avoid collision.

4.2 The area of greatest risk is split into different zones: the zones in which the greatest number of collisions occur, and therefore most important for the driver to be able to see in order to take action to avoid a collision, are awarded a higher weighting.

4.3 An objective, defined technical measurement is used to calculate the total volume of the weighted area of greatest risk that can be seen directly by the driver, and each vehicle is awarded a score. The score determines the star rating which rewards incremental improvements to direct vision.

4.4 The higher the star rating, the more a driver can see directly of the area of greatest risk. Five stars will represent those HGVs that allow the greatest direct visibility with features like low-entry and re-modelled cabs.

4.5 For more information on the DVS, please visit: https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles

## 5. DVS STAR RATINGS

5.1 Vehicle manufacturers can provide the DVS star rating of your existing Euro VI vehicle(s) on request, but may need additional information such as the chassis number and age of the vehicle(s). Vehicle manufacturer contact details are provided at Appendix 2.

5.2 Vehicle manufacturers will calculate the star rating of vehicle(s) based on the approved technical protocol. We will keep a record of your star rating and a formal confirmation will be sent to you once the permit scheme proposals have been through the final consultation process.

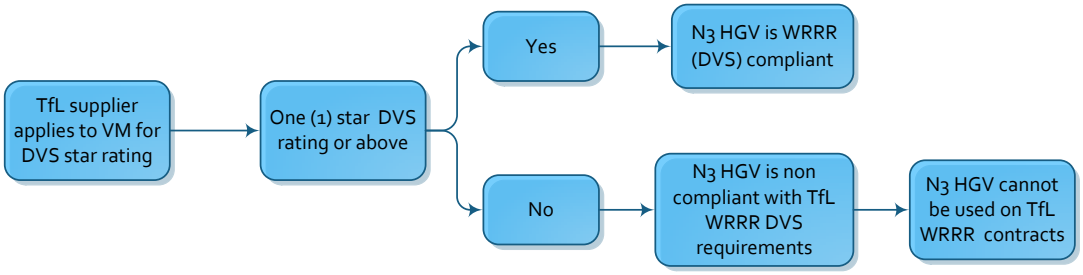
5.3 Manufacturers are expected to receive a large number of enquiries but will aim to respond to you within 10 working days.

5.4 All suppliers (where applicable) are required to utilise Euro VI compliant (N3) HGVs that are rated one (1) star and above from 26 October 2019 and three (3) star from 26 October 2023.

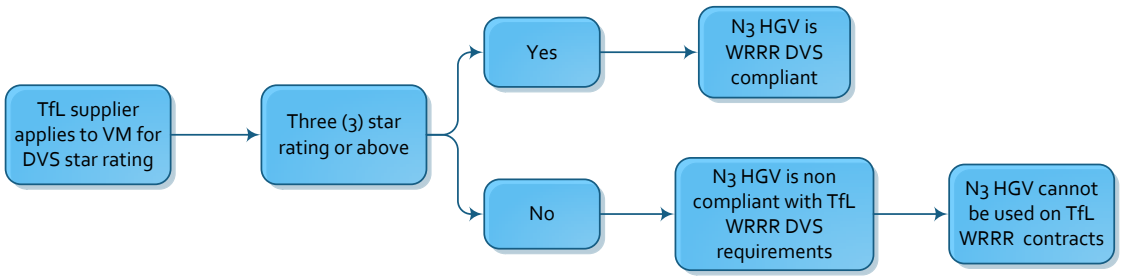
## 6. COMPLIANCE PROCESS

6.1 The process for verifying WRRR DVS compliance is illustrated below.

From and including - 26 October 2019 – WRRR DVS - Compliance Flow Chart




From and including - 26 October 2023 – WRRR DVS - Compliance Flow Chart




## 7. Tender Response and Contract Performance Requirements

7.1 TfL considers the DVS requirements to be relevant to the [INSERT TENDER NAME/ CONTRACT] as:

7.2 The contract value meets the threshold for application of DVS requirements which is £1m.

7.3 The contract duration is longer than twelve (12) months; and

7.4 A significant proportion of delivery of the contract is likely to be undertaken in London.

7.5 A briefing on the DVS requirements in this Invitation to Tender will form part of the bidders briefing session on [DAY, DATE, YEAR] this is optional.]

## 8. Invitation to Tender Requirements

8.1 As part of their response to this Invitation to Tender, bidders are required to prepare and submit an Initial DVS Plan using the template set out in Appendix 1.

8.2 Bidders are referred to the Contract Conditions in the DVS Schedule (Schedule [XX]) which sets out the contractual obligations relating to DVS.

8.3 Within [thirty (30) days] of the '[Contract Commencement Date (or insert other more appropriate milestone if HGVs will not be used in the initial stages of the contract)]' the Service Provider is required to develop the Initial DVS Plan into a detailed plan to be agreed with TfL. This will become the Agreed DVS Plan and will form part of the contract. TfL will provide assistance to the Service Provider during this process.

8.4 Bidders should refer to Schedule [XX] for further details on the process for developing the Initial and Agreed DVS Plans.

## 9. Evaluation

9.1 Bidders will be evaluated on the contents of their submitted Initial DVS Plan, which must meet the requirements specified at 3.7.

Appendices:

1: - Initial DVS Plan Template
2: - Vehicle Manufacturer (DVS) - Contact Details

Appendix 1 – Initial DVS Plan Template

*DVS Plan Template*

**Note to bidders**

The DVS Plan Template aims to capture how bidders plan to meet the DVS requirements.

## Contact details

| | | |
|---|---|---|
| Supplier | | |
| Contract name | Contract ref | |
| DVS Coordinator | Name | |
| Job title | Email | |
| Phone number | Mobile number | |

## Contract overview

| Please describe the HGV delivery and servicing requirements of the contract to which the DVS requirements are applicable and have been applied (max 250 words) |
|---|
| |

## DVS Plan

Please complete the following tables outlining how you plan to meet your DVS obligations in delivering the contract.

| Fleet details | Metric | Baseline | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|---|
| Does [Service Provider] operate 'own account' HGVs to deliver the services? | Y/N | | | | | | |
| How many own account N3 Category HGVs does the [Service Provider] operate to deliver the services? | Quantity | | | | | | |
| How many sub-contract fleet operators does the [Service Provider] employ to deliver the services? | Quantity | | | | | | |
| How many sub-contract N3 Category HGVs does the [Service Provider] operate to deliver the services? | Quantity | | | | | | |
| What is the total number of N3 Category HGVs employed to deliver the services? | *Total | | | | | | |

| DVS Rating | Priority | Baseline | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|---|
| What is the total number of zero-star rated N3 Category HGVs employed to deliver the services? | High | | | | | | |
| What is the total number of one star rated N3 Category HGVs employed to deliver the services? | Medium | | | | | | |
| What is the total number of two-star rated N3 Category HGVs employed to deliver the services? | Medium | | | | | | |
| What is the total number of three-star rated N3 Category HGVs employed to deliver the services? | Low | | | | | | |
| What is the total number of four-star rated N3 Category HGVs employed to deliver the services? | Low | | | | | | |
| What is the total number of five-star rated N3 Category HGVs employed to deliver the services? | Low | | | | | | |
| What is the total number of N3 Category HGVs employed to deliver the services? | *Total | | | | | | |

*HGV DVS method statement*

Please provide details of the activities you will undertake to achieve compliance with the DVS requirements. This should include any information and assumptions made to inform the DVS Plan and any engagement with subcontractors, vehicle suppliers and off-road site operators that are relevant to what has been included in your DVS Plan.

| Please describe how the [Service Provider] Category N3 HGV fleet used to deliver the contract will meet the outputs of the DVS Plan (Max 250 words) |
| --- |
| |
| Please describe the engagement activities with Sub-Contractors that are required to deliver the contract, and how they will meet the outputs of the DVS Plan (max 250 words) |
| |

| Please describe any engagement activities for [Service Provider] owned or operated Off-road Sites, and with Off-Road Site operators used to deliver the contract in order to meet the outputs of the DVS Plan (Max 250 words) | | | | |
|---|---|---|---|---|
| | | | | |
| Please provide details of the Off-Road Sites that are required to deliver the contract. | | | | |
| Site name | Site operator | Site location | Site type | Ground rating |
| | | | | |
| | | | | |

Appendix 2 - Vehicle Manufacturer - DVS Contact Details

| Manufacturer | Contact | Phone | Email/online form |
|---|---|---|---|
| DAF | DAF central engineering | 01844 261111 | ukwvta@daftrucks.com |
| Dennis Eagle | - | - | www.dennis-eagle.co.uk/USV |
| MAN | Sales engineering | 01793 448000 | salesengineering@man.eu |
| Renault | Product engineering | 01926 401777 | DVS@renault-trucks.com |
| Scania | Product engineering | 01908 210 210 | product.engineeringuk@scania.com |
| Volvo | Sales engineering department | 01926 401 777 | Dvs@volvo.com |
| Mercedes-Benz | - | - | mbtrucks.product@daimler.com |