

# HGV Cyclist & VRU Protection System Readiness Checklist

A fleet operator checklist covering the three high-risk VRU scenarios, DVS 2024 BSIS and MOIS compliance verification, camera system integration, and audible warning fitment.

## 1. Vehicle Risk Assessment

- ☐ **Left-hook risk assessed for vehicle type and routes**  
*Key scenario: HGV turning left at junction with cyclist in nearside blind spot*
- ☐ **Moving-off risk assessed (pedestrians at front blind zone)**  
*Highest risk at signalised junctions, bus stops, pedestrian crossings*
- ☐ **Reversing risk assessed for operational environments**  
*Yard, loading dock, and delivery site reversing — rear blind zone up to 3m*
- ☐ **Vehicle DVS star rating confirmed**  
*3-star+ = no Progressive Safe System required; below 3-star = BSIS + MOIS required for Greater London*
- ☐ **Operational profile confirmed (London / non-London)**  
*DVS applies to HGVs over 12t in Greater London; FORS/CLOCS requirements may apply elsewhere*

## 2. BSIS (Nearside Cyclist Detection)

- ☐ **BSIS system fitted that meets DVS 2024 specification**  
*Must distinguish moving VRUs from stationary objects — ultrasonic-only does NOT qualify*
- ☐ **Detection zone confirmed: 2.2m nearside, 9m rear, 2m height**  
*TfL-specified zone — verify with supplier documentation, not just supplier claim*
- ☐ **System active 0–30 km/h regardless of indicator status**  
*BSIS must operate without requiring the driver to signal — confirm with supplier*
- ☐ **In-cab visual alert confirmed functional**  
*Alert must display when cyclist detected — test with a person walking alongside vehicle*
- ☐ **False alert rate assessed in typical operating environment**  
*High false alert rate = driver ignores system. Confirm performance in urban/yard conditions*

## 3. MOIS (Moving Off Information System)

- ☐ **MOIS system fitted and operational**  
*Monitors 2m in front of cab when stationary — alerts before vehicle moves off*
- ☐ **Escalated alert confirmed when vehicle begins to move**  
*Initial alert: VRU present. Escalated alert: vehicle moving with VRU in zone*
- ☐ **System active when vehicle stationary, regardless of indicator**  
*Must not require left signal to be active — test from all positions*
- ☐ **MOIS does not alert to stationary road furniture**  
*Confirm system distinguishes a person from a bollard or kerb*

## 4. Camera Integration

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- ☐ **Nearside camera covers full vehicle length (cab to trailer)**

*Driver needs to see the full blind zone, not just the rear portion*

- ☐ **Camera feed displays automatically when BSIS alert fires**

*Reduces cognitive demand — driver sees VRU immediately without switching*

- ☐ **In-cab monitor positioned in driver's sightline**

*Camera feed must be visible without taking eyes significantly off the road*

- ☐ **Rear camera covers full reversing arc**

*Check for dead zones at corners — multiple cameras may be needed on long wheelbase vehicles*

- ☐ **Camera lenses included in pre-trip check schedule**

*Mud/fogging = reduced detection reliability. Daily lens check reduces risk*

## 5. DVS Compliance Documentation

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- ☐ **DVS Safe System permit obtained from TfL**

*Required before vehicle operates in Greater London — annual renewal*

- ☐ **System fitment documentation on file**

*Make/model, installation date, sensor positions — needed for permit application*

- ☐ **Permit renewal date calendared**

*Annual renewal required — lapse means non-compliance and potential £550/day penalty*

- ☐ **Driver briefing completed on VRU risk and system use**

*Drivers must know what the alerts mean and how to respond — document the briefing*