

MOTION

7. **Advocating for the Requirement of Side Guards on Heavy Trucks in Urban Areas (Member's Motion B.4)**

At the Council meeting on July 19, 2022, Council referred the following motion to the Standing Committee on Policy and Strategic Priorities meeting on July 20, 2022, in order to hear from speakers, followed by debate and decision.

Co-submitted by: Councillors Bligh and Boyle

WHEREAS

1. On June 29th, 28-year-old Vancouver resident and cyclist was tragically killed in a collision with a semi-truck, who turned right while the cyclist was proceeding straight through an intersection. Photographs of the scene, at the intersection of Pacific and Hornby Street, show the bike fully underneath the truck, which did not have side guards;
2. Truck side guards, or 'lateral protection devices' (LPD) are used to "reduce the likelihood of injury to 'unprotected road users' when struck by a vehicle travelling in a forward direction."¹
3. The 2015 Canadian National Collision database suggests that 22% of fatalities involving trucks and pedestrians or cyclists involve side impacts. In urban areas like Vancouver, that rate is even higher. Many of these deaths could be avoided by mandating the installation of side guards on large trucks. Side guards have shown to be extremely effective at preventing fatalities and severe injuries because they prevent cyclists and pedestrians from being trapped between the truck's wheels;
4. Truck side guards are mandatory throughout much of the world. The 2010 National Research Council Canada report "Side Guards for Trucks and Trailers" concluded that European Union data demonstrated a reduction in deaths and serious injuries following the introduction of side guards. In the UK, cyclist and pedestrian fatalities dropped by 61 and 20 percent, respectively, when side guards, front projection mirrors ("Class V") and side close proximity mirrors ("Class VI") were made mandatory;^{2[2][5]}
5. Mandating side guards on trucks falls under the jurisdiction of Transport Canada, in its oversight capacity over motor vehicle safety regulations. Transport Canada does not currently require side guards on large, heavy and semi-trucks;
6. A US National Transportation Safety Board study in 2014 found that side guards could mitigate 9 of 10 injuries in side collisions;³
7. Side guards have been required in Europe since 1989, and are also mandatory in Japan, China, Brazil and a number of cities throughout the United States;

¹ [Individual Vehicle Approval \(IVA\): vehicle side guards \(lateral protection devices\) - GOV.UK](#)

² [Side Guards for Trucks and Trailers Phase 1: Background Investigation - NRCC](#)

³ [How simple truck side guards could save thousands of lives](#)

8. Section 7.04 of the BC Motor Vehicle Act already requires vehicles to have mirrors giving a rear view of the highway as well as mirrors with a view of the adjacent lanes from 11m to 61m behind the vehicle. Large vehicles and trucks with standard mirrors continue to have large blind spots at the front and immediate side of the vehicles where cyclists and pedestrians can be present and vulnerable;
9. There have been accidents across Canada similar to the June 29th in recent years, including Ottawa and Montreal in 2016, with Ottawa Mayor Jim Watson writing to Transport Canada to advocate for the recommended requirement of side guards;
10. Municipalities can improve safety for vulnerable road users by mandating side guards on city-owned vehicles. The Halifax Regional Council voted in June 2016 to require side guards on all City trucks and all trucks contracted by the City by 2022.⁴ Municipal action on lateral side guards could prevent tragedies happening in our city in the future; and
11. The City of Vancouver's Climate Emergency Action Plan aims to have 2/3 of all trips in Vancouver be by active transportation and public transportation by 2030. The City's of Vancouver's Transportation 2040 Plan also includes a goal of zero traffic related fatalities, with an emphasis on vulnerable road users. Encouraging more residents to walk, roll and cycle will reduce congestion and reduce carbon pollution, but we need to make these options safer for everyone.

THEREFORE BE IT RESOLVED

- A. THAT Vancouver City Council require that side guards be installed on all City of Vancouver and City contracted trucks, to reduce the potential danger to cyclists and pedestrians within the City's own fleet of vehicles, and direct staff to report back with recommendations and a timeline for implementation;

FURTHER THAT Council direct staff to consider the potential of adding side mirrors on all City of Vancouver and City contracted trucks, giving the driver a better view of cyclists and pedestrians around their vehicles, and direct staff to report back with recommendations and a timeline for implementation.

- B. THAT Council direct staff to institute a review of traffic planning in areas where right hand turns intercept with bike lanes at intersections, to ensure that hazards and dangerous interactions between vehicles and cyclists are mitigated, and come back with recommendations to council by Q1 2023.
- C. THAT Council direct the Mayor to write a letter to the federal Minister of Transport, the Honourable Omar Alghabra, calling for the federal government to make side guards mandatory on large, heavy and semi-trucks in urban areas.

⁴ <https://cyclehalifax.ca/2016/06/say-yes-truck-side-guards/>

⁵ <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/safer-lorry-scheme#:~:text=It%20ensures%20that%20only%20lorries,will%20have%20to%20be%20retrofitted.>

- D. THAT Council advocate to the Federation of Canadian Municipalities (FCM) to adopt a resolution asking Transport Canada to make side guards mandatory on large, heavy and semi-trucks in urban areas.

- E. THAT Council direct the Mayor to write a letter to the provincial Minister of Transport, Rob Fleming, calling for an amendment to Section 7.04 of the Motor Vehicle Act to require mirrors covering the front and side blind spots on large, heavy and semi-trucks in urban areas.

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