



Brisbane Central Business District Bicycle User Group

CBD BUG

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Mr Sal Petroccitto
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Dear Mr Petroccitto

I write concerning truck safety with respect to people riding bicycles.

As background, the Brisbane Central Business District Bicycle User Group (CBD BUG) is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We are active in seeking policy decisions at all levels of government supporting people who want to cycle, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

In November 2016 I wrote to Queensland Minister of Main Roads Mark Bailey¹ about truck side guards and the implementation of world's best policies concerning truck safety and its relation to people riding bicycles. To quote:

CBD BUG draws your attention to the attached report supporting San Francisco's efforts to improve pedestrian and cyclist safety through the use of side guards on trucks.²

As you are probably aware, our roads are becoming safer. However, nationally fatal and serious injury crashes involving cyclists are not improving. Pedestrians and cyclists are disproportionately represented in road fatalities. Heavy vehicle crashes are not declining at rates comparable to others.³

One relatively inexpensive way to improve the outcomes for vulnerable road users involved in a crash with a heavy vehicle is if the vehicle is fitted with side guards. These guards have been in operation in the UK since 1983. Quoting from the attached report: "The safety effectiveness of side guards on large trucks was demonstrated by a UK study, which showed

¹ <http://www.cbdbug.org.au/wp-content/uploads/2011/01/correspondence/CBD-BUG-To-TMR-Trucks-20161114.pdf>

² "Vision Zero San Francisco Truck Side Guard Initiative: Technical Assessment and Recommendations" <http://ntl.bts.gov/lib/59000/59900/59997/DOT-VNTSC-SFMTA-16-01.pdf>

³ http://roadsafety.gov.au/performance/files/NRSS_Implementation_report_Nov2015.pdf
http://bitre.gov.au/publications/2015/files/is_070.pdf
https://bitre.gov.au/publications/2015/files/is_071_fp.pdf

significant reductions in the rate of bicyclist fatalities for the relevant crash types prior to and after the enactment of a national side guard requirement. The injury severity distribution for bicyclists and pedestrians colliding with the side of a truck changed substantially, with 61% and 20% reductions in fatalities, This conclusion was reported in a 2005 UK Transport Research Laboratory (TRL) analysis and cited by the National Research Council Canada in a 2010 report. " ... "Whereas only one in four bicyclists was killed or seriously injured in crashes when the truck was equipped with a side guard, two out of three bicyclists were killed or seriously injured when the truck was exempt and not equipped with a side guard."

Mr Bailey replied as follows.⁴

Thank you for your suggestion that side underrun protection be fitted to heavy vehicles in Queensland. Given heavy vehicle freight movement is a national issue that crosses jurisdictional borders, the effectiveness of such a countermeasure is dependent on a consistent national approach to setting standards. The NHVR is responsible for setting in-service heavy vehicle safety standards and I have referred your letter to Mr Sal Petrocchio, Chief Executive Officer, for consideration and direct response.

I have not received any direct response. Could you please advise if this protection is in the standards or will be added to them?

Thank you

Yours faithfully

Dr Richard Bean
Co-convenor
Brisbane CBD BUG
28 January 2018

⁴ <http://www.cbdbug.org.au/wp-content/uploads/2011/01/correspondence/CBD-BUG-From-Main-Roads-Minister-Truck-Safety-20170129.pdf>