Petition to the House of Commons

Whereas, the Coroner's report of 1998 into the death of Toronto cyclists (1986-1998) found that large vehicles were involved in 37 per cent of collisions resulting in cyclist fatalities (compared with only eight per cent of collisions resulting in cyclist injuries); and therefore recommended that Transport Canada investigate the feasibility of requiring large trucks to have side guards. (Recommendations for reducing cycling injuries and death, Prepared by: W. J. Lucas, M.D., C.C.F.P. Regional Coroner for Toronto July 1, 1998)

Whereas, side guards are a legal requirement in the U.K. and in Europe to reduce injuries to pedestrians and cyclists.

Whereas, the mechanism of injuries for cyclists and pedestrians involved in slow speed collisions appears to be a dragging down motion of the victim caused by the large tire's slow rotation; and that side guards would deflect cyclists and pedestrians away from this hazard.

Whereas, large trucks were involved in the death of 2 cyclists in Toronto in 2006, 3 cyclists in 2005 and one cyclist in 2004.

Whereas, the Federal Government's responsibility is to set standards for vehicles manufactured or imported in to Canada.

Therefore, we call upon the Government of Canada to:

a) Introduce a regulation under the Motor Vehicle Safety Act requiring side under-run guards for large trucks and trailers to prevent cyclists and pedestrians from being pulled under the wheels of these vehicles.

b) Harmonize Canadian vehicle safety standards with ECE regulation 73 which requires side guards on all trucks and trailers in Europe.

Name	Address	Phone	Email
(Signature - don't print)			

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Return to: Olivia Chow, MP Trinity-Spadina
House of Commons
Ottawa, ON K1A 0A6