

Kia ora Brett Gliddon

## **Trucks/Vans Cannot See Us, and They Are Killing Us—Urgent Action is Needed**

We are writing to you in your capacity as the Chief Executive of the New Zealand Transport Agency. We are Bike Waikato, a cycling advocacy group based in the Waikato with a vision to have more people riding bikes in our cities and towns.

Over the last fifteen years, six people riding bikes have been killed on Hamilton roads. All have been killed by people driving trucks or vans.

- [Jessica Moser](#), 2022
- [Tim Hope](#), 2020
- [Mike Leach](#), 2017
- [Ross Strange](#), 2015
- [Margaret Mary Pouw](#), 2014
- [Thomas William Briggs](#), 2011

Only a few weeks ago, another person riding a bike was run over by a truck driver<sup>1</sup> less than one kilometer from where Jessica Moser was killed. Fortunately, she was not killed, but has suffered life changing injuries as a result.

People will continue to be injured and killed if nothing changes.

Trucks and vans are particularly dangerous on our roads due to their large blind spots. This can make it difficult for drivers to spot vulnerable road users. However, this is not a necessity.

Other jurisdictions, in particular London, have instituted standards<sup>2</sup> for trucks that require specific safety systems for trucks that limit the vision of the driver. These standards protect vulnerable road users, including pedestrians and cyclists, by (a) ensuring that drivers can actually see vulnerable road users, or (b) installing safety systems, such as sensors, cameras, and side under-run protection to alert the driver to vulnerable road users that they cannot see.

This is a standard that can be introduced in New Zealand, too.

In October 2024, the New Zealand Transport Agency issued a safety alert to bus companies

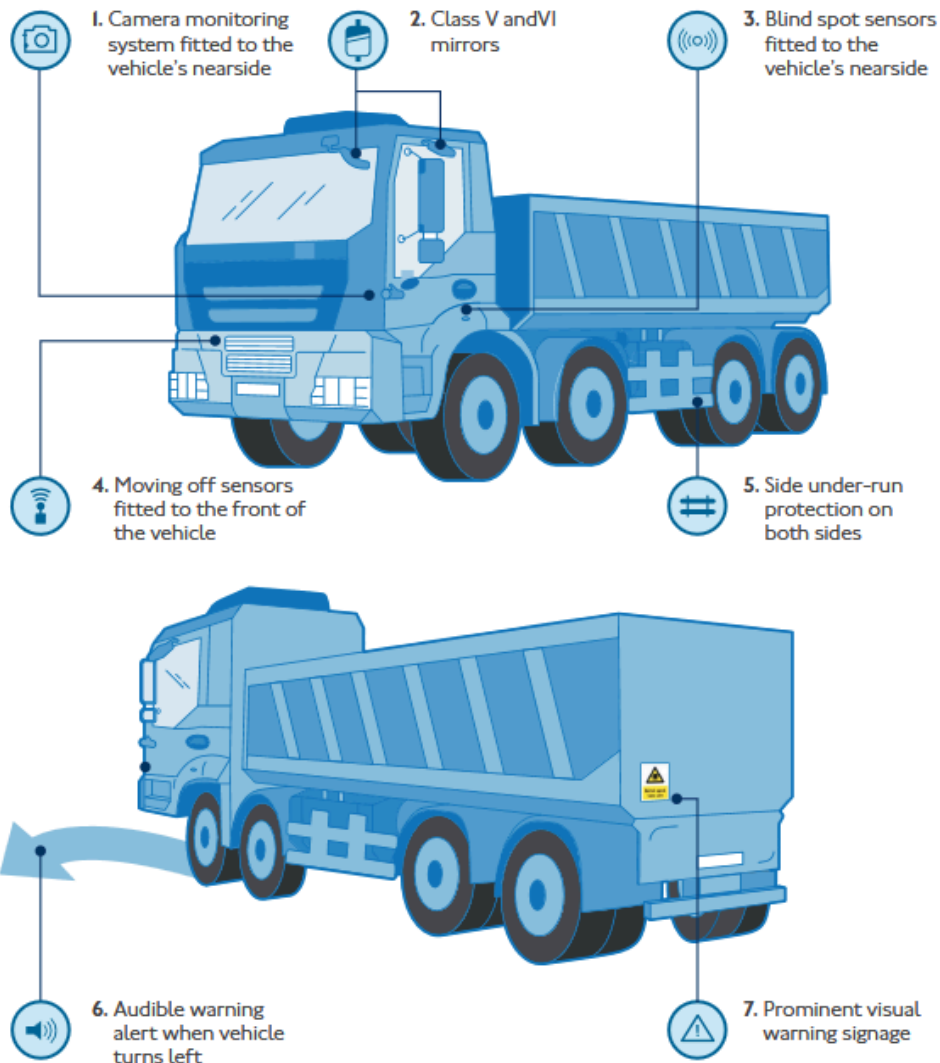
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<sup>1</sup> Cyclist seriously injured in early morning Hamilton crash (2025, April 29).

<https://www.nzherald.co.nz/nz/cyclist-seriously-injured-in-early-morning-hamilton-crash/TNHGGUTH2VDHLNBDSP5FWFRUWU/>

<sup>2</sup> Direct Vision Standard and HGV Safety Permit Scheme.

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>



with front-fitted bike racks due to concerns that the racks may obscure headlamps<sup>3</sup>. As a result, bikes could no longer be loaded onto bike racks on buses. An issue that lasted for over six months.

**We are urging the New Zealand Transport Agency to issue a safety alert to truck drivers and companies that their vehicles are dangerous due to a lack of vision. Drivers must fit appropriate mirrors, side under-run protection, cameras and sensors to safely share the road with vulnerable road users.**

The New Zealand Transport Agency has the responsibility to improve the safety of all road users. While the agency was quick to respond to an issue regarding bike racks covering the headlights, it has been slow to address the ongoing issue of implementing safety compliance

<sup>3</sup> Bike rack warning issued for buses (2024, October 30).  
<https://www.stuff.co.nz/nz-news/360469559/bike-rack-warning-issued-buses>

for trucks especially in regards to the vulnerability of bike riders and pedestrians and improved training for truck drivers.

The technology to monitor and improve the safety features of trucks is available, and whilst some methods are costly to implement, the result would be a decreased risk of crashes for all road users.

To issue an alert for the issue of bike racks on buses but not for the lack of vision on trucks which are disproportionately killing people riding bikes would be hypocritical and unfair.

This is a matter of life and death for people in our community, and this issue deserves to be treated with commensurate urgency.

We would like to hear from you, as a matter of urgency, about what you will do about this issue and to prevent further injuries and deaths.

Regards

Bike Waikato Committee