



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 15, 2020

From: Lloyd Bie, P.Eng.
Director, Transportation

File: 10-6360-00/Vol 01

Re: Regional Harmonization of Vehicle Weight and Dimension Limits

Staff Recommendation

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10123, to harmonize municipal vehicle weight and dimension limits and cargo securement requirements with the British Columbia Commercial Transport Regulations and Motor Vehicle Act Regulations, be introduced and given first, second and third reading.

Lloyd Bie, P.Eng.
Director, Transportation
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REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Community Bylaws	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At its November 20, 2019 meeting, the Public Works and Transportation Committee received a report for information regarding prioritised action plans within TransLink's Regional Goods Movement Strategy. As stated in that report, one of the action items is to harmonize municipal truck weight and dimension limits with the provincial BC Commercial Transport Regulations (BC CTR) and BC Motor Vehicle Act Regulations (BC MVAR) for standard vehicles that do not require a permit to travel. This report recommends amendments to Traffic Bylaw No. 5870 to adopt the BC CTR and MVAR regarding cargo securement and vehicle weight and dimension limits by reference.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

7.1 Demonstrate leadership through strategic partnerships, collaborations and exploring innovative and emerging economic practices and technical advancements.

Analysis

Rationale for Regional Harmonization

Traffic Bylaw No. 5870 regulates the weight and dimension (width, height and length) limits of vehicles travelling within the City's street network. Any vehicle exceeding the maximum weight or dimension is required to be reviewed by staff and, if approved, is granted an oversize trip permit.

Similarly, the BC CTR and the BC MVAR regulate vehicle weight and dimension limits and cargo securement requirements on provincial highways. The provisions of the Traffic Bylaw are similar to other municipal bylaws in the region and the provincial regulations. However, there are small inconsistencies in the specified vehicle weights and dimensions between the provincial regulations and municipal bylaws within the region that results in challenges for commercial vehicle operators connecting between, or travelling through, municipalities in the region.

TransLink's Regional Goods Movement Strategy includes the goal of harmonizing truck permitting and regulations with the core actions of:

- (1) Work to harmonize vehicle weights and dimensions regulations across the region, allowing adequate flexibility and mobility for operators while managing potential community impacts.
- (2) Develop a centralized, regional permit system that integrates with the provincial permit system providing a single point of contact for trucking companies operating within Metro Vancouver to obtain all needed permits, including oversize-overweight (OS-OW) vehicle permits.

Action 2 is dependent on Action 1 being in force to lay the foundation to support a regional permitting system. TransLink initiated work on these two items in January 2016 with the

formation of the Commercial Vehicle Staff Working Group, of which the City is a member. Based on the work completed by the Working Group with respect to Action 1, all municipalities in Metro Vancouver are requested to harmonize truck-related definitions and regulations to provide more consistency in an otherwise fragmented regulatory and policy environment. The recommendation is supported by the provincial Commercial Vehicle Safety and Enforcement (CVSE) Branch and industry stakeholders represented by the Port of Vancouver’s Project Cargo Working Group.

Regional harmonization is anticipated to achieve the following benefits:

- improve commercial truck connectivity between municipalities in the region, as well as alignment with provincial and regional enforcement practices, and international standards;
- optimize the City’s current oversize permit approval process in the City by establishing a harmonized baseline for what constitutes a “standard” truck that can operate without special permits and an oversize truck that requires permits, thus better utilizing staff time and resources; and
- help with enforcement efforts through regional consistency of truck-related bylaws.

Proposed Traffic Bylaw Amendments

The provincial regulations prescribe vehicle weight and dimension limits for provincial roadways (Figure 1) as well as cargo securement requirements for “standard” vehicles that do not require an oversize permit. Staff recommend that Traffic Bylaw No. 5870 be amended to create a reference to the BC CTR and MVAR, as amended from time to time. This reference will allow the City’s bylaw to remain updated without requiring additional amendments over time as the provincial regulations evolve, thereby improving the City’s ability to enforce the bylaw and compliance by the trucking industry.

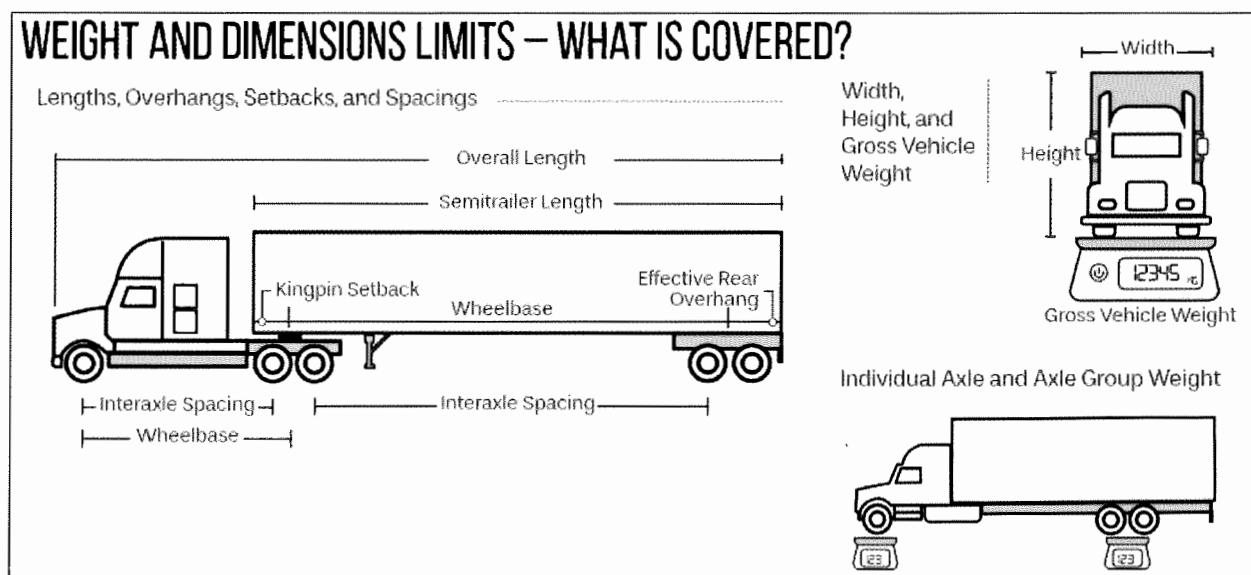


Figure 1: Vehicle Weight and Dimension Limits covered within BC Commercial Transport Regulations

Referencing the BC CTR and MVAR in the Bylaw has the effect of creating a number of redundant sections within Part VI – Size and Weight of Vehicles of the current Bylaw, which will be deleted as part of the proposed amendments as summarized in Table 1. Moreover, a

number of the relevant Bylaw sections were originally adopted many years ago and are now out of date and no longer applicable.

Table 1: Summary of Proposed Changes to Traffic Bylaw No. 5870

Traffic Bylaw: Proposed Deletions	Effect of Adopting Provincial Regulations
Section 19 – Dimension of Vehicles and Loads including Schedules E and F	Bylaw sections covered by: <ul style="list-style-type: none"> • BC CTR: Division 7 (Size and Weight) • BC MVAR: Section 19 • BC MVAR: Division 35 – Cargo Securement
Section 20 – Weights of Vehicles including Schedule G	
Section 21 – Types of Vehicles and Tires	
Section 22 – Speeds of Construction Vehicles	
Section 27 – Spilling of Vehicle Loads on Highways; Securing of Loads	

There is little impact to the City’s operations from these proposed bylaw amendments that, as a first step, support progress towards a regional permitting system for oversize vehicles (Table 2). At this time, staff will continue to review requests and issue permits for oversize vehicles with the only changes being minor modifications to the definition of a standard vehicle (i.e., the threshold for determining whether or not a vehicle require a permit).

Table 2: Summary of Proposed Changes to Definition of a Standard Vehicle

Dimension	Traffic Bylaw: Current Definitions	Effect of Adopting Provincial Regulations	Change
Width	2.6 m	2.6 m	No Change
Height	4.12 m	4.15 m	Increase of 0.03 m
Length: Single Vehicle	10.7 m	12.5 m	Increase of 1.8 m
Length: Combination Vehicle	9.15 m (and up to 18.3 m on certain roads)	14.65 m	Varies (Increase of 5.5 m on most roads)
Weight: Maximum Gross Weight per Axle	9100 kg	9100 kg	No Change

Financial Impact

None.

Conclusion

The proposed Traffic Bylaw amendments support urban freight and economic development both locally and regionally. In turn, the amendments lay the foundation for a future regional permitting system for oversize-overweight vehicles that will streamline the City’s processing of vehicle trip permits and allow a more efficient allocation of staff resources to better support the City’s vision.



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**Traffic Bylaw No. 5870
Amendment Bylaw No. 10123**

The Council of the City of Richmond enacts as follows:

Traffic Bylaw No. 5870, as amended, is further amended as follows:

1. Sections 19 through 22 be deleted in their entirety and replaced with the following:

19 SIZE, WEIGHT AND LOADING

19.1 Hereby adopted as regulations pursuant to this Bylaw are:

(a) *Motor Vehicle Act Regulations*, B.C. Reg. 26/58:

- (i) Section 19.01;
- (ii) Section 19.02;
- (iii) Section 19.03;
- (iv) Section 19.05; and
- (v) Section 19.06;

all as amended from time to time;

(b) *Motor Vehicle Act Regulations*, B.C. Reg. 26/58, Division 35 Cargo Securement, as amended from time to time; and

(c) *Commercial Transport Regulations*, B.C. Reg. 30/78:

- (i) Division 1 Interpretation;
- (ii) Division 2 Application;
- (iii) Division 7 commencing at Section 7.05 Size and Weight;
- (iv) Division 8 Pilot Cars and Signs; and
- (v) Division 11 Penalties;

all as amended from time to time.

19.2 For the purposes of this Bylaw, wherever in these regulations adopted by this Bylaw, the term “Minister” or “Minister of Transportation and Highways” appears, the term “**General Manager, Engineering & Public Works**” shall be substituted and where the term “Act” appears, the term “Bylaw” shall be substituted.

19.3 No person shall operate a vehicle on a highway in the City contrary to a regulation adopted by this section.

20. [DELETED]

21. [DELETED]

22. [DELETED]

2. Section 27 be deleted in its entirety.

3. Section 37.1 be deleted and replaced with the following:

37.1 Schedules "A", "B", "C", "D", "H", "J", "K.", "L ", "M" and "N"* attached hereto shall form an integral part of this Bylaw.

4. Schedules E, F and G be deleted in their entirety.

5. This Bylaw is cited as "Traffic Bylaw No. 5870, Amendment Bylaw No. 10123."

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. CS
APPROVED for legality by Solicitor LB

MAYOR

CORPORATE OFFICER