



CITY OF HOBART

MINUTES ATTACHMENT

CITY INFRASTRUCTURE COMMITTEE MEETING

OPEN PORTION OF THE MEETING

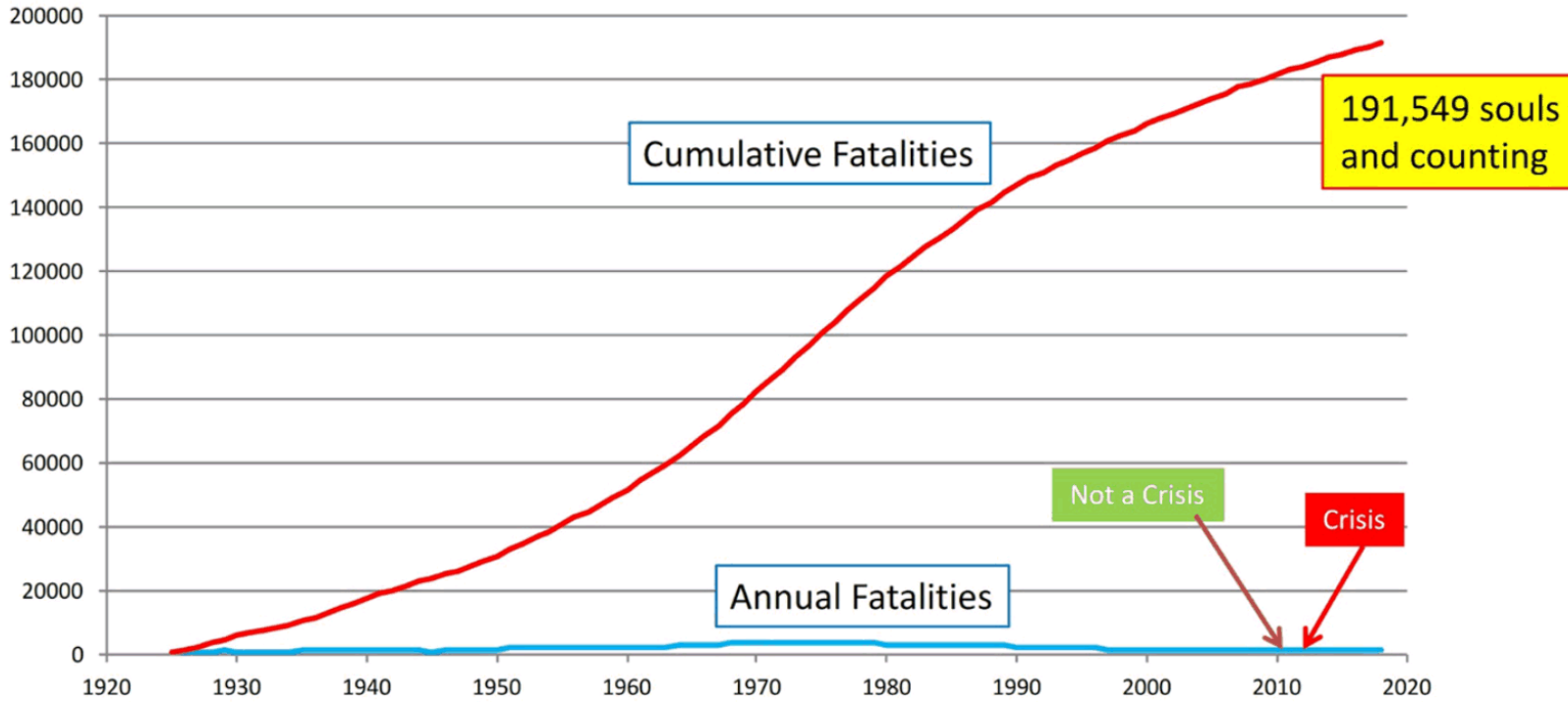
WEDNESDAY, 26 AUGUST 2020

AT 5:15 PM

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6.2	Professional Development Reporting - Lord Mayor - International Urban Design Conference - Hobart and the Road Safety Symposium - Melbourne	
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Cumulative Fatalities in Australia since 1925



Safety culture

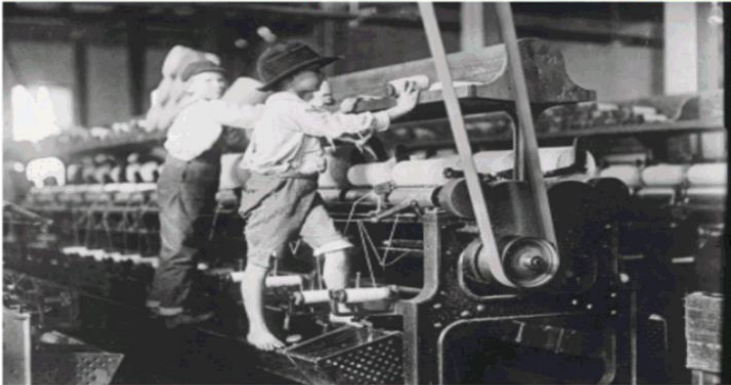
Pathological
Up to everyone to protect themselves the best they can

Reactive
Solve safety problems as they come along

Calculating
Balancing safety and mobility

Proactive
Safety sets the condition for mobility

Maintenance
Maintain a high safety level




Source: Johan Strandroth

Safe System Approach characteristics (OECD/ITF, 2008 and 2016)

- Crashes will occur and road users will remain fallible, notwithstanding prevention efforts
- Road safety is a shared responsibility of road users and system designers/operators: 'don't blame the victim'
- Road safety decisions should be aligned with broader transportation decisions
- It shapes interventions to meet ambitious long term goals, rather than relying on 'traditional' interventions

ITF: four fundamental (non-negotiable) principles

- **People make mistakes** that lead to road crashes
 - The human body has a **limited physical ability** to tolerate forces before harm occurs
 - There is a **shared responsibility** amongst those who design/build/manage/use roads and vehicles and provide post-crash care
 - **All parts of the system** should be strengthened in combination; if one part fails, road users are still protected
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Research from South Australia (CASR) on causes of crashes

Data source	Extreme behaviour (%)	Illegal system failure (%)	System failure (%)
Fatal crashes 2008	43.4%	22.9	33.7
Non-fatal metropolitan injuries 2002-2005	3.3	9.9	86.8
Non-fatal rural crashes 1998-2000	9.4	16.6	74.0

•Lisa Wundersitz & Matthew Baldock: The relative contribution of system failures and extreme behaviour in South Australian crashes (2011)



Our thinking is influenced by police assessments of crash causation

- Using police reports to assess crash causation is “extremely naive, biased, and nonproductive” (Shinar, 2007)
 - Police assessment is after culpability and not causation
 - Police assessment is looking for violations; and that is their task!
 - Police have no resources (expertise, time, and money) to investigate crashes in-depth
 - .. *but reporting + measuring 'facts' is crucial!!*
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Proactive Safe System approach

- System approach: prevention of latent errors (system gaps) based on the Swiss Cheese Model (Reason, 1997)
 - Intervene as early in chain as possible
 - Make unsafe actions less dependent from choices of individual road users

