



Australasian College
of
Road Safety

13 May 2025



PEDESTRIAN SAFETY FORUM

Outputs Report



Safety is at the heart of everything we do. Walking is the most fundamental form of transport, and our streets must support the safety and dignity of all people - whether walking, using a mobility aid, pushing a pram, or riding a micromobility device.

On 13 May 2025, the Australasian College of Road Safety hosted the *Pedestrian Safety Forum* in Melbourne. The forum brought together practitioners, advocates, and policymakers to tackle one of the most pressing issues in transport: protecting people moving at human scale.

Improving pedestrian safety means changing how we design and manage streets to prioritise people of all abilities. It's not just about safety, it's about equity, health, and liveability.

Events like this don't happen without dedicated people. Thank you to our fantastic organising team: Lisa Bagnati, Kathryn Collier, Amir Sobhani, Wendy Taylor, Samantha Buckis, and Kenn Beer.

And a big thanks to our presenters for their insights and leadership: Chris Hall, Susan Lewis, Ben Rossiter, and Michael Nieuwesteeg.

A summary report will be shared with the Victorian Government and other stakeholders to help turn the conversations from the day into practical outcomes. We look forward to streets being more inclusive and safe for everyone.

A handwritten signature in blue ink, appearing to read 'CH Harrison', written over a white background.

Chris Harrison
Chair – Victorian Chapter
Australasian College of Road Safety

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ABOUT THE AUSTRALASIAN COLLEGE OF ROAD SAFETY

The Australasian College of Road Safety (ACRS) is the peak membership association for road safety professionals, advocates, and members of the public who are focused on saving lives and serious injuries on our roads.

The vision of the College is the elimination of fatal and serious injury on the road.

The purpose of the College is to support its members in their efforts to eliminate road trauma through knowledge sharing, professional development, networking and advocacy.



The Victorian Chapter Committee is dedicated to uniting its members through the organisation of local events. Annually, we host a variety of gatherings, including seminars/webinars, forums, workshops, and lunchbox chats. These events delve into topical and emerging road safety issues, solutions, and innovations. By actively involving our members and seeking their insights, we strive to facilitate knowledge-sharing and advocate for the necessary changes across the system.

The Victorian Chapter hosted the 2021 Australasian Road Safety Conference in Melbourne with the support of the national office of the College.

The objectives of the College are:

- ✓ To promote and advocate policies and practices that support a harm elimination agenda within society.
- ✓ To share road safety knowledge and promote further research and evaluation to deepen the road safety knowledge base.
- ✓ To promote and support professional development, institutional strengthening and networking in pursuit of its overall objective.
- ✓ To promote a collegial and collaborative climate amongst all those with responsibilities for and working in road safety.
- ✓ To improve relative safety outcomes for vulnerable demographic and user groups within the community.
- ✓ To promote post-crash policies and practices which support its other objectives.
- ✓ To promote road safety as a critical organisational objective within government, business and the community.

www.acrs.org.au

VICTORIAN CHAPTER

The Victorian Chapter committee organises local events. We have events each year in the form of seminars/webinars, forums and workshops about topical and emerging road safety issues, solutions and innovations.

The Victorian Chapter hosted the 2021 Australasian Road Safety Conference in Melbourne with the support of the national office of the College.

The Victorian Chapter hosted a [Motorcycle Safety Forum in 2022](#), and a [Cycling Safety Forum in 2023](#).

REPORT DISCLAIMER

The views and opinions expressed in this report are those of the Workshop participants, and do not necessarily reflect the views of the Australasian College of Road Safety.

INTRODUCTION

Pedestrians are a fundamental part of our transport system. Yet, they are overrepresented in serious injuries and fatalities on our roads. This isn't due to a single factor, multiple elements play a role, including vehicle speeds, visibility, urban design, footpath quality, and the way streets and crossings are planned, built, and maintained.

The ACRS Victorian Chapter organised the Pedestrian Safety Forum with a clear purpose: to bring together a diverse group of people committed to making walking safer for everyone, including those using mobility aids and other personal transport devices. The forum provided a platform to examine key issues, share innovations, and explore practical solutions. Insights from the day will be captured in a report and shared widely to help influence future planning, policy, and action.

THE FORUM

The Pedestrian Safety Forum information was distributed and promoted through emails and social media. Forum participants included engineers, academics and researchers, post-graduate research students, community and not-for-profit organisations representatives, road safety auditors, road safety practitioners, transport and road safety agencies representatives and those interested and invested in pedestrian safety. The participants' expertise and knowledge were wide-ranging from research, strategy and policy to road infrastructure, engineering and human factors.

Following four presentations, a world café methodology was used: inviting participants to move around different sections of the room dedicated to the forum themes and to engage with others and to comment about:

- Data, Research and Technology
- Behaviour Change and Education – for all road users
- Enforcement, Regulation and Legal Reform
- Infrastructure and Urban Design
- Policy, Governance and Funding

Scribes at each section recorded participants' comments. The world café event finished with a wrap-up of each theme by each scribe, and guests and participants were invited to express any further comments.

The scribes' writing was transcribed and is reflected in the pages that follow.

The details of the forum were:

Date: 13 May 2025

Time: 12:00PM – 5:00PM

Location: City of Melbourne Bowls Club, Flagstaff Gardens, Melbourne

Event photo gallery can be accessed via the following link: [Click Here](#)

For more information or enquiries please contact Kenn.Beer@SafeSystemSolutions.com.au

PEDESTRIAN SAFETY FORUM PARTICIPANTS

Alex Metric
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Amir Sobhani
Amy Szczygielski
Ashley Barden
Ben Rossiter
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Braeden Edgar
Chelsey Cameron
Chris Hall
Chris Harrison
Chris Jurewicz
Chris Phiniefs
David Chow
Ethan Lai
Hayley Jarvis
Inderdeep Thapar
Jacinta Richards
James Williams
Kathryn Collier
Kathy Doukouris
Kenn Beer
Khanh Nguyen
Laurice Young
Lisa Bagnati
Margaret Stewart
Matin Nabavi Niaki
Martin Small
Max McCardel
Melanie Peterssen
Michael Nieuwesteeg
Mile Cosic
Peter Whyte
Rachel Carlisle
Reza Yousefzadeh
Robert Jaske
Samantha Buckis
Steven Weir
Susan Lewis
Tegwen Atkinson
Vyas O'Neill
Wendy Taylor
Will Fooks
Yingnan Wang

REPORT DISTRIBUTION

This report will be sent to the Pedestrian Safety Forum participants, the Victorian Department of Transport and Planning, other Victorian road safety related agencies, and the ACRS office.

The Victorian Chapter Chair will table the report at an ACRS Executive Committee meeting.

The report will be available to ACRS members through internal communication processes.



Photo 1: Speakers from the Pedestrian Safety Forum (Left to right: Ben Rossiter, Susan Lewis, Chris Hall, Michael Nieuwesteeg)

FORUM OUTPUTS

The outputs of the Forum presented below are the scribes' direct transcriptions of the participants' views. The participants' views have not been altered. The intent was to capture this group's ideas, issues, topics and solutions to be further considered by other parties.

These views do not necessarily represent the views of the ACRS.

ISSUES

- Lag between emerging technology and policy
- Lack of data in remote areas especially indigenous people
- Crash statistics for pedestrians and micro-mobility
- Exposure data is very limited
- Limited research opportunities
- Limited resources for data, research and technology
- Research on how to estimate risk in different area types
- Lack of interest from politicians
- Limited research around effect of vehicle design on pedestrian fatalities and serious injuries
- Limited research on signals and related technology
- Quality of mapping apps for pedestrians
- Apps on phones for different walking disabilities (e.g. different risk factors)
- Using technology to respond to different walking ability at crossings
- Lack of sufficient research to provide consolidated knowledge
- Lack of information on perceived risk (from road users)
- Lack of pro-active information on pedestrian risk on road network
- Collecting data, conducting research, and utilising technology is slow and expensive (need to be realistic and make sure to not expect easy solutions)
- Limited focus on local research and relying on international research
- Road user demographics is limited in pedestrian data (e.g. exposure)
- Data access is challenging
- Sharing evaluation results and limited evaluation project
- Research required to reduce driver distraction (vehicle features and other distraction sources)
- Limited knowledge around micro-mobility user definitions (data and research)
- Integration of pedestrian safety strategy with other related strategies

SOLUTIONS

- Governments lead and sponsor pedestrian data improvements in a timely manner to support decision makers
- Development of research strategy for “pedestrians” under a general research strategy to facilitate achieving zero by 2050.
- Austroads project on “Harmonising data collection for driver distraction”
- Utilise Australian Road Assessment Program (AUSRAP) pedestrian star rating to inform tool development for public
- Consistent national household travel survey
- Leverage on Artificial Intelligence (AI) technology to address different issues (e.g. pedestrian exposure data, pedestrian infrastructure, pedestrian behaviour)
- Create a central platform for subject matter experts to make informal decisions

ISSUES

- Aggressive road culture problem
- Awareness of road safety for new migrants
- Selfish behaviour
- Perceived shortage of time
- Victim blaming
- Lack of recognition in shared spaces
- Awareness of peripheral vision
- Greater engagement with decision-makers
 - Unpopular decisions – votes
- Walking dependence – young and older
- Children’s need for free movement; open streets to them and close to vehicle traffic
- Convincing people to change
 - breaking bad habits
 - motivation
 - distrust of authority
 - different
- Individual versus collective perceptions e.g. road users
- Communicating behavioural change
- Utilising technology to communicate/messaging to different users
- Promoting active options
- Behavioural change data and programs is expensive and complex to get
- Modal shift is declining
- Actual and perceived safety concerns
- Better education of young drivers and parents’ licensing
- Mindset – car is king
- Emphasis on safety versus efficiency
- Time management
- Promotion of health benefits of active transport

SOLUTIONS

- Trialling solutions is easier to get community on board
- Raising awareness with visual props (re speed etc.)
- Enforcement of solutions
- Social media campaigns to engage specifically re speed
- Electronic speed signs
- Vehicle technology
- Incentives to utilise and try public transport
- Reward good behaviour

- Scramble/barn dance/scatter intersections
- Wait times are a priority for pedestrians
- Raising awareness of accessibility issues: kid programs
- Influencing decision makers
- Better connectivity
- Create good habits early for actual and perceived safety concerns
- Time constraints
- “The system” supports car-centric behaviour
- Rural versus urban messaging
- Dependency on changing environment and services
- Utilise technology better – re tyre pressures in bikes cars, etc.
- Design out rider/driver error with technology
- Allocate proportion of capital expenses to behaviour change
- Evaluate existing education/training/marketing
- Nudge theory to encourage behaviour change
- Fines - What are the outcomes/benefits of fine/awareness



Photo 2: Left to right: Kathy Doukouris, Braeden Edgar, Bivish Ghimire

ISSUES

- Need to introduce more 30 kph and lower speed limits
- Lengthy process to allow local government authority to reduce speed limits
- Lack of automated enforcement and feasibility for pedestrians
- No legislative requirements for road safety – road builder
- Penalty for motor vehicle crimes not significant enough
- Standards focus on capacity and efficiency
- Lacking vehicle safety standards/regulations for pedestrian safety e.g.
 - United Nations (UN) pedestrian safety
 - Window tinting
 - Dimensions
 - Intelligent Speed Adaptation (ISA)
 - Electric vehicle noise
- Lack of mandatory auditing of infrastructure
- Lack of enforcement focus
- E-scooter/mobility lack of enforcement, challenges and legal reform
- J-walking – reform laws
- Road rule changes – e.g. give way at stop signals
- Review road rules holistically
- Lack of understanding of road rules
- Duty of care:
 - As per some European Union (EU) countries
 - Investigate
 - Would disrupt judicial system
- Lack of speeding enforcement in high-risk pedestrian locations

SOLUTIONS

- Mandatory road safety auditing for all road infrastructure projects during design and after completion (including triggers during the process to prompt project managers to complete)
- Give local government areas authority to manage their own speed limits
- Change urban default speeds
- Make it harder to increase speed limits
- Holistic review of road rules with view to pedestrian safety
- Improve vehicle safety standards for pedestrian safety
 - Smaller vehicles
 - Automated emergency braking (AEB)
- Enable local government areas to close roads for pedestrian safety
- Bi-partisan road safety
- Review Austroads guide to road design

- Use artificial intelligence
 - Focus on safety
- Guidance for new developments
 - Car share bays
 - Pedestrian safety
- Increase enforcement with focus on pedestrian safety especially speed in urban areas
- Implement mandatory liability for drivers
- Evaluation of road rules
 - Pedestrian focus
 - Giving way
- Harmonisation of legislation



Photo 3: Left to right: Kenn Beer, Martin Small, Chris Harrison, Kathryn Collier

ISSUES

- Driveways, carparks entry/exit conflicts/dangerous for pedestrians
 - Lack of integration between professions, e.g. urban designers, engineers etc. do not talk to each other so lack of inspiration
- Developers have different priority for pedestrians than local government
- Lack of attractors/destinations/ library/activity centre, leisure centre in new areas with no incentive to build footpaths if nowhere to walk to
- Car-free design acceptance
- Standard not available for public design
- (The North American) National Association of City Transportation Officials (NACTO) inspired road and streets guide not available in Victoria – needs to be added!
- Managing vehicle speeds at pedestrian points, favouring vehicles, out of date standards
- Having all vulnerable road users under ONE category and infrastructure
- Shared path - lack of everything – guidelines/speed limits/crash statistics not existing
- No guidelines – car parks are car focussed not pedestrians focussed
- Lack of risk assessment for various pedestrian cohorts
- High speed crossing points on arterials
- Speed limits not compatible with human tolerances
- Still working with expensive Local Area Traffic Management (LATM) solutions that cost too much money so too long to deliver
- A big State with lots of infrastructure
- Some problems with no solutions e.g. motorcycles/trucks
- Longer commuting distance in new/outer areas making walking difficult – no good intersections
- Some infrastructure is great for one mode but not others e.g. pedestrians
- Basic infrastructure in regional areas
- Infrastructure demands evolving (not always considering pedestrians)
- Removal of parking too difficult and political
- Urban design and road safety often conflict
- Roads trying to be everything to everybody
- Lack of appropriate budgets (local and state government)
 - Ageing infrastructure/inadequate infrastructure not maintained and not signalled
- Planning scheme does not consider pedestrians – new train/public transport consider car park instead
- Evolution of built environment does not align with population changes
- Suburbs are not accessible for all within the suburb – work and home not nearby
- No pocket shopping strips in some newly developed estates and not good walking options for example between home and shops, and home and school
- Standards not considered – only minimum standards considered and big distance between
- Better development control - urban planning is not well considered in new developments
- Pedestrian crossings near intersection not built or considered

- Car is king mentality in design
- No progression in going beyond the “minimum standards” in design and upgrade
- Lack of budgets for footpath/shared path upgrades
- Not user friendly – planning of new pedestrian facilities
- Lack of consistency – missing links

SOLUTIONS

- Designed speed limit
- Design environment to deliver lower speeds
- Pedestrians first should be the default in pedestrian design
- Use of road hierarchy Δ with pedestrians at apex when planning pedestrian infrastructure
- Infrastructure should also focus on how to get people active
- Remove barriers to walking (whatever they may be in that location)
- High quality public transport so people walk to it, across Victoria
- Training for professionals (engineers etc.) to promote, value and prioritise pedestrians’ infrastructure in design/urban designing
- Economically valuing pedestrians
- Value walking and include in policy/building case
- No more right turn on green (traffic light), prioritise for pedestrians
- Utilise urban designers in road safety infrastructure designs and vice versa so traffic engineers/road safety experts in urban design
- Value the needs for pedestrians in all environments
- Gender equality and personal safety to be considered in designing
- Funding – United Nations recommendation 20% of funds is for active transport modes
- Infrastructure built with no over-riding strategy (network safety plan) – built ad hoc not as part of an overarching strategy
- More government support! = \$\$\$
- Appoint a commissioner for walking
- Include in all road safety audits (RSA) pedestrian focus requirements for trained and accredited auditors
- Include on the RSA a pedestrian focused auditor
- Better interface/integration between projects:
 - Links between public transport hubs.
 - Holistic approach to bus stops
 - New school planning and how it interacts
- Look at whole neighbourhood/precinct when planning
- Public transport/local government/Department of Transport and Planning work together when planning – look at whole environment (including level crossings)
- Regulatory process in place for state/local government/public transport to consult and have consequences if not done and compliance adhered to for accountability
- More scatter crossings (e.g. Flinders and Elizabeth Streets, Melbourne)
- Better integrated networks

- Remove cars from many places:
 - Central business/activities districts
 - School zones
 - Strip shopping centres with Park and Walk



Photo 4: Rachel Carlisle discussing pedestrian safety with Alex Metric and Ben Rossiter

ISSUES

- Understanding the problem. There is a lack of understanding about “what’s happening”
- Publish the narrative
- Need to connect across the network/users
- Need to have more local government areas at events that can educate decision makers
- Government – active transport but not specifically looking at walkers and wheeling
- Funding
 - walkers cannot be monetised
 - we do not think of money saving
- Listening to “noise makers” instead of engaging the wider community
- Bigger organisations have the say – funds
- Remote areas – lack of walkers and mobility
- Gaps with state and local government and do not communicate with each other
- Local and state government lack of funds
- State government has no idea on how much to fund walking projects. Need benchmarks
- Isolators of issues – they do not interface
- Higher level commitment strategy – include pedestrians at this level
- Everyone walks/wheels
- Being VERY specific about the target
- Lack of political support and knowledge on how to get there
- Big glamour projects are tunnels and arterials, not pedestrian access and safety e.g. footpaths
- Walkers taken for granted
- Is there a walking strategy?
- Competing against a car dominated society
- Foundational lack of strategic interest from higher up
- Urban transport not seen as the remit – federal perspective
- Lack of accountability:
 - Road authorities
 - Government
- Lack of data/information and reporting
- Evaluation is lacking on projects
- Lack of community without agenda CONSULTATION, engagement
- Funding constraints needing transparency
- Regulations – mobility devices

SOLUTIONS

- All government levels need to be user-centric
- Cross sectorial involvement
- Continuous buy-in and feedback loop
- A strategy that specifies, is overarching, targets, outputs, outcomes etc.
- Funding conditions – requirement around target users
- Having a regulatory:
 - Requirement for roads and footpaths to be audited on road safety standards
 - Where is the incentive?
 - How to leverage Disability Discrimination Act (DDA) compliance?
- How do we understand best practice?
- Nationally coordinated, funded approach to the research priorities
- A strategy could encompass a data and evaluation strategy
- Active transport being the active solution
- Robust funding criteria
 - Talk to people the solution is intended for
 - The solution fits in with the problem
 - Improve political commitment to safety in this space – what is in it for me?
 - Communicate to the people
 - Build a commitment to walking strategy
 - Strategic actions – what is intended?
 - Critical to show reasoning with communications to public
 - Talk in dollars – value walkers economically
 - Evaluate what children need more – living, health, safety

ACKNOWLEDGEMENTS

The Pedestrian Safety Forum was organised by ACRS Victorian Chapter members who volunteered their time and energy to organise and run the event and to produce this report:

- Lisa Bagnati
- Chris Harrison
- Samantha Buckis
- Amir Sobhani
- Wendy Taylor
- Kenn Beer

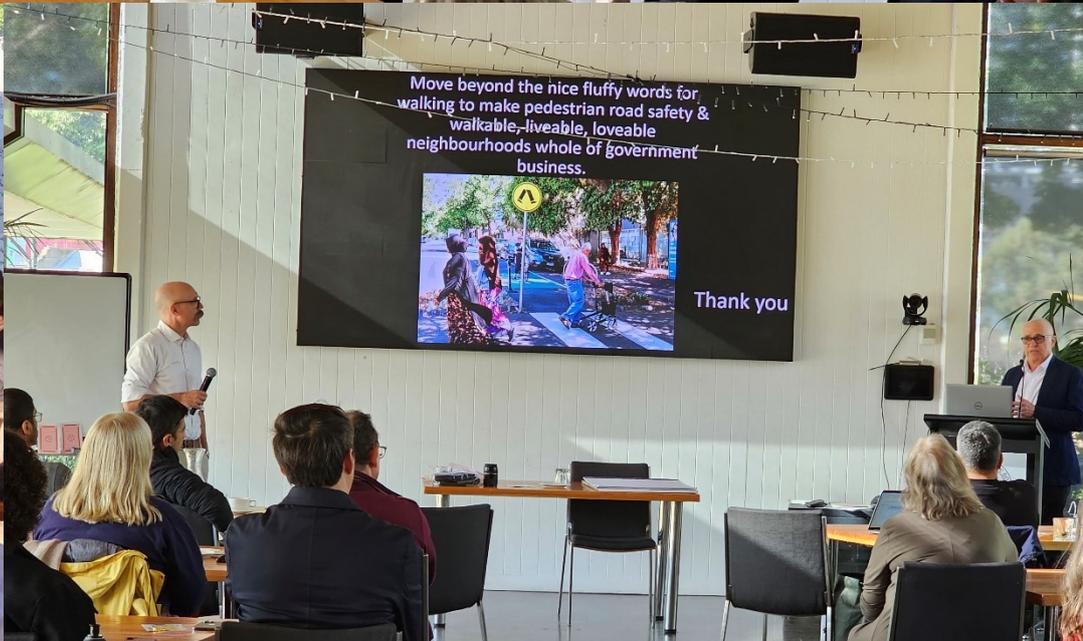
Thank you to those who volunteered to scribe participants' views:

- Amir Sobhani
- Chris Harrison
- Kathryn Collier
- Lisa Bagnati
- Samantha Buckis

We would like to thank our guests and volunteers for their presence and valuable contributions at our event. Their participation has greatly enriched the discussions and experiences shared during this forum. We look forward to continued collaboration. Thank you for being a vital part of our community.



Photo 5: Left to right: Kathryn Collier, Jacinta Richards, Matin Nabavi Niaki, Amir Sobhani, Max McCardel





Convincing people to change.
 Breaking bad habits
 Motivade
 Distrust of authority
 Different
 Individual vs collective perceptions
 Communicating behavioural change
 Utilising technology to communicate
 Messaging to different users
 Promoting active options & programs
 Behavioural change data is expensive & to get
 Model shifts is deciding
 what & Perceived safety concerns
 Time constraints
 The system supports car-centric
 Rural vs Urban messaging
 Dependency on changing behaviour



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