



Australasian College
of
Road Safety
Victorian Chapter

19 May 2026

A police officer in a dark blue uniform is speaking at a podium. He is wearing a name tag that reads 'Justin Goldsmith' and 'Sergeant'. He is also wearing a watch and a ring. The podium has a sign that says 'SAFE SYSTEM SOLUTIONS'. In the foreground, the backs of several audience members' heads are visible. The background is a large window with a view of greenery.

Reflecting on the 2030 targets and reframing the road ahead to 2050

Outputs Report

FOREWORD FROM THE VICTORIAN CHAPTER CHAIR



Road trauma remains one of the most significant public health challenges facing Australia and New Zealand. While many jurisdictions have adopted ambitious targets to reduce deaths and serious injuries by 2030, current trends indicate that we are not on track to achieve these goals. This presents an important opportunity to reflect on what has worked, where progress has stalled, and how we can strengthen our approach moving forward.

The Australasian College of Road Safety is committed to improving safety outcomes for all road users through evidence based, Safe System aligned action. Recognising the scale of the challenge ahead, the Victorian Chapter was committed to coordinating and facilitating the forum Reflecting on the 2030 Targets and Reframing the Road Ahead to 2050. The event brought together a broad cross section of policymakers, practitioners, researchers, industry representatives, enforcement agencies, and community leaders to share insights, challenge assumptions, and explore the actions needed to accelerate progress toward zero deaths and serious injuries.

Events such as this require considerable effort and would not be possible without the dedication of our volunteer committee members. In particular, I would like to acknowledge the organising committee and everyone who contributed their time, expertise, and passion to making this forum possible.

This forum is an excellent example of the value of collaboration across disciplines and sectors. By bringing together diverse perspectives, we create opportunities to identify new solutions, strengthen partnerships, and build the momentum needed to achieve lasting change. We look forward to sharing the outcomes of the forum with government and key stakeholders and to seeing the ideas generated through these discussions help shape a safer road transport system for the decades ahead.

A stylized, handwritten signature in blue ink, consisting of a large loop followed by a series of connected strokes.

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 roads.

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 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.

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

Road trauma remains one of the most significant public health challenges facing Australia and New Zealand. While governments and organisations across the region have adopted ambitious targets to reduce deaths and serious injuries by 2030, current trends suggest that achieving these targets will require renewed effort, innovation, and collaboration.

There is no single solution to reducing road trauma. Progress depends on a wide range of interconnected factors, including safe speeds, safer roads and roadsides, safer vehicles, effective regulation and enforcement, organisational capability, community expectations, and the application of Safe System principles across planning, design, operation, and management of the transport network.

The purpose of the ACRS Victorian Chapter forum, Reflecting on the 2030 Targets and Reframing the Road Ahead to 2050, was to bring together a diverse group of policymakers, practitioners, researchers, industry representatives, and road safety advocates to reflect on progress to date, identify barriers and opportunities, and discuss the actions needed to accelerate progress toward a future free from death and serious injury.

This report captures the key themes, insights, discussions, and recommendations that emerged from the forum. It is intended to contribute to ongoing conversations across government, industry, academia, and the community, and to support the development of more effective strategies and actions as we look beyond 2030 and towards the long-term vision of a Safe System.

THE FORUM

The details of the forum were:

Date: 19 May 2026

Time: 12:00PM – 5:00PM

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

The forum started with short presentations from the following:

- Dr Karen Villanueva | RMIT University
- Prof Mark Stevenson | University of Melbourne
- Superintendent Justin Goldsmith | Victoria Police
- Michael Nieuwesteeg | Austroads
- Prof Graham Currie | Monash University

A world café methodology was used; inviting participants to move around the tables dedicated to the forum themes and to engage with others and to comment about:

- Cultural and behavioural change
- Climate and environment
- Health and social justice
- Technology and design
- Land use and transport planning

Scribes at each table 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.

Event photo gallery: <https://www.flickr.com/photos/128472272@N08/albums/72177720333771869/>

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



FORUM PARTICIPANTS

Adele Vosper	Karen Villanueva
Aditya Paudel	Kate Grange
Alex Metric	Kenn Beer
Alexander Weinstock	Kristina Tarascio
Alice Woodruff	Lisa Maree Bagnati
Anthony Aisenberg	Marilyn Di Stefano
Belinda Dowel	Mark Stevenson
Brad Mason	Michael Nieuwesteeg
Carly Hunter	Michael Green
Chris Jurewicz	Mohammad Ibrahim
Chris Harrison	Nimmi Candappa
Chris Jones	Rachel Carlisle
Danilo Messias	Roberto Evangelio
Dimmity O'Donnell	Ross Gregory
Elizabeth Waygood	Sam Buckis
Graham Currie	Samantha Logan
Irena Jelic	Shanqing Xu
Jocelyn Cunningham	Wendy Taylor
Justin Goldsmith	Zoiee King

REPORT DISTRIBUTION

This report will be sent to the Forum participants and the ACRS College 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.

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.



CULTURAL AND BEHAVIOURAL CHANGE

- Safety culture/Role modelling targeting young people
 - Education
 - Kindergarten and primary school
- Road safety education needs to be in the curriculum to increase the halo sphere
- Consistent messaging “It won’t happen to me???”
- What nudges the parents?
- Target different people/messaging
- Involve those that messaging is targeted for – what worked
- Community involvement – know others/safety
- Reframe (how? – Good question!) from “getting from point A to point B as quickly as possible because it is all about me” to “road safety is about everyone, so I need to practice patience, care, compliance for me and others”
- Consider “reward” rather than penalise – positive reinforcement
- Inform/educate drivers need for lower speed
- Language:
 - NOT accident (use crash, collision, incident)
 - NOT road toll (use lives lost)
 - No accidents in workplace health and safety – there’s Incidents
- Reference workplace health and safety as a template for cultural/behavioural change – how, why does it work?
- Culture of road transport communication – increase in focus and intensity:
 - Capacity
 - Capability
- Road user hierarchy – pedestrians should be at the top
- Involve Health, Justice, Education, Economic, Environment to be on same page for way forward; not just road safety – also (holistic) community safety and well being
- Social licence from community;
 - Setting the buy-in
 - Manners
- Community Connection to area where incident occurred i.e. next door/similar to safety base
- Shame works/but can be harmful
- How do I have the courage to say to work colleague/friend etc – practice what to say i.e. training
- Teaching how to drive
- On fines:
 - meaningful info – on what low level
 - what this fine could have bought you
- Redo licence tests every 5 to 10 years
- Cultural change to see fatal and serious injuries as unacceptable (learn from workplace safety and stop-smoking campaigns)
- People busy so much multi-tasking: find ways to address needs (e.g. communicate to family when stuck in traffic)

CLIMATE AND ENVIRONMENT

- Move to EVs (electric vehicles) reduce noise and emissions - Level 5 automation EVs
- Move to active transport - low CO₂ and air pollution
- Enlarge public transport system, reduce low CO₂ and air pollution, make electric where possible and active transport around public transport, e.g. access
- Reduce speeds – less emissions, less noise, less air pollution
- Freight and rail mode shift needed (e.g. off roads)
- Is air quality a road safety issue that we do not address? Low emission zones in activity centres e.g. United Kingdom
- Leveraging co-benefits road, climate, e.g. speed 30 km/h
- Road user charging
- Beware high-powered e-bikes, trail bikes = risk increase (too fast)
- Current mode shifts due to war/fuel\$\$\$ = big opportunity e-bikes, interchanges
- Move in keeping with housing statement and planning
- Climate pledge = 25% active transport mode share
- Strategic thinking and action about climate change effect on road/bridges, etc infrastructure and need to adapt/adopt change before rather than after



- Strengthen partnerships and connections e.g. insurance so:
 - Identify co-benefits e.g. reduced claims
- Mapping and quantify issues, overlaps, influences of these dot points
- Universal ambulance cover = equity of access to accident and emergency services
- Other touch points e.g. transport, health, justice
- Post crash care:
 - ignored part of the safe system pillars needs attention from road safety
 - psychosocial supports
- Health benefits versus crash in active transport – cost savings
- “Serious injury” is poor definition so need to capture moderate injury too e.g. MAIS 2 and MAIS 3 more comprehensive injury definitions and need consistency across Australia (MAIS = Maximum Abbreviated Injury Scale)
- Areas that are infrastructure deficient, but people need it most e.g. children, elderly (e.g. City of Casey trial)
- Modal shift opportunities for older people, not just “fitness to drive” so prepare for public transport use and provide services
- Extend public transport to accommodate all places and timetables in Victoria = road safety issue
- Investment is not equal across different modes e.g. active transport, even in existing infrastructure e.g. green to green traffic light signals
- Need strong partnerships with other sectors in cross-sectorial buy-in
- Demographics of where you live
 - Lack of public transport services
 - Connections with Health, Police, Justice, Education, etc



TECHNOLOGY AND DESIGN

- Impairment prevention
- Automated vehicles (benefits lost – can't do it all) and distraction and drowsiness detection
- Pro-active transport traffic signal cycles e.g. no green on green
- Roadside barrier standards
- More 5-star Austroads
- Safety barriers
- Wider streets
- Better parking
- Segregated cycling tracks
- Automated speed reduction in vicinity of pedestrians/vulnerable road users
- Technology to prevent bicycle 'dooring'
- Technology to stop drunk walking (or leaving pubs drunk)
- Improved vulnerable road user safety measures
- Less confusing signage
- Community (?) visibility to driving scores to earn/save more \$\$ (insurance)
- Consistent leadership and consequence, but random detection (to motivate true behaviour change)



LAND USE AND TRANSPORT PLANNING

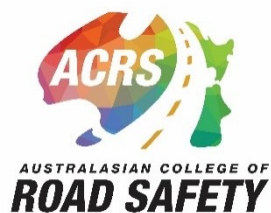
- Consultation on big! capital projects – need local input from residents and users
- Network safety plans need to be clear and evidence based
- Development infrastructure (e.g. backlog) e.g. dysfunction in process
- More inclusion in planning for vulnerable road users – state and local governments need to collaborate
- Focus on lower range risky behaviours
- Rationalise public transport network to intersect with useful places
- Local public transport, such as tiny buses to connect
- Update development guidelines with latest urban planning and design knowledge especially speed management and walking
- Modal filters – Yes! More. Make it easier with less red tape
- More raised tram stops “super stops” and “accessible”
- Shift modes! Too much driving
- Electrify buses – air quality for vulnerable road users
- Child walkable neighbourhoods
- Make safety number one requirement in urban transport planning
- Act through zoning (not challenge in Victorian Civil and Administrative Tribunal (VCAT))
- Decentralise spread of central business district functions to regional hubs
- Plan and revise urban structures for public transport and active transport
- Consider underground freight movement
- Make public transport free for good! (Or cheap)
- More parking at public transport hubs (and free)
- 100% access commitments to public transport (minimum walking)
- Separate paths for cyclists – veloways, off-road with priority crossings

ACKNOWLEDGEMENTS

The 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 Jurewicz
- Amir Sobhani
- Kathryn Collier
- Chris Harrison
- Wendy Taylor
- Kenn Beer

The Forum was held during National Road Safety Week, an annual initiative from the Safer Australian Roads and Highways (SARAH) Group, partnering road safety organisations and Government. The week highlights the impact of road trauma and ways to reduce it.



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