

ROUTES ● TO SUCCESS ●

ACHIEVING A STEP
CHANGE IN ROAD SAFETY



**ROUTES ●
TO SUCCESS ●**



The four 'E's

Presentation by

**Adrian
Davis**

Co-creating demand for evidence-based road safety practice: It's down to us.

Evidence-based practice?

“The successes of the evidence-based healthcare movement have been much trumpeted...Strikingly, local government work on the determinants of health appears to be one arena in which this paradigm was largely absent.”

Phillips, G., Green, J 2015 Working for the public health: politics, localism and epistemologies of practice, *Sociology of Health & Illness*, 37(4).

Some insights on past practice

“I have never considered research as a method of looking at a particular road safety issue. Whilst aware that obviously research was being undertaken, and from time to time hearing about it, I have never given it much credence [or] seriously looked at it as any more than general information”

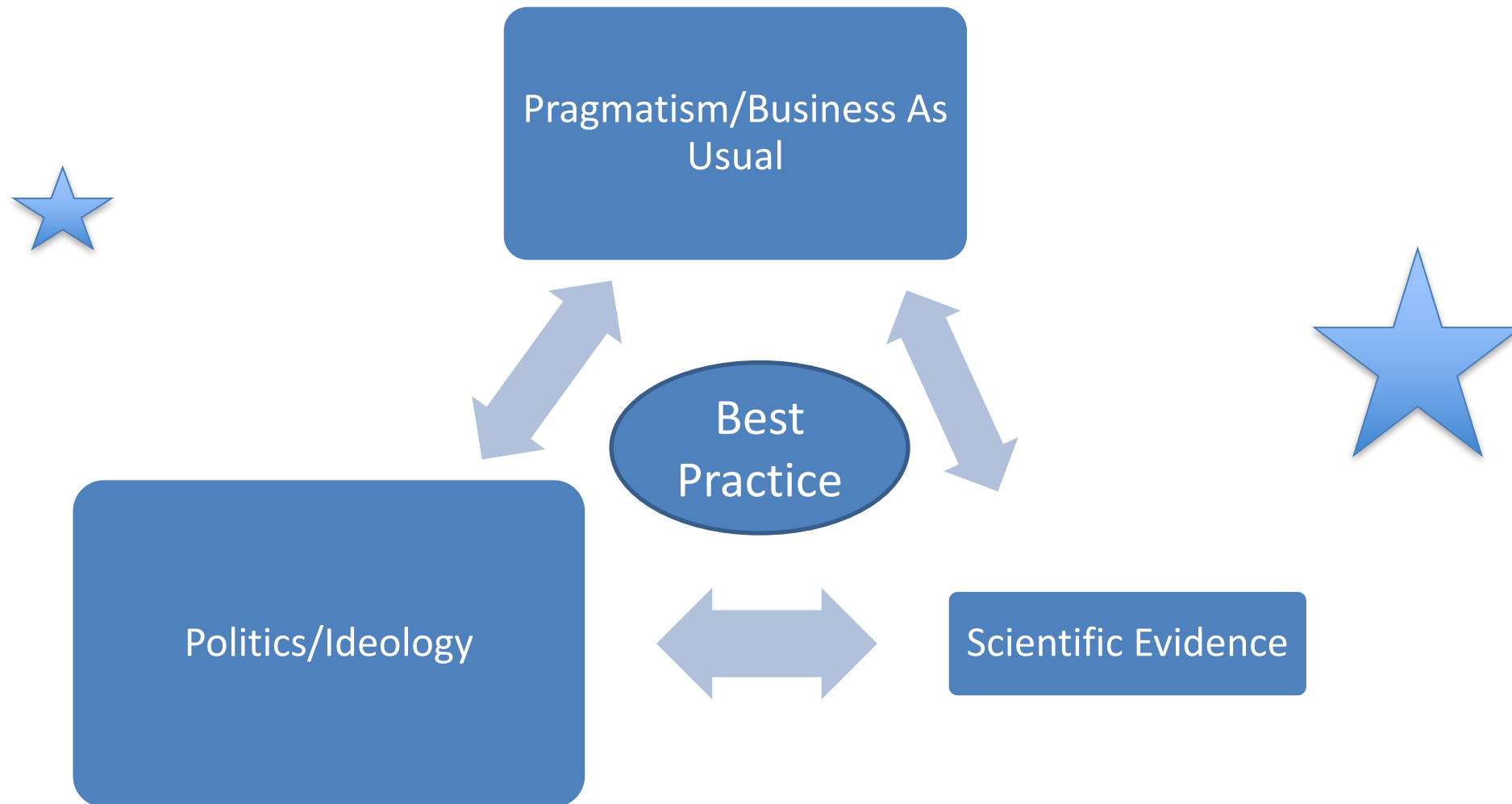
Hewson, P. 2007 Evidence-based practice in road casualty reduction, *Injury Prevention*, 3;291-292

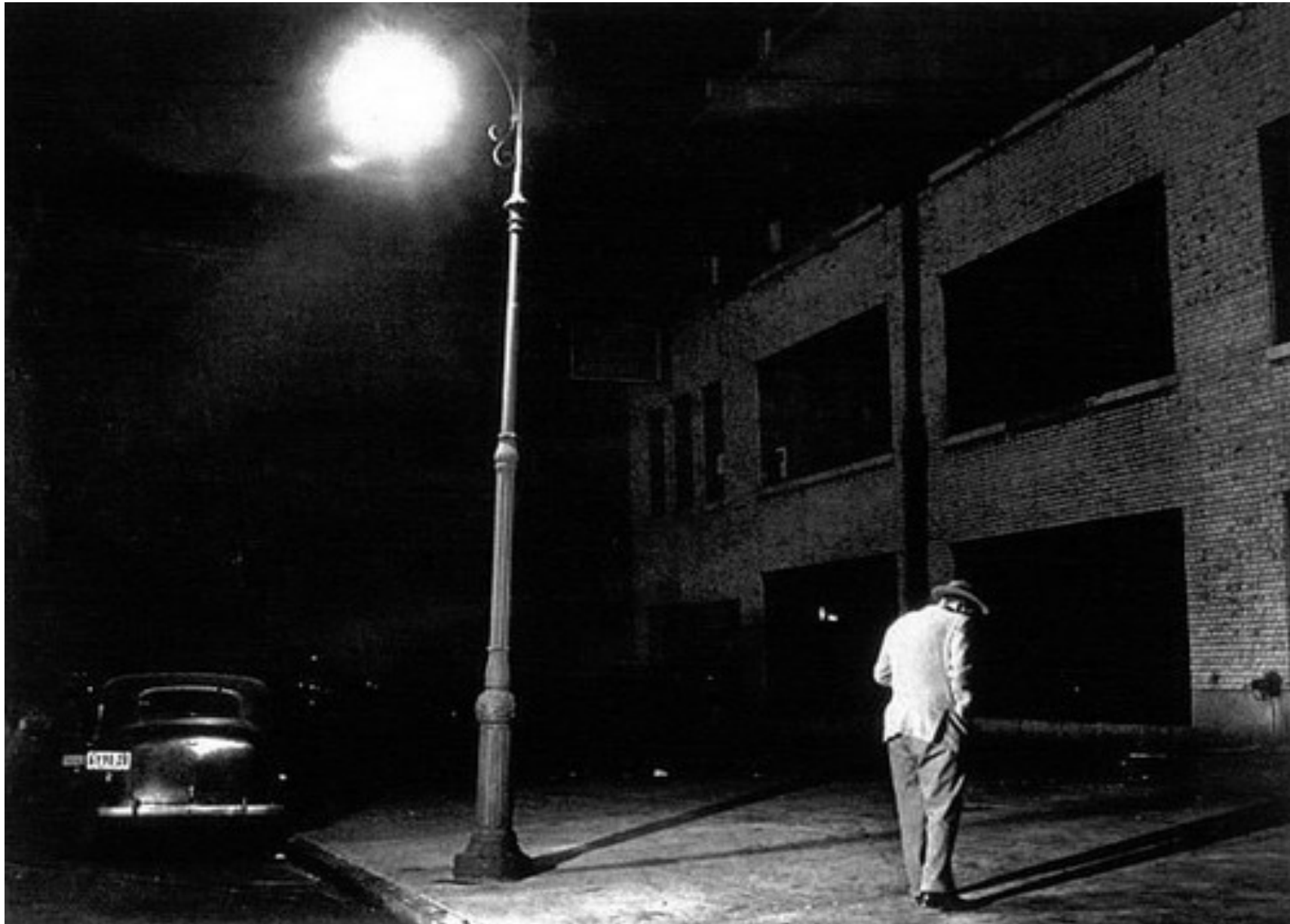
House of Commons Transport Committee

...We also recommend that the road safety strategy for beyond 2010 be explicitly set in the context of wider policy objectives. This should help to ensure that road safety is seen as relevant in other policy areas and that road safety policies do not have unintended consequences on other important objectives, such as improving public health by encouraging walking, cycling and play.

Ending the Scandal of Complacency: Road Safety beyond 2010. HoC 2008.

The bounded reality triad





Mind the gap between rhetoric of evidence-based practice and the reality

- A structured problem – less robust approaches often are accepted by 'clients'
- How do we deal with the issue of poor evidence working at policy and political levels?
 - Where is the demand for more robust approaches? (the client – Elected Members, Senior Officers)
 - Can we help to create the demand with some of the other institutions (and advocacy groups?)
- A coordinating role for RSGB?
- Funding from the top – DfT/Treasury

Researchers need to have impact... they must connect with practitioners

- “What is the point of universities that are just castles in the sky? The University people must have contact every single week with their City Hall”

Wulf Daseking, former Director of City Planning, Freiburg, 2014

Where do you look for research evidence and without a paywall?



Yet the knowledge stockpile of what works is significant





Bus



MetroBus

P+R

Park & Ride



Rail



Walk



Cycle



Drive



Motorcycle



Journey Planning



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Essential Evidence

Key evidence from peer-reviewed literature is being used to strengthen the case for current transport policies and practice



Key evidence from peer-reviewed literature is being used to strengthen the case for current transport policies and practice.

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Essential Evidence 4 Scotland

The Transport Research Institute will be launching fortnightly one-page plain-English summaries on aspects of transport planning from robust peer reviewed studies at its Transport Planning and Public Health Seminar on Thursday 22nd November 2018.

In the busy world of transport planning, access to peer reviewed evidence is both time consuming but also often impossible without a university library card! But even overcoming such hurdles, then finding the material is often problematic and time-consuming not least because of the searches required and also because academic language, the jargon, can provide yet another barrier. Knowledge translation services can, therefore, be a critically important way for practitioners to have access to the most robust and recent peer reviewed evidence.

The value of de-jargoned summaries of robust academic evidence being made available, particularly to

RECENT POSTS

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Dr Mark Taylor presents research findings at 2018 Cycling Research Board, Amsterdam

Dr Nazan Kocak – panel member at the PACTS conference

Suggestions from AUS research

- A coordinated research plan that promotes strong evidence, establishes priorities equitably, encourages stakeholder collaboration and fosters a capable research workforce.
- Adequate incentivisation for broad research dissemination within funding contracts (eg part of all research grants having to be used for KTE activities).
- A specialised national road safety research institute that leads research production and Knowledge Transfer & Exchange activities

Hinchcliff et al, 2016 The enhanced knowledge translation and exchange framework for road safety. *Injury Prevention*, 23: 114-117.

Table 1 The enhanced KTE framework for road safety

KTE domains	KTE facilitators	
	Essential	Aspirational
▶ Research funding and production	<ul style="list-style-type: none"> ▶ A coordinated research plan that promotes strong evidence, establishes priorities equitably, encourages stakeholder collaboration and fosters a capable research workforce. ▶ Adequate incentivisation for broad research dissemination within funding contracts (eg part of all research grants having to be used for KTE activities). 	<ul style="list-style-type: none"> ▶ A specialised national road safety research institute that leads research production and KTE activities.
The research expertise of knowledge users	<ul style="list-style-type: none"> ▶ Senior policy managers with postgraduate research training. ▶ Professional development courses for policymakers and practitioners to increase research and evaluation skills (eg short research and evaluation courses delivered by external consultants). 	<ul style="list-style-type: none"> ▶ A professional academy for road safety practitioners to increase their capacity to capture and share tacit and experiential knowledge.
Research dissemination	<ul style="list-style-type: none"> ▶ Dissemination training for researchers. ▶ Journals, reports and newsletters. ▶ Conferences and government-facilitated multistakeholder forums at national and jurisdictional levels. ▶ Working groups. ▶ News and social media. ▶ NGO boards and membership. 	<ul style="list-style-type: none"> ▶ Comprehensive online knowledge portals with peer-reviewed research syntheses on priority topics, to increase the accessibility of road safety knowledge.

KTE, knowledge translation and exchange; NGO, non-government organisation.

Potential impacts of the enhanced KTE framework for road safety

Research funding and production

- ▶ Greater researcher prioritisation of, and experience in, KTE
- ▶ Increased prioritisation of KTE by research organisations
- ▶ Stronger research evidence
- ▶ KTE leadership by national research institutes
- ▶ Increased co-production of relevant research

The research expertise of knowledge users

- ▶ Increased capacity of knowledge users to critically analyse, use and adapt research evidence for decision-making
- ▶ Stronger research and evaluation cultures in policy and practitioner agencies
- ▶ Enhanced capture and mobilisation of practitioner knowledge to strengthen the road safety evidence-base

Research dissemination

- ▶ Improved dissemination capabilities among researchers
- ▶ Greater diffusion of research evidence within research, policy and practitioner organisations
- ▶ Increased transfer of research evidence to stakeholders, including the public
- ▶ More multistakeholder networks to diffuse knowledge throughout the road safety community

Thank you

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