



# SUBMISSION TO THE INQUIRY INTO PROGRESS UNDER THE NATIONAL ROAD SAFETY STRATEGY 2011-2020

**Dr Reece Hinchcliff**

Senior Lecturer, Centre for Health Services Management, University of Technology Sydney  
Honorary Senior Research Fellow, Australian Institute of Health Innovation, Macquarie University  
Visiting Professor, Diponegoro University

## Contents

Terms of Reference for the Inquiry.....	2
Aims of this submission .....	3
Road safety expertise of the submitting author .....	3
Issue 1: What is KTE? .....	4
Issue 2: How can KTE for road safety be advanced in Australia? .....	4
Conclusions and recommendations.....	7
Appendix A: Road safety contributions .....	8
Journal papers.....	8
Conference papers.....	8
Reports.....	8
Conference presentations.....	9
Books.....	10

## Terms of Reference for the Inquiry

1. Identify the key factors involved in the road crash death and serious injury trends including recent increases in 2015 and 2016.
2. Review the effectiveness of the National Road Safety Strategy (NRSS) 2011-2020 and supporting 2015-17 Action Plan, with particular reference to the increase in deaths and serious injuries from road crashes over the last two years.
3. Identify issues and priorities for consideration in development of a post-2020 national road safety strategy and 2018-2020 action plan, focusing on how Australia can recognise and move towards a safe road transport system which minimises harm to all users.
4. Advise on arrangements for the management of road safety and the NRSS, looking at best coordination and use of the capacity and contributions of all partners.

## Aims of this submission

This submission aims to address the fourth Term of Reference for the Inquiry by presenting a framework to enhance Knowledge Translation and Exchange (KTE) for road safety management and strategy in Australia.

The information and recommendations presented are largely based on a Winston Churchill Memorial Trust of Australia Fellowship project that was funded by the NRMA-ACT Road Safety Trust in 2014. A 2017 peer-reviewed journal paper published in *BMJ Injury Prevention* and a 2016 report published on the Winston Churchill Memorial Trust of Australia website provide specific details of the project. Both documents are attached to this submission.

## Road safety expertise of the submitting author

I am a Senior Lecturer at the University of Technology Sydney, with considerable expertise in the field of road safety. My primary interest concerns the design and improvement of road safety management systems to facilitate evidence-informed policies and practices that reduce road trauma.

My contribution to Australian and international road safety research, policy and practice is best exemplified by the four areas listed below.

1. I obtained my PhD (Public Health) from The George Institute for Global Health, University of Sydney. My thesis examined factors influencing the translation of young driver research into policy in four jurisdictions in Australia and the United States of America.
2. I worked at the New South Wales (NSW) Centre for Road Safety, Transport for NSW for 18 months as a Senior Research and Policy Analyst. My contributions included the collaborative development of an Australian graduated licensing scheme policy framework, endorsed by all jurisdictions.
3. I was awarded a Churchill Fellowship that funded a project to investigate how to leverage the road safety expertise of Norway, Sweden, the Netherlands and United Kingdom (UK) to develop a road safety framework supporting KTE in Australia.
4. My contributions to road safety research, policy and practice have been presented in multiple journal papers, conference papers, reports, presentations and a book (see Appendix A).

## Issue 1: What is KTE?

The general aim of KTE (and related terms) is to promote effective and efficient policies, practices and research investments by reducing the gap between what we know, yet actually do. KTE has gained attention over recent years as part of the increasing global emphasis on evidence-based practice.

KTE offers the road safety community a mechanism to address current and future challenges by facilitating collaborative learning and coordinated actions among diverse stakeholders to promote evidence-informed policies and practices. KTE for road safety is a dynamic and iterative process that involves the co-production, synthesis, dissemination, exchange and ethically-sound application of knowledge to improve the safety of road users.

However, KTE has been infrequently examined in road safety research and is largely neglected by transport policy agencies. Considering the number of deaths and injuries caused by road trauma each year in Australia, the critical role of KTE for enabling effective policy and practice, and the impending transformation of the field over coming decades to accommodate disruptive technologies, there are significant future gains to be made by more effective use of KTE for Australian road safety.

## Issue 2: How can KTE for road safety be advanced in Australia?

In 2015 I collected information regarding effective KTE for road safety through meetings with 35 influential road safety stakeholders in Sweden, Norway, the Netherlands and UK. These countries are recognised as global road safety leaders due to their low road trauma rates, advanced transport management systems and emphasis on evidence-informed policy. The stakeholders were managers of transport departments, senior representatives of non-government organisations, and researchers from universities and institutes.

Thirteen facilitators of KTE in road safety were identified by these stakeholders, covering three domains: research funding and production; the research expertise of knowledge users; and research dissemination (Table 1). Details and examples of each facilitator are available in the project report attached to this submission. Critically, the KTE facilitators identified by these European road safety stakeholders were proposed to have helped encourage strong appreciation for research evidence and cohesion among their road safety communities, facilitating evidence-informed policy and practice.

Based on the stakeholders' comments and pragmatic analysis through a policy-focused lens, the KTE facilitators were separated into those seen as essential for an effective KTE system, and others viewed as aspirational, being less vital and requiring greater time and resources to implement. This type of tiered approach was used previously to develop a national policy framework that promotes greater harmonisation of graduated licensing schemes across Australia.

Potential impacts of the facilitators in each KTE domain are outlined in Table 2. The domains cross structural boundaries (i.e. individuals, organisations and overarching systems) and temporal dimensions (i.e. permanent initiatives and those used on an as-needed basis), while accounting for diverse types of knowledge (i.e. research evidence, and the tacit knowledge of both practitioners and policymakers). Additional information on these points are also provided in the attachments.

**Table 1: A KTE Framework for Australian Road Safety**

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

**Table 2: Potential impacts of a KTE Framework for Australian Road Safety**

KTE Domains	Structural Boundaries		
	Individual	Organisational	System
Research funding and production	<ul style="list-style-type: none"> <li>Greater researcher prioritisation of, and experience in, KTE.</li> </ul>	<ul style="list-style-type: none"> <li>Increased prioritisation of KTE by research organisations.</li> </ul>	<ul style="list-style-type: none"> <li>Stronger research evidence.</li> <li>KTE leadership by national research institutes.</li> <li>Increased co-production of relevant research.</li> </ul>
The research expertise of knowledge users	<ul style="list-style-type: none"> <li>Increased capacity of knowledge users to critically analyse, use and adapt research evidence for decision-making.</li> </ul>	<ul style="list-style-type: none"> <li>Stronger research and evaluation cultures in policy and practitioner agencies.</li> </ul>	<ul style="list-style-type: none"> <li>Enhanced capture and mobilisation of practitioner knowledge to strengthen the road safety evidence-base.</li> </ul>
Research dissemination	<ul style="list-style-type: none"> <li>Improved dissemination capabilities amongst researchers.</li> </ul>	<ul style="list-style-type: none"> <li>Greater diffusion of research evidence within research, policy and practitioner organisations.</li> </ul>	<ul style="list-style-type: none"> <li>Increased transfer of research evidence to all stakeholders, including the public.</li> <li>More multi-stakeholder networks to diffuse knowledge throughout the road safety community.</li> </ul>

## Conclusions and recommendations

Safe system and other evidence-based road safety principles have been applied successfully in Australia. However, our concerning road trauma rate over recent years indicates that the time has now come to strengthen the role of KTE within national road safety management systems and strategies. The incorporation of an evidence-informed KTE framework, founded upon the strengths of leading road safety nations, offers a feasible and systematic approach to achieve this objective.

While the framework outlined in this submission was developed from a national perspective, the development of separate KTE frameworks for specific road safety areas (e.g. younger drivers) and discrete governance units could also be productive. There are opportunities to expand the framework to encompass separate subsystems for different road safety areas and governmental layers.

Many of the KTE facilitators identified (e.g. comprehensive online knowledge portals, a specialised national road safety research institute that leads research production and KTE activities) are not currently implemented, or implemented systematically, in Australia. This highlights immediate, feasible opportunities for practical improvements to national road safety management and strategy.

Road safety stakeholders are encouraged to build upon the framework outlined in this submission and tailor it for their specific contexts. The diverse activities within the framework require involvement by different groups, making multi-stakeholder collaboration necessary for effective application. Government agencies are best placed to instigate such efforts, due to their resources and influence.

Finally, while a national road safety KTE framework may be difficult to implement, I strongly believe in the Australian road safety community's capacity to find solutions to any policy, legislative or funding challenges that could arise. Accepting these challenges together will surely be easier than accepting our inability to prevent continued carnage on our roads.

I am available to provide additional information regarding any of the points raised in this submission, and can be contacted via [reecehinchcliff@hotmail.com](mailto:reecehinchcliff@hotmail.com).

Kind regards,

Dr Reece Hinchcliff

## Appendix A: Road safety contributions

### Journal papers

- **Hinchcliff, R;** Senserrick, T; Travaglia, J; Greenfield, D; Ivers, I. (2017) The Enhanced Knowledge Translation and Exchange Framework for Road Safety: a brief report on its development and potential impacts. *BMJ Injury Prevention*. 23:114-117.
- **Hinchcliff, R;** Poulos, R; Ivers, R.Q; Senserrick, T. (2011) Understanding novice driver policy agenda-setting. *Journal of Public Health*. 125(4):217-21.
- **Hinchcliff, R;** Ivers, R.Q; Poulos, R; Senserrick, T. (2010) Utilization of research in policymaking for graduated driver licensing. *American Journal of Public Health*. 100(11):2052-8.
- **Hinchcliff, R;** Chapman, S; Ivers, R.Q; Senserrick, T; Du, W. (2010) Media framing of graduated licensing policy debates. *Accident Analysis and Prevention*. 42(4):1283-87.

### Conference papers

- Walker E; Howard E; Harris A; Barnes B; Parnell H; **Hinchcliff R.** (2015) Development of the Australian Graduated Licensing Scheme Policy Framework: a demonstration of jurisdictions taking action together to reduce road trauma. *Australasian Road Safety Conference*. 14-16 October, Gold Coast.
- **Hinchcliff, R;** Wilkinson, R; Thompson, J; Higgins-Whitton, L; Ma, A; Holloway, L; Kurti, L; Rendel, P; Grant, J; Walker, E. (2014) Barriers to obtaining a driving licence in regional and remote areas of Western NSW. *Australasian Road Safety Research, Policing and Education Conference*. 12-14 November, Melbourne.
- **Hinchcliff, R;** Ivers, R.Q; Poulos, R; Chapman, S; Senserrick, T. (2008) What is the role of researcher media advocacy within the Australian road safety policy process? *Australasian Road Safety Research, Policing and Education Conference*. 10-12 November, Adelaide.

### Reports

- **Hinchcliff R.** (2015) *The NRMA-ACT Road Safety Trust Churchill Fellowship to improve Australian road safety policy processes by enhancing knowledge translation and exchange amongst key stakeholders*. The Winston Churchill Memorial Trust of Australia, Sydney.
- Senserrick, T; Lyford, M; **Hinchcliff, R;** Boufous, S; Clapham, K; Torr, S; Ivers, R.Q. (2011). *Evaluation of the Bourke Alcohol Action Plan: Final Report*. The George Institute for Global Health, Sydney.
- Senserrick, T; Lyford, M; **Hinchcliff, R;** Boufous, S; Clapham, K; Torr, S; Ivers, R.Q. (2011). *Evaluation of the Bourke Alcohol Action Plan: Interim Report*. The George Institute for Global Health, Sydney.

- Ali, M; **Hinchcliff, R**; Ivers, R.Q; Nguyen, H; Stevenson, M; Boufous, S. (2010). *Assessment of the Implementation of the Road Traffic Safety Initiatives in Vietnam: Report to the World Health Organization (WHO)*. The George Institute for Global Health, Sydney.
- Ali, M; **Hinchcliff, R**; Ivers, R.Q; Nguyen, H; Stevenson, M; Boufous, S. (2010). *External Stakeholder Report on Assessment of the Implementation of the Road Traffic Safety Initiatives in Vietnam*. The George Institute for Global Health, Sydney.
- Ivers, R; Boufous, S; **Hinchcliff, R**; Senserrick, T; Elkington, J; Ali, M. (2010). *Tanami Driver Licensing Project: A report produced for the Northern Territory Department of Lands and Planning*. The George Institute for Global Health, Sydney.
- Boufous, S; Senserrick, T; de Rome, L; Ivers, R.Q; Stevenson, M; **Hinchcliff, R**; Ali, M. (2010). *Factors in Pedestrian Crashes in Victoria 2004-2008*. The George Institute for Global Health, Sydney.
- Boufous, S; De Rome, L; Senserrick, T; Ivers, R; Stevenson, M; **Hinchcliff, R**; Ali, M. (2010). *Key Factors in Cyclist Casualty Crashes in Victoria*. The George Institute for Global Health, Sydney.

## Conference presentations

- **Hinchcliff, R**; Senserrick, T; Travaglia, J; Greenfield, D; Ivers, R. (2017) The enhanced knowledge translation and exchange framework for road safety: a brief report on its development and potential impacts. *15th World Congress on Public Health 2017*. 3-7 April, Melbourne.
- **Hinchcliff, R**. (2015) A framework for knowledge translation and exchange to promote evidence-informed road safety policy in Australia. *ACT Road Safety Forum – Moving Forward Together*. ACT Chapter of the Australasian College of Road Safety. 23 September, Canberra.
- **Hinchcliff, R**; Wilkinson, R; Thompson, J; Higgins-Whitton, L; Ma, A; Holloway, L; Kurti, L; Rendel, P; Grant, J; Walker, E. (2014) Barriers to obtaining a driving licence in regional and remote areas of Western NSW. *Australasian Road Safety Research, Policing and Education Conference*. 12-14 November, Melbourne.
- Senserrick, T; Lyford, M; **Hinchcliff, R**; Boufous, S; Clapham, K; Torr, S; Ivers, R.Q. (2012). Relationship between alcohol management plans and injury reductions in a remote Australian community. *Safety 2012 World Conference*. 1-4 October, Wellington.
- **Hinchcliff, R**; Ivers, R.Q; Senserrick, T; Chapman, S. (2011). The role of the news media in young driver licensing policy processes. *Emerging Health Policy Research Conference*. 17 August, Sydney.
- Senserrick, T; **Hinchcliff, R**; Martiniuk, A; Boufous, S; Clapham, K. (2011) Review of Aboriginal and Torres Strait Islander injury prevention programs: the need for high quality evaluation. *Coalition for research to improve aboriginal health conference*. 5-6 May, Sydney.
- **Hinchcliff, R**; Ivers, R.Q, Poulos, R; Chapman, S; Senserrick, T. (2009). Untangling Australian Novice Driver Policy. *Association for the Advancement of Automotive Medicine 52nd Annual Scientific Conference*. 6-9 October, San Diego.

- **Hinchcliff, R;** Ivers, R.Q, Poulos, R; Chapman, S; Senserrick, T. (2009). The role of research within the novice driver licensing policymaking process: identifying potential facilitators of research utilisation. *NRMA-ACT Road Safety Trust Showcase Event*. 11 September, Canberra.
- **Hinchcliff, R;** Ivers, R.Q, Poulos, R; Chapman, S; Senserrick, T. (2009). Research utilisation within novice driver licensing policy. *Emerging Health Policy Conference*. 15 August, Sydney.
- **Hinchcliff, R;** Ivers, R.Q, Poulos, R; Chapman, S; Senserrick, T. (2008). What is the role of researcher media advocacy within the Australian road safety policy process? *Australasian Road Safety Research, Policing and Education Conference*. 10-12 November, Adelaide.
- **Hinchcliff, R;** Ivers, R.Q, Poulos, R; Chapman, S; Senserrick, T. (2007). Policy Pathways: A Stakeholder and Media Analysis of the Australian Road Safety Policymaking Process. *NRMA-ACT Road Safety Trust Showcase Event*. 25 September, Canberra.
- **Hinchcliff, R;** Ivers, R.Q, Poulos, R; Chapman, S; Senserrick, T. (2006). Stakeholder analysis into the road safety research-to-policy process. *From Cell to Society 5: The University of Sydney's 5th Biennial Health Research Conference*. 9 November, Sydney.

## Books

- **Hinchcliff, R.** (2011). Research use in novice driver licensing policy: Identifying barriers and facilitators of research utilisation. LAP LAMBERT Academic Publishing, Koln, Germany. ISBN: 978-3-8454-0130-0.