



# National Road Safety Partnership Program (NRSPP) Program Evaluation

Report prepared by the Monash University Accident Research Centre

Presentation prepared by Olivia Dobson, Professor Sharon Newnam,  
and Jerome Carslake



# Background



**MONASH**  
University

ACCIDENT  
RESEARCH  
CENTRE

**NRSP**  
NATIONAL ROAD SAFETY

**PARTNERSHIP**  
PROGRAM

Website: <https://www.nrspp.org.au/>

Evaluation Goal: To gauge the impact of the NRSP program activities as measured through the uptake and use of their resources and other outputs by industry partners and key stakeholders in the transportation system.

# History of the NRSPP

- Established following the publication of the National Road Safety Strategy 2011 – 2020
- Formed following extensive consultation with the National Transport Commission (NTC)
- Officially launched 5 May 2014 by His Royal Highness Prince Michael of Kent, under its inaugural host the Australian Road Research Board (ARRB)
- In 2020, the NRSPP moved to its new host, the Monash University Accident Research Centre (MUARC)

# Program purpose

**Established to bring together businesses, researchers, and government in an industry-led collaborative network to support Australian organisations to implement a positive road safety culture.**

Vision:

*All businesses and organisations striving to eliminate serious injury and death from work-related vehicle crashes*

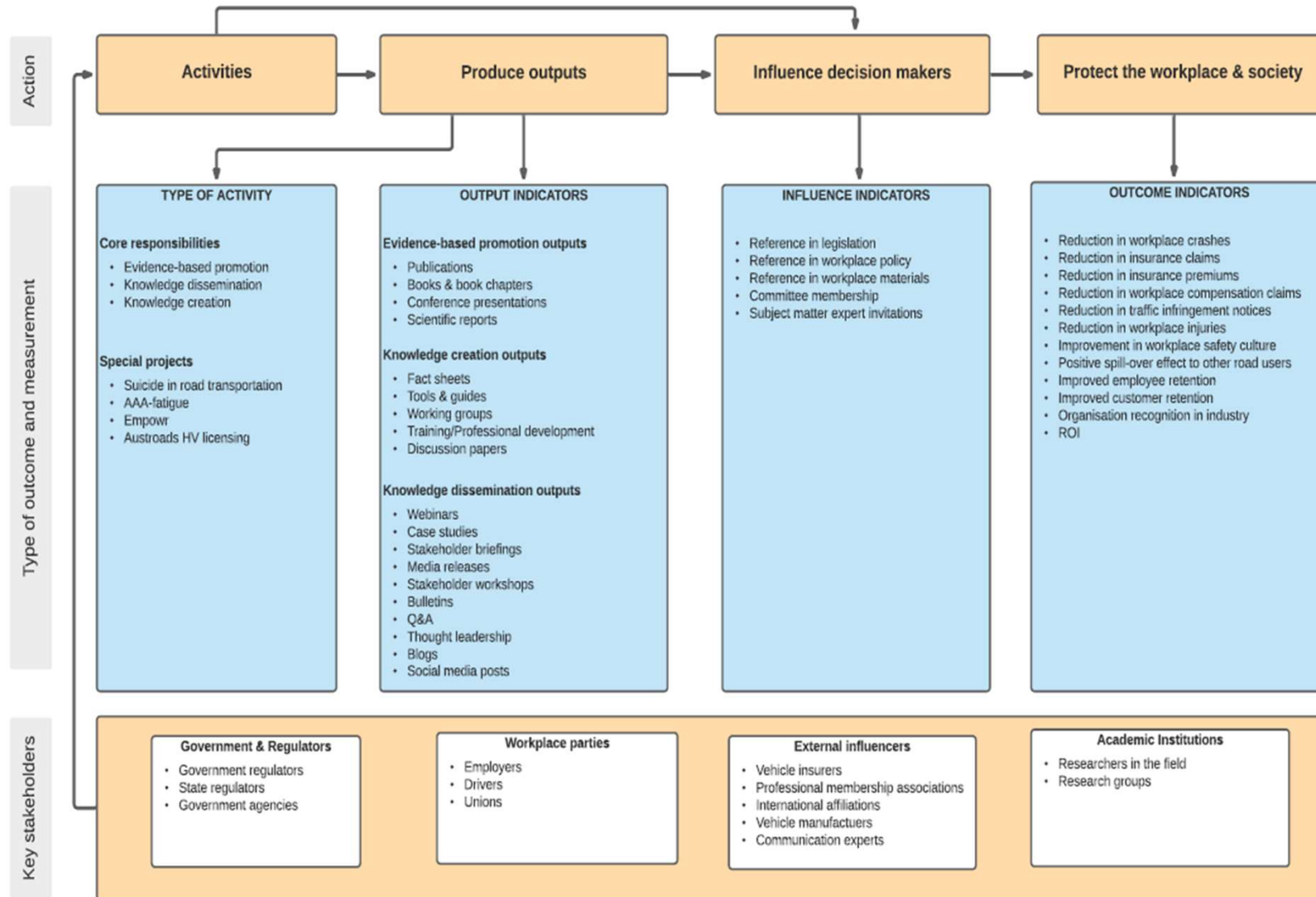
# Program partners





# Evaluation Approach (Van Eerd et al., 2021)

# NRSPP IMPACT EVALUATION FRAMEWORK





# Methodological approach

## Academic and Grey Literature:

- The Monash Library Search Engine and Google Scholar were searched using the terms “NRSPP” or “National Road Safety Partnership Program”. This search resulted in 95 hits, and the abstracts were examined for relevance.
- A Google search was undertaken to scan for mention of the NRSPP in grey literature materials. This search yielded 31 pages of results, and all pages were visually examined to find relevant results.

## NRSPP Website:

- A search of the NRSPP website was undertaken to examine content it had published via its website. This search yielded approximately 1780 results, and documents were examined according to resource type.

## Digital Analytics Tools:

- WordPress and Google Analytics tracking information from the NRSPP website was utilised to provide information on the program user reach and activity. Social media follower counts were obtained directly from the relevant channels.

## Survey

- To explore the influence of the NRSPP on workplace safety outcomes, a secure survey was distributed to 111 key stakeholders-via Qualtrics.
- Questions explored key outcome indicators, questions designed to further understand key stakeholder usage of NRSPP resources, and free- text response questions designed to elicit insight into stakeholder perspectives on the value created by being part of the NRSPP and areas for improvement.
- 43 responses were recorded, representing a response rate of 38.74%, however significantly less respondents (<25) answered all survey questions.

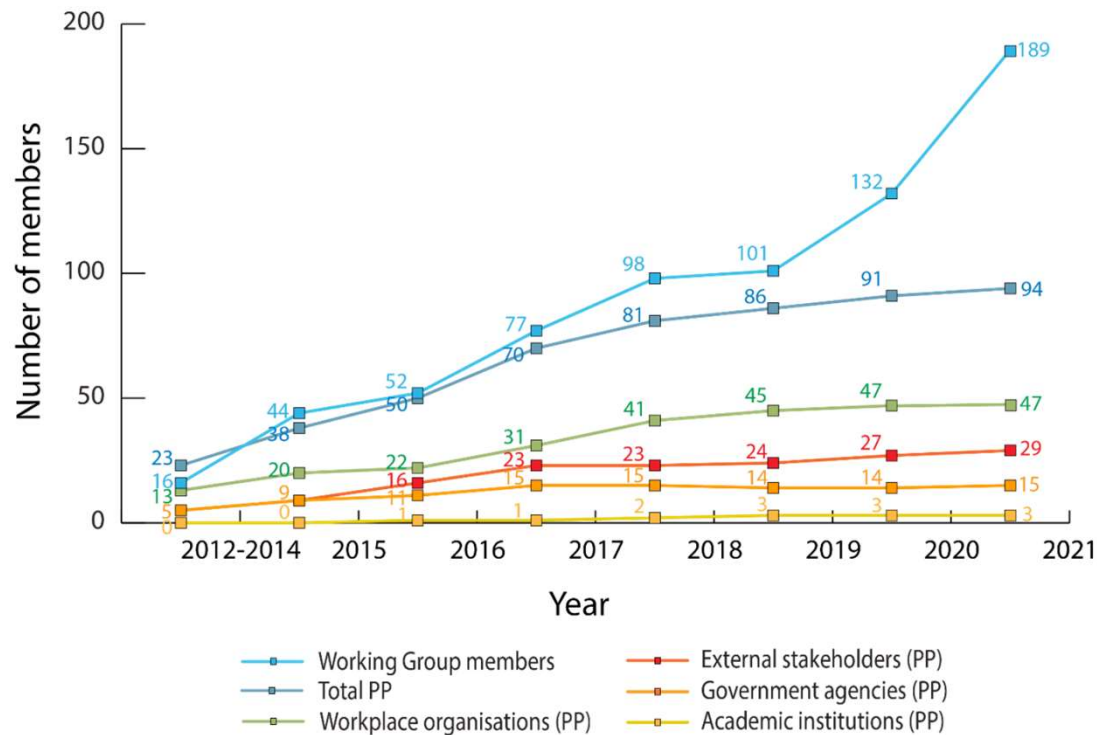
# Immediate Outcomes



## Research Questions:

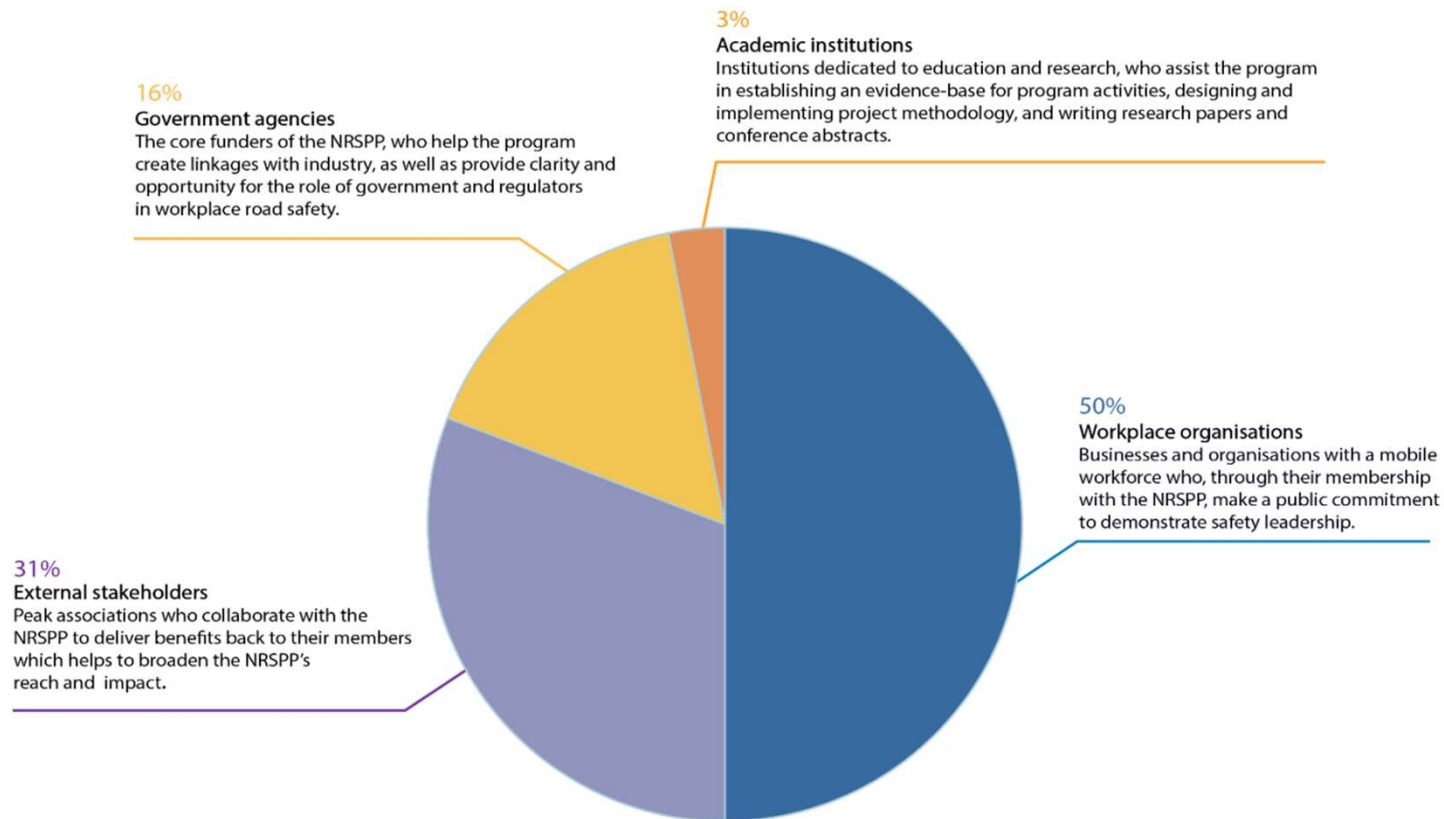
- What evidence exists to demonstrate that the NRSPP has been involved in creating and dissemination knowledge promoting workplace road safety?
- What evidence exists to demonstrate that the NRSPP has contributed to the development of evidence-based outputs which promote workplace road safety?
- What evidence exists to demonstrate that the NRSPP has facilitated the sharing of knowledge and enhancing communication between organisations?

# Program membership



Cumulative growth in NRSP total Program Partner's, Program Partner affiliate groups (i.e. workplace organisations, external stakeholders, government agencies and academic institutions), and WG members (2012 – 2021)

# Program membership



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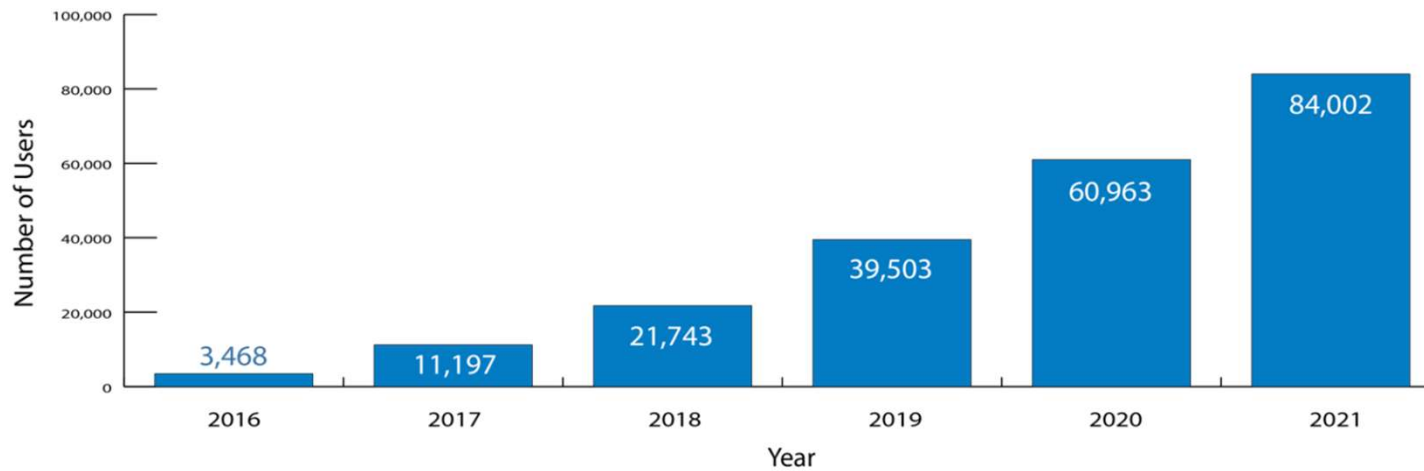
**AusNet**



**BHP**



# NRSP website – Usage (nrspp.org.au)



Number NRSP website users per year (2016 – 2021)

# NRSP website – Knowledge Centre

- The NRSP Knowledge Centre is a hub for internal and external road safety content
- Hosts a total of 1,785 resources covering various elements of the Safe Systems approach – hosts both original NRSP content (knowledge creation) and high-quality external resources (knowledge dissemination)

Content category	Number of resources	Percentage distribution
Safe users	1036	58.03%
Road safety management	813	45.54%
Safe vehicles	490	27.45%
Safe speeds	154	8.63%
Safe roads and roadsides	151	8.46 %
Post-crash care	60	3.36%

Categorical distribution of Knowledge Centre content

# Knowledge creation

- The NRSPP has consistently created new knowledge
- A total of 532 knowledge creation outputs were identified
- Content analysis of these outputs found that the NRSPP knowledge creation content emphasises the transformation of what is explicitly known into accessible forms of information communication.



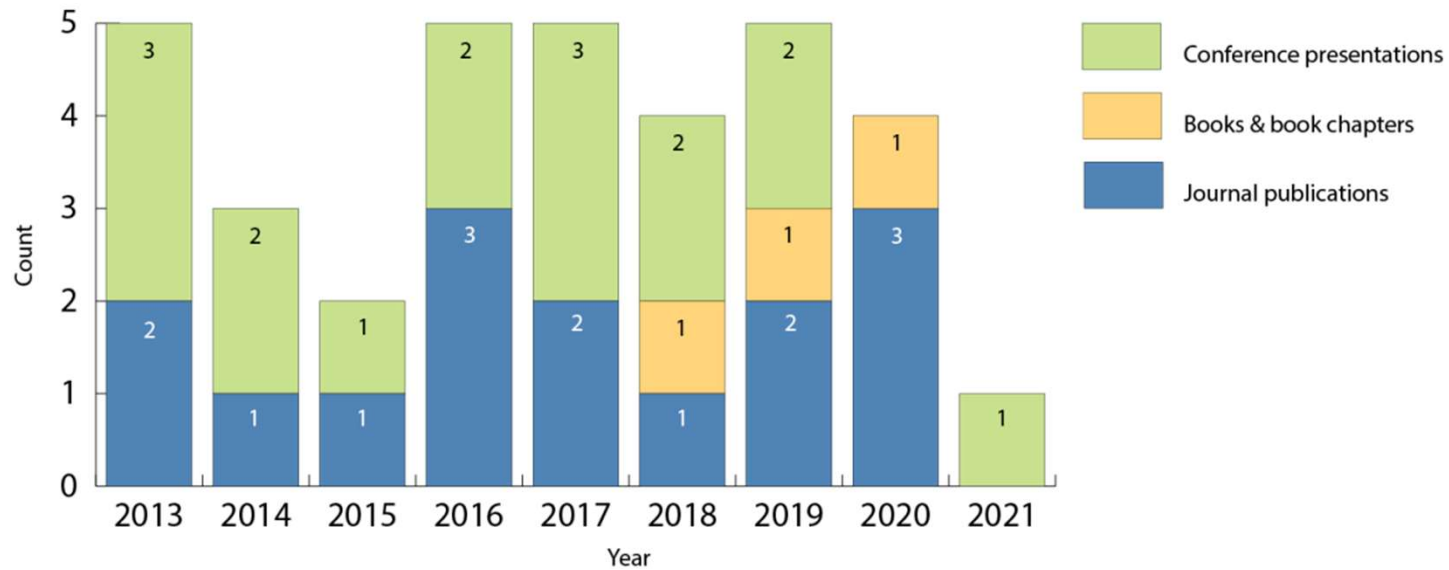
# Knowledge dissemination

- The NRSP has consistently identified and disseminated high-quality road safety content in its Knowledge Centre - 1253 external resources

Content category	Number of outputs	Percentage distribution
Road Safety Management		
Tools, Guides and Supports	365	18.35%
Evidence-based Content	230	29.13%
Government Resources	204	10.14%
Fact Sheets and Discussion	173	
Papers		4.71%
Videos and Posters	127	4.79%
Webinars, Presentations &		
Seminars	59	13.81%
Case Studies	60	2.79%
Articles and Books	35	16.28%

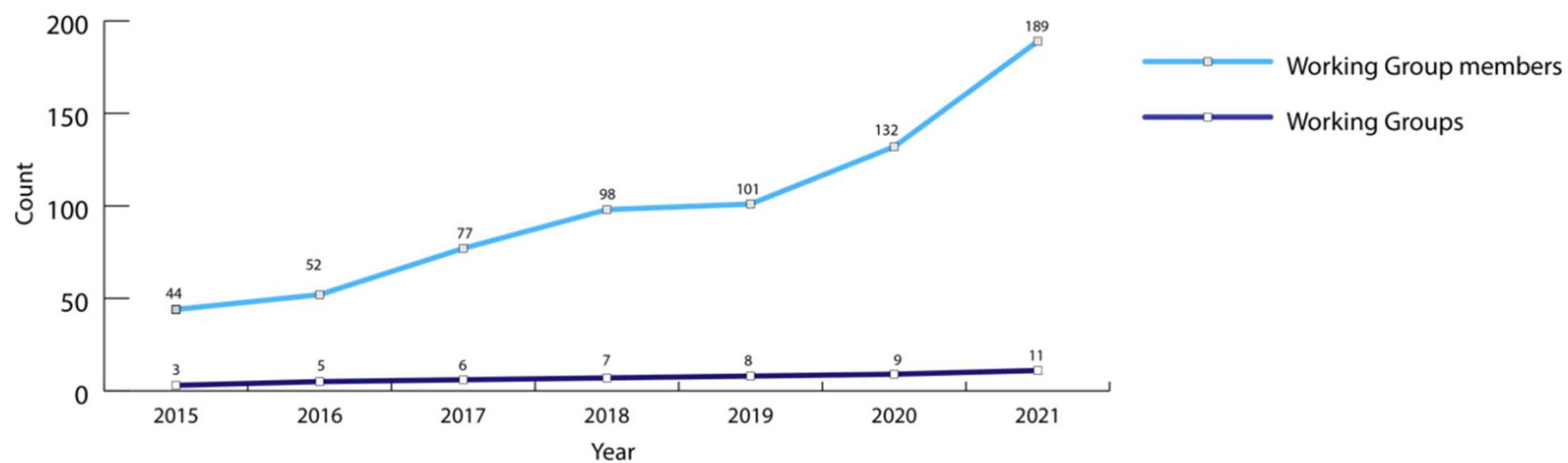
Summary of knowledge dissemination content by category

# Evidence-based promotion



Overview of evidence-based promotion content (2013-2021)

# Working Group outputs



Cumulative growth in Working Group and Working Group members (2015 – 2021)

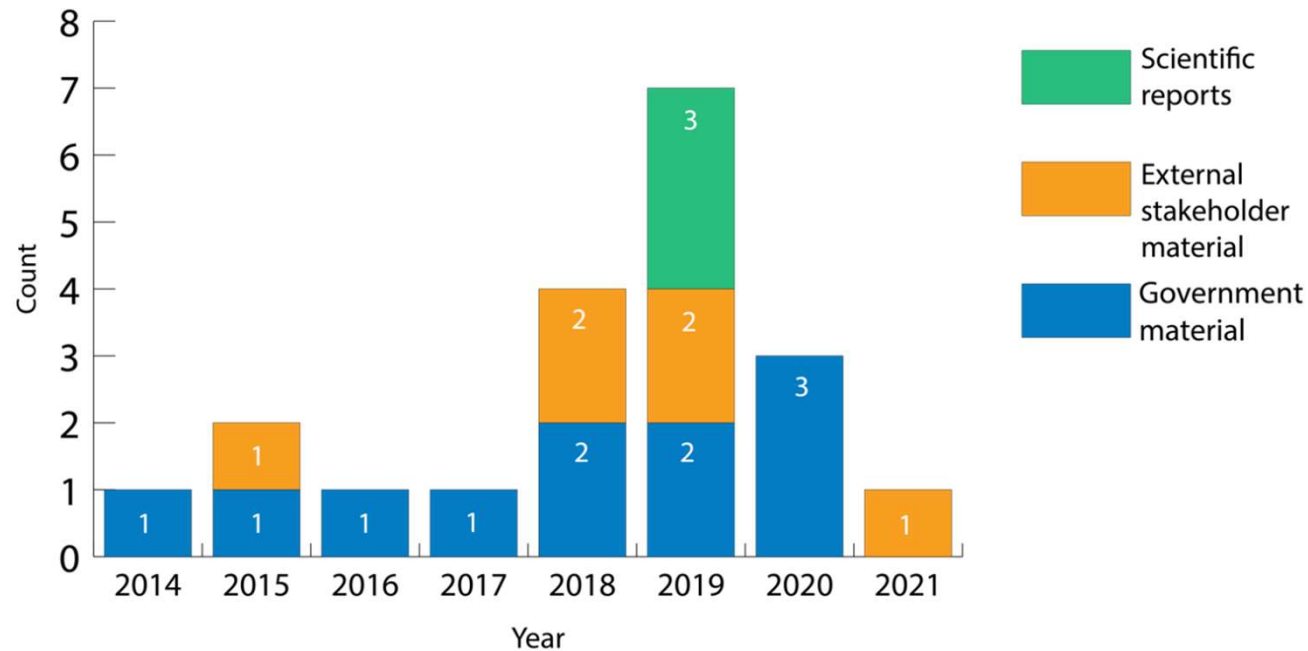
# Intermediate Outcomes



## Research Questions:

- What evidence exists to demonstrate that NRSPP outputs and activities have been used by decision makers including government, regulators, employers, and external influencers on workplace road safety matters?
- What evidence exists to demonstrate whether the NRSPP has influenced decision makers including government, regulators, employers and external influencers on workplace road safety matters?

# Influence indicators



Overview of reference to the NRSP in government material, external stakeholder material and scientific reports

# Reference in workplace policy and practice

Some evidence is available to support the influence of the NRSPP at an industry level:

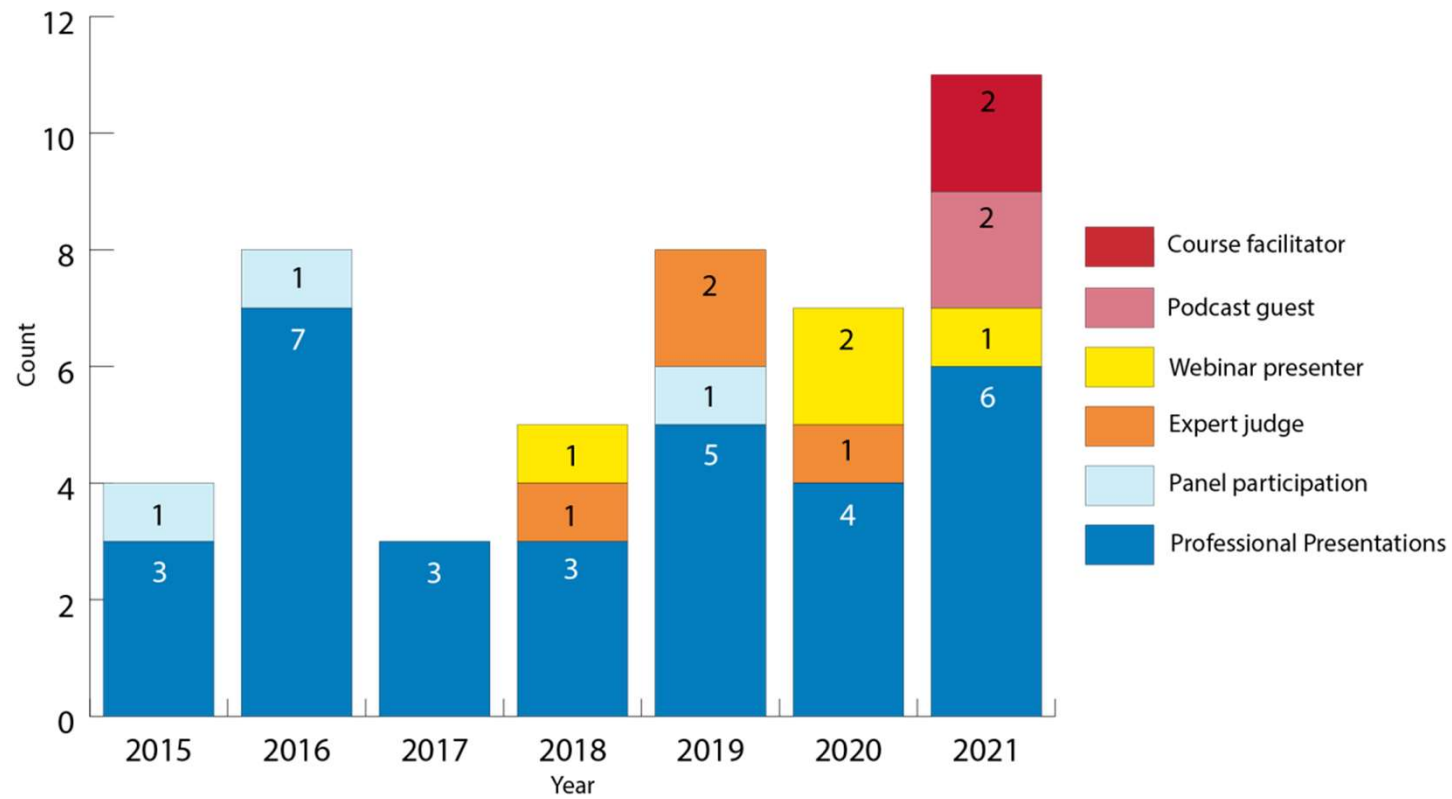
- Origin Energy lists the NRSPP in their 2018 'Health, Safety and Environment Management Approach' policy document as a source of industry guidance that assists the organisation to continuously evolve their safety leadership.
- Zurich Insurance includes several NRSPP resources as part of their risk management report to clients.
- Multiple organisations utilise Toolbox Talks as part of their workplace training and education programs

PERCENTAGE OF RESPONDANTS WHO USE THE NRSPP FOR:



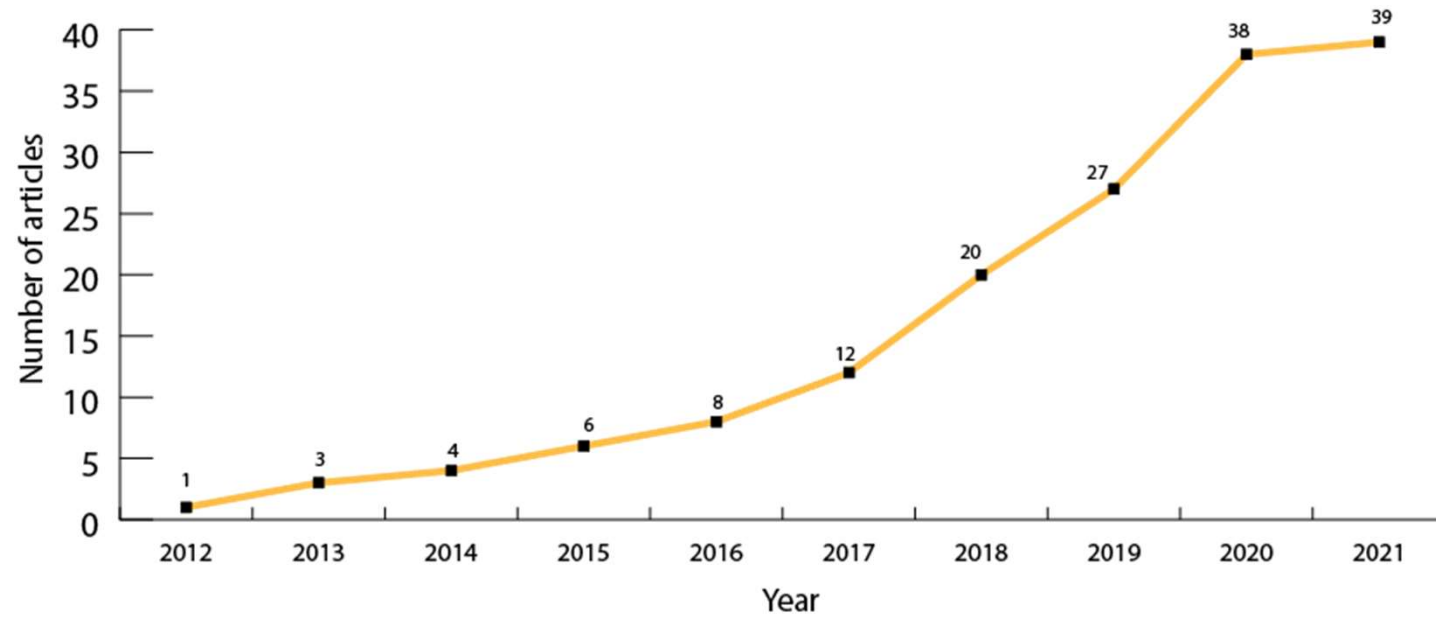
Primary reported purposes for stakeholders accessing NRSPP resources

*“Single most useful road safety source of resources and networks, current practice and research.”*  
(National Workplace Health and Safety Manager, mobile patrol field)

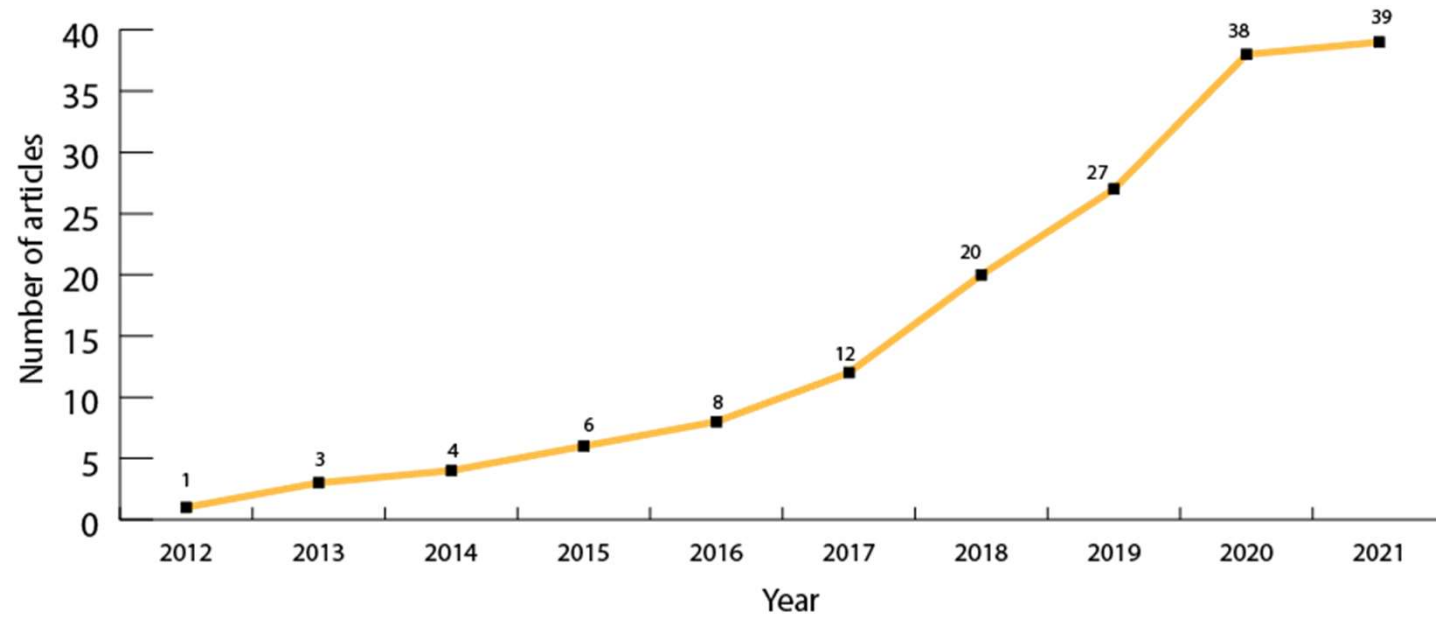


Jerome Carslake Subject Matter Expert invitations by category (2015 – 2021)





Cumulative growth in program external media recognition (2012 – 2021)



Cumulative growth in program external media recognition (2012 – 2021)

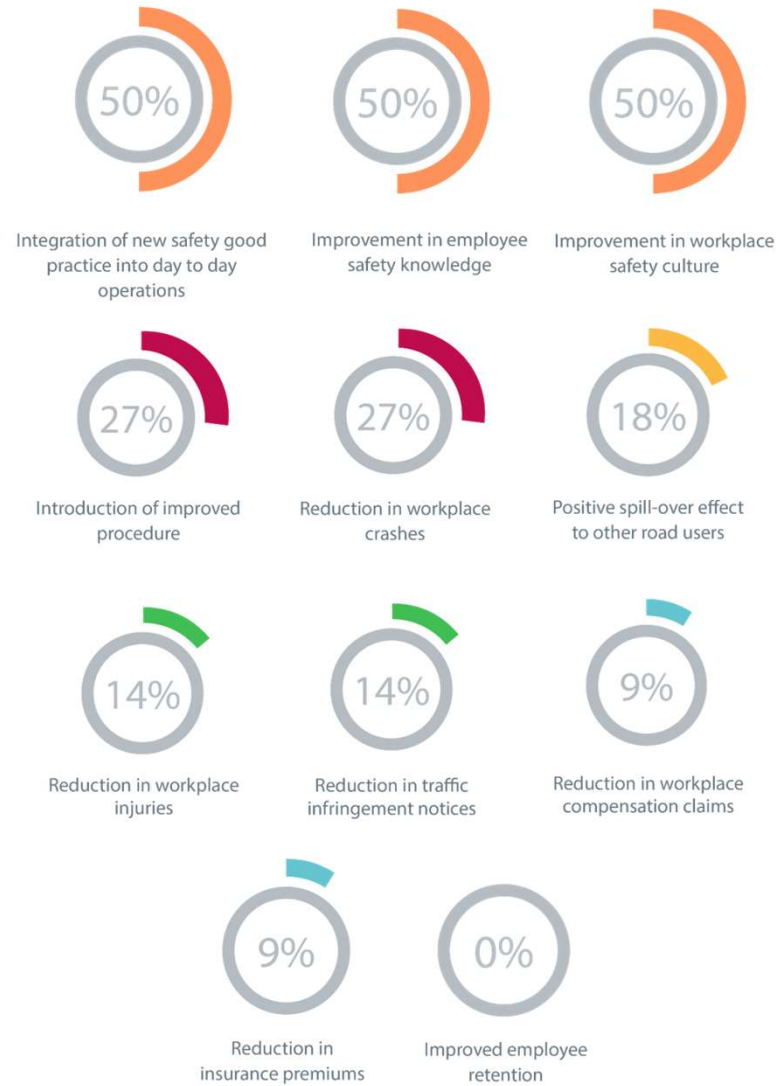
# Final Outcomes



Research Question:

- What evidence exists to demonstrate that the NRSPP has had an impact on improving individual, and workplace health and safety outcomes?

## Percentage of respondents who agree the NRSPP has assisted them in achieving:



# Qualitative comments

*“It’s a great network to be part of for support and resources. Jerome, program lead is my go to if I have a challenge or scenario which he or the network may be able to help with” (Safety, Health & Environment Manager, food and beverage manufacturing)*

*“Since [our organisation’s] safe driving Campaign’s inception, I can say that because of the support/contribution NRSPP has provided we are running at an average of 23% reduction in reportable incidents and fleet claims (above the target improvement figure of 10-15%). The...campaign has been a resounding success that can only be contributed from a team effort and the discussions that happened ... internally [and] with the support from the NRSPP community” (Compliance and Delivery Manager, energy industry)*



# Conclusions

## SUMMARY

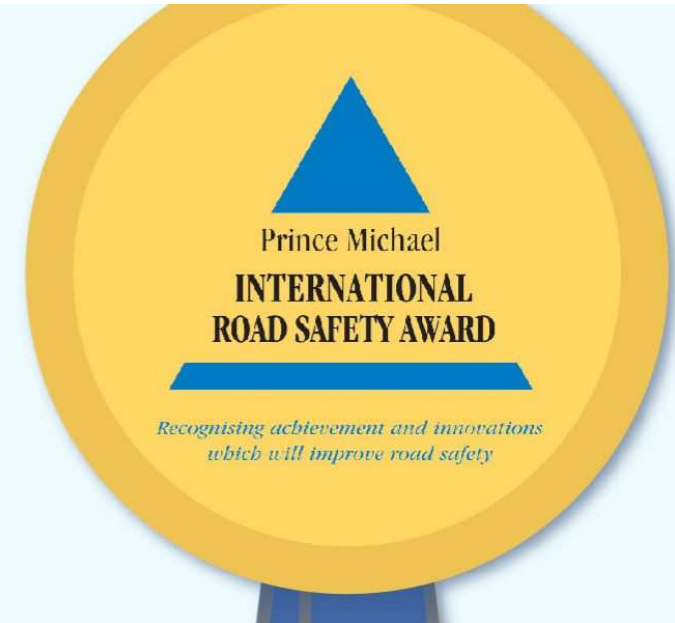
- Consistent evidence that the NRSPP has engaged in activities including knowledge production, knowledge advancement, and dissemination.
- The program has achieved growth in key immediate outcome indicators between 2014 - 2021, and has facilitated the dissemination of high-quality external road safety resources.
- Evidence was found to support the influence of NRSPP activities on key decision-makers in organisational road safety
- Final outcome results suggest that NRSPP activities have been effective in contributing to an improvement in workplace health and safety outcomes for key stakeholders (e.g. improvement in employee safety knowledge)

# Stakeholder Recommendations

- Attracting more organisations to join as partners
- Provide tailored assistance to PPs to allow for more effective use of NRSPP resources
- Creation of benchmark crash and infringement data
- Tool Box Talks targeted towards truck drivers Increased visibility of the program
- Continual advocacy for good practice (e.g. awards, media presence, and submission to government)
- Supporting partnership among partners and other key stakeholders to develop more evidence to improve road safety
- Channelling of funds for research and interventions and advocate for capacity building funds (e.g. scholars for professional training or higher degree education)
- Promotion of research findings
- The development of more industry-based forums The organisation of whole industry and community groups to present to government



# NRSPP recognised with 2021 Prince Michael International Road Safety Award



# Thank you and contact details

Full Report: <https://www.nrspp.org.au/resources/nrspp-evaluation-report/>

Find out more about the NRSP:

Website: [www.nrspp.org.au](http://www.nrspp.org.au)

Program Director, Jerome Carslake: [Jerome.Carslake@Monash.edu](mailto:Jerome.Carslake@Monash.edu)

Evaluation Contact, Olivia Dobson: [Olivia.Dobson@QUT.edu.au](mailto:Olivia.Dobson@QUT.edu.au)

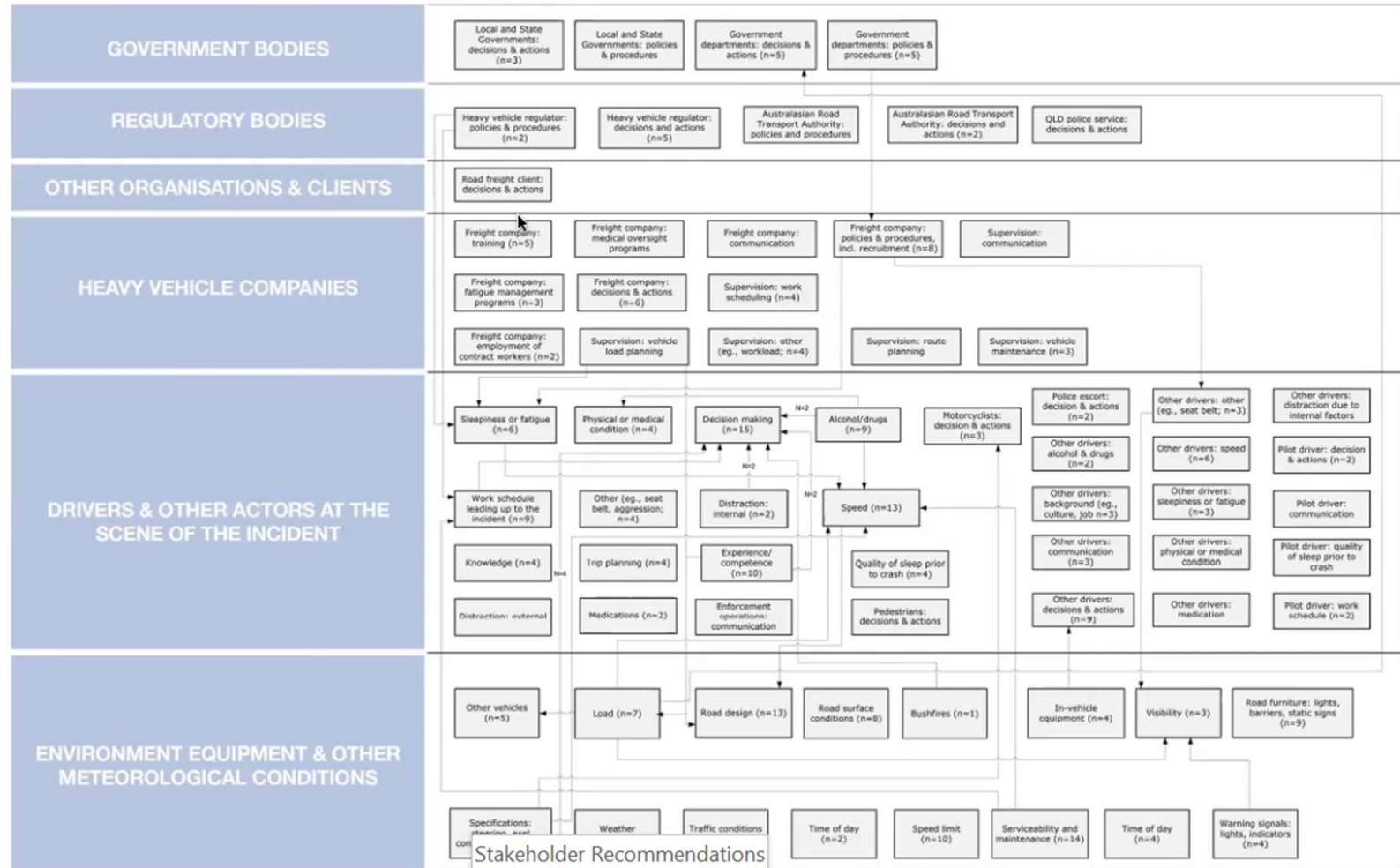


# **Update: Heavy vehicle safety: Developing and evaluating a systems thinking crash investigation tool**

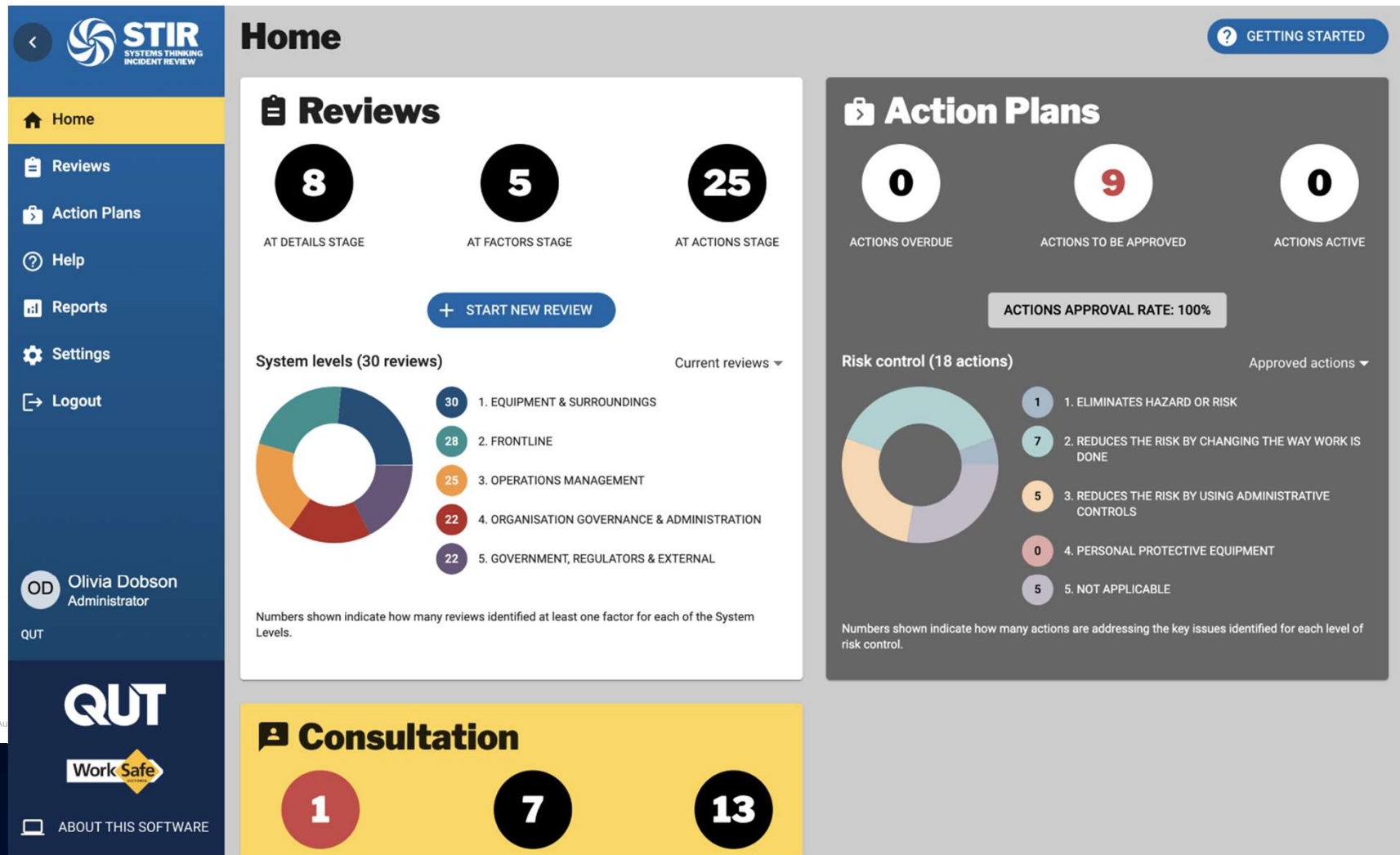
**Update provided on behalf of Professor Sharon Newnam**

# 2022 Presentation

CURRENT  
FOCUS OF  
INVESTIGATION



# Systems Thinking Incident Review Application



**Key issues**  
2 ISSUES

- 1. EXPENSE OF EQUIPMENT
- 2. CLARITY OF POLICIES AND PROCEDURES

**Government, Regulators & External**  
1 FACTOR

COST EXPENSE OF BEST-PRACTICE EQUIPMENT

**Organisation Governance & Administration**  
2 FACTORS

BUDGET HOVERMATT'S FOR PATIENTS UNDER 100KG

POLICIES AND PROCEDURES POLICIES AND

**Operations Management**  
1 FACTOR

ON-SITE SUPERVISION LACK OF SCENARIO-BASED TRAINING (I.E., C

**Frontline**  
4 FACTORS

CULTURE ACCEPTED PRACTICE TO NOT USE SLIDE SHEET

CULTURE ACCEPTED PRACTICE TO NOT USE SLIDE SHEET

PEOPLE HANDLING PATIENT MOVED WITHOUT SLIDE SHEET

WORKLOAD STAFF FELT A TIME PRESSURE IN THIS INCID

**Equipment & Surroundings**  
2 FACTORS

AVAILABILITY HOVERMATT'S WERE NOT AVAILABLE FOR PATIEN

DESIGN AND SUITABILITY SLIDE SHEET UNSUITABLE FOR CODE GREEN

**Timeline**  
6 EVENTS

1. LABOURING PATIENT ADMITTED TO BIRTH CENTRE
2. EMERGENCY CODE GREEN
3. REPOSITIONING OF PATIENT THROUGHOUT PROCEDURE
4. UNASSISTED PATIENT TRANSFER TO TROLLEY
5. TROLLEY TO THEATRE TRANSFER WITHOUT SLIDE SHEET



# STIR App Trial

- Aim: evaluate the cultural, safety and financial benefits Health Services providers realise by using the STIR Toolkit to review and revise risk controls over a 3-year period
- 10 Organisations
- Survey at three time points (commencement, 12-months, 12-months, completion of the project) – measuring change in safety culture in the workplace as a result of making changes to work systems and processes following implementation of actions generated from the STIR Toolkit review process
  - Interviews to gain an understanding of social benefits from use
  - Workshops to share lessons learnt

# Contact

**Professor Sharon Newnam**  
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# Update: Construction Logistics and Community Safety – Australia

# Update since 2022/2023 presentation

**Construction Logistics and Community Safety – Australia (CLOCS-A):** National good practice approach for managing the risks and impacts associated with construction project's on-road transport and logistic activities to community road safety




Aims of implementing a national standard for construction logistics safety:

- Best-practice management of construction transport safety risks and reduce road trauma
- Reduce public complaints and build community and stakeholder trust
- Improve construction delivery efficiencies
- Single and consistent contract requirement
- Provide investment confidence to industry

# Standard Finalisation

- Standard and Audit and Accreditation Process has been published in 2023
- Long-term governance – hosting body, awarded to the Chartered Institute of Logistics and Transport Australia (CILTA) – in charge of continual improvement and implementation going forward

## Heavy Vehicle Safety Standards - *Summary*

	CLOCS-A	CLOCS-A		
 <p><b>Bronze</b> <i>Must have</i></p>	<ul style="list-style-type: none"> <li>Bug deflectors</li> <li>Air intakes</li> <li>Bull bars</li> <li>Sunvisors</li> <li>Windscreen decals</li> <li>Window tinting</li> <li>Cab accessories</li> <li>Class V and VI mirrors</li> <li>Frensel lens</li> <li>Reversing cameras</li> <li>OR</li> <li>Reversing sensors</li> <li>Reverse beepers</li> <li>Amber beacons</li> <li>Conspicuity marking</li> <li>Drawbar colour</li> <li>Warning signage</li> <li>Wheel-nut indicators</li> </ul>	 <p><b>Silver</b> <i>Should have</i></p> <ul style="list-style-type: none"> <li>Left-side blind spot cameras</li> <li>OR</li> <li>Left-side proximity sensors</li> <li>Left turn audible warning</li> <li>Day run lights</li> <li>Front Underrun Protection</li> <li>Side Underrun Protection - Trucks</li> <li>Side Underrun Protection - Trailers</li> <li>Rear Underrun Protection</li> <li>Euro V Emission Standard</li> <li>ABS - for trucks</li> <li>ABS - for trailers</li> </ul>		
			 <p><b>Gold</b> <i>Nice to have</i></p>	<ul style="list-style-type: none"> <li>Telematics</li> <li>Roll Stability Control (Trailers)</li> <li>Electronic Stability Control (Trucks)</li> <li>Advanced Emergency Braking</li> <li>Lane Departure Warning</li> <li>Autonomous Reverse Braking</li> <li>Euro VI Emission Standard</li> <li>OR</li> <li>Zero Emission Vehicle</li> </ul>

Telematics plus 4 of the remaining standards



# Extensive government support

- Currently being implemented into industry - State governments are likely to require fleets to meet the standard on major government projects



## We know it works

CLOCS-A is inspired by the success of the CLOCS Program that Transport for London established to tackle the same challenges we're now facing in Australia. CLOCS is now the UK's only safety standard for construction logistics, consolidating multiple standards and policies into one work-related road safety standard.

Widely recognised as world's best practice in protection for VRUs, evaluations showed CLOCS achieved:

**47%**

reduction in fatal and serious crashes between heavy vehicles and VRUs

**37%**

fewer complaints

**25%**

drop in total collisions

**76%**

less likely to commit licensing offences

# Contact

**Jerome Carslake, NRSPP Director**

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<https://clocs-a.org.au/>