PROJECT IMPLEMENTED BY JV NTU/EPTISA

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**ALBANIAN ROADS AUTHORITY**

**Results-based Road Maintenance and Safety Project (RRMSP)**

World Bank Loan No. No. 8489-AL

Contract No: CS 02

**Consultant Services**

**for**

**Road Safety Technical Assistance**

# Capacity Development Workshop Report on Monitoring and Evaluation

D-1.6 Appendix 4

Preliminary Version

April 2021

## PROJECT IDENTIFICATION DATA

| | |
|---|---|
| **Project Name:** | Consultant Service for Road Safety Technical Assistance under Results–Based Road Maintenance and Safety Project (RRMSP) for Albania National Road (RRMSP) |
| **Project Contract Reference Number:** | WB2400-05/17, IBRD 84890TF 14761, P132982, CS 2, 8489 – AL |
| **Country:** | Albania |
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# DOCUMENT CONTROL

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| Version | Date | Prepared by | Reviewed by |
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## EXECUTIVE SUMMARY

This *Report on the Capacity Development Workshop on Monitoring and Evaluation* constitutes Report 1.7.2 of Component 1 for the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP). It completes the deliverables for the following task:

- *Task 1.7.2* Training lead agency staff for monitoring and evaluation including ARA, and Police and associated national consulting staff and private institutes.

Component 1 activities aim to:

- *Support the Lead Office (Road Safety Department – MOTI) by developing internal capacities and procedures to conduct 'results-based' institutional functions:* ***..."Monitoring and Evaluation" to be capable of monitoring results and evaluating the effectiveness of interventions and ongoing programmes including management and coordination as required to delegate part of this function to the third party organizations (e.g. Traffic Institute or private sector).***
- *Support the Lead Office both technically and administrative in multi-disciplinary tasks across the pillar areas of roads, vehicles, and road users.*
- *Provide on-job support and learning and formal training necessary to create a robust Lead Office.*

The main results to be achieved through the implementation of Component 1 activities and tasks are the following:

a) *Internal capacities and procedures of the Lead Office to conduct "Result Based" institutional functions are developed*

b) *Support to the Lead Office both technically and administrative is provided in multi-disciplinary tasks across a broad spectrum of road, vehicles and road user spectrum*

c) *Training and on-job support and learning for creating robust Lead Office is provided.*

This report details the process for the development and delivery of an online Capacity Development Workshop on Monitoring and Evaluation. The objective was to build the knowledge, skills and professional leadership required to initiate, and effectively manage monitoring and evaluation of road safety interventions which are essential for a results-based approach to road safety management.

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# LIST OF TABLES & FIGURES

# LIST OF ABBREVIATIONS AND ACRONYMS

| | |
|---|---|
| AADT | Average Annual Daily Traffic |
| ADF | Albanian Development Fund |
| ANPR | Automated Number Plate Recognition |
| ARA | Albanian Road Authority |
| ARC | Albanian Road Code |
| ARDCS | Albania Road Design and Construction Standards |
| ARDM | Albanian Road Design Manual |
| ASP | Albanian State Police |
| ATC | Automatic Traffic Counts |
| ATP | Albanian Traffic Police |
| BSM | Blackspot management |
| CBMIE | Controlling Body in Ministry of Infrastructures and Energy |
| CSG | Central Steering Group |
| DRST | Directorate of Road Safety and Traffic |
| DRST | Directorate of Road Safety and Traffic |
| EC | European Commission |
| EG | Expert Group at the local level |
| ERA | Emergency Response Albania |
| EU | European Union |
| GDRTS | General Directorate of Road Transport Services |
| GoA | Government of Albania |
| GRD | General Roads Directorate |
| IMRSC | Inter-ministerial Road Safety Committee |
| INSTAT | Institute of Statistics |
| IoT | Institute of Transports |
| IPA | Instrument for Pre-Accession Assistance |
| iRAP | International Road Assessment Program |
| ITS | Intelligent Traffic System |
| JV | Joint Venture |
| M&E | Monitoring and Evaluation |
| MI | Ministry of Interior |
| MIE | Ministry of Infrastructure and Energy |
| NGO | Non-Governmental Organization |
| NSM | Network Safety Management |
| PAMECA | Police Assistance Mission of the European Community to Albania |
| PIARC | World Road Association |
| QKUM | National Emergency Medical Center |
| RRMSP | Results-based Road Maintenance and Safety Project |
| RSA | Road Safety Audit |
| RSAIU | Road Safety Audit and Inspection Unit |
| RSI | Road Safety Inspection |
| RSIA | Road Safety Impact Assessment |
| RSM | Road Safety Management |
| RSS | Road Safety Sector |

| | |
|---|---|
| SEETO | South-East Europe Transport Observatory |
| TA | Technical Assistance |
| TERN | Trans European Road network |
| ToR | Terms or Reference |
| TS | Technical Secretariat |
| WB | World Bank |
| WHO | World Health Organization |

# 1. Project background

This *Report on the Capacity Development Workshop on Monitoring and Evaluation* constitutes the Report 1.7.2 of Component 1 for the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP) and deliver out. It provides an overview of the development of the workshop objectives, content, workshop delivery and evaluation.

The Road Safety Technical Assistance Project consists of four key outputs under the RRMSP, which include: (1) Strengthen the road safety department of the MoIE as the lead office; (2) Provide Technical assistance in safe road infrastructure; (3) **Establish sustainable Monitoring and Evaluation Systems;** and (4) Outline and prioritize unsafe behavior on Albanian roads with proposed, target driven awareness campaigns: On "Promotion" – Publicity and Awareness Campaigns Targeting Unsafe Behaviors.

Within Project Component 1, Activity 7 focuses on *support[ing] the Lead Office (Road Safety Department – MOTI) by developing internal capacities and procedures to conduct "Result based" institutional functions:* ***…".*** It comprises four main Tasks, with seven subtasks and 10 outputs as detailed in Table 1.

*Table 1: Component 1 - M&E Tasks and Deliverables*

| | Subtask no. | Key Deliverable |
|---|---|---|
| **Task 1.7.1:** Design and support project monitoring and evaluation systems for the high-risk corridors and areas (and control corridors and areas). | 1.7.1a | Specification Document of typical (characteristic) road safety performance measures in the high-risk corridors and areas |
| | 1.7.1b | Baseline Survey Results Report in the high-risk corridors and areas |
| | 1.7.1c | Specification and costing of survey equipment, data processing and storage system, and staffing requirements (and Technical Specifications for procurement of survey equipment, if required). |
| | 1.7.1d | Guidelines for conducting surveys and data processing for quarterly and annual reporting. |
| | 1.7.1e | List of suppliers of data surveying services |
| | 1.7.1f | Capacity Development Report on "on-the-job support" for the baselines and ongoing data surveys. |
| | 1.7.1g | Project Results Indicators Review Report |
| **Task 1.7.2:** ***Training lead agency staff for monitoring and evaluation including ARA, and Police and associated national consulting staff and private institutes.*** | | ***Capacity Development Workshop Report on Monitoring and Evaluation*** |
| **Task 1.7.3:** Evaluate the efficiency and effectiveness of the monitoring and evaluation systems in the high-risk corridors and areas (and control corridors and areas). | | Monitoring and Evaluation System Review Report |
| **Task 1.7.4**: Prepare (national) post-project program and guidelines for the establishment of a network-wide monitoring and evaluation system. | | Post-project, network-wide monitoring and evaluation program including reviewed Guidelines. |

## 1.1 Workshop Aims and Objectives

The Capacity Building Workshop for Monitoring and Evaluation ('M&E Workshop') was designed to provide middle and senior managers in key road safety stakeholder agencies (both government and civil society) with knowledge about the role of monitoring and evaluation within the *Safe System* approach and Result-based Road Safety Management System, key M&E principles, and concepts and with skills and practical approaches to effective monitoring and evaluation.

The workshop aims were to:

- To provide participants who manage road safety projects and programmes, particularly those working within government agencies, with a practical understanding of road safety monitoring and evaluation.
- To provide participants with basic knowledge, skills, and tools to implement project baseline and ongoing monitoring and to effectively manage and/or coordinate programme evaluations by external providers.
- To provide participants with basic understanding and skills required to broadly assess evaluation findings.

Specific objectives are as follows:

- Understand road safety monitoring and evaluation terms and concepts – so that Guidelines documents can be used effectively.
- Understand the current strategic context for monitoring and evaluation – to enhance commitment to monitoring of 2030 target behaviours and issues.
- Understand the importance of a data and information driven approach
- Identify effective Safety Performance Indicators for road safety interventions
- Identify key data required for road safety monitoring and evaluation
- Understand basic monitoring and evaluating methods – to enhance skills to manage external evaluation consultants.
- To share international case studies of engineering and speed limit reduction programme evaluations.

The workshop content included theory sessions delivered through PowerPoint presentations, a quiz, best practice examples and case studies and participant exercises.

## 1.2 Workshop Outcomes

The knowledge and skills gained through the M&E Workshop will support managers to utilize the M&E Guidelines documents submitted throughout this project to achieve the following outcomes:

*d) Internal capacities and procedures of the Lead Office to conduct "Result Based" institutional functions are developed*

*e) The Lead Office is supported both technically and administratively in multi-disciplinary tasks across a broad spectrum of road, vehicles, and road user spectrum*

*f) A more robust Lead Office is created*

## 1.3 Workshop Approval and Participant Selection

The Workshop Course Outline was structured according to the Contract and was submitted to the Client in past Reports. The Workshop Schedule was modified in order to meet the pandemic restrictions and the Client was informed on 2nd of March. An official request was submitted on March 8th and the Steering Committee agreed on the Updated Work Plan on 12th March 2021. Final content was then submitted for translation.

A Workshop invitation and online learning link were emailed to an extended participants list. Additional learners could also join.

## 1.4 Workshop Delivery Mode and Dates

The Workshop was designed for delivery through a combination of synchronous and asynchronous remote learning modes.

**Synchronous learning sessions**

Three online learning sessions were delivered via Zoom conferencing in the single time periods below with all learners participating simultaneously.

- 9th March: 3-hour session
- 10th March: 3-hour session and
- 24th March 2.5-hour session

As part of the Workshop introduction on Day 1 and within the Welcome session on Days 2 and 3 participants were invited to submit questions and comments to the trainers.

**Asynchronous learning sessions**

All Workshop sessions were recorded, and training session video and material will be uploaded to the project's website (roadsafety.al) to facilitate additional individuals to access the content at a time of their choosing, or as part of ongoing professional training requirements.

## 1.5 Workshop Training Team

Initially the Workshop was designed for delivery by **Ms Rosemary Rouse**, Monitoring and Evaluation Specialist. However, to avoid unnecessary translation of workshop exercises on Day 2, Mr Edmond Alite was fully briefed on the methodology and content for each exercise and agreed to conduct these online in Albanian.

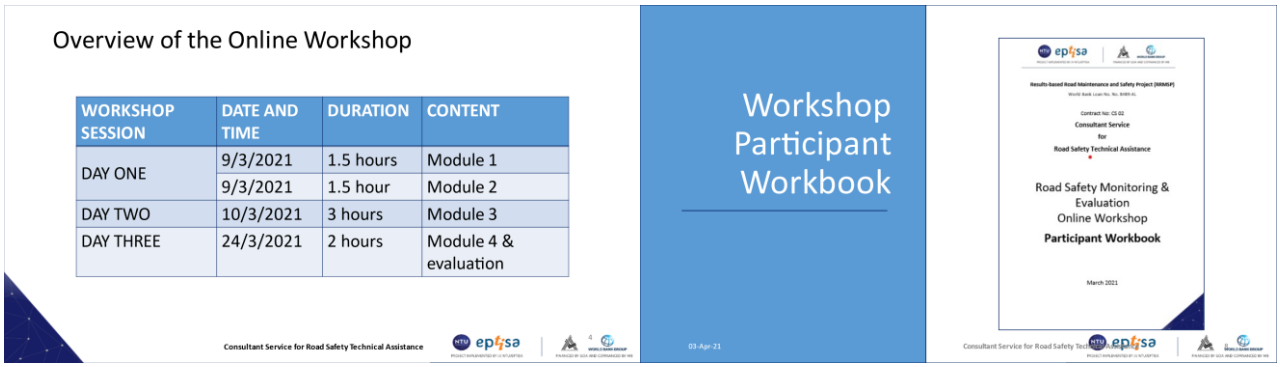
Training was provided in English on Day 1 and Day 3 with simultaneous translation into Albanian. Day 2 was delivered in Albanian

# 2. M&E Workshop Content

Initially, a two-day highly participative face-to-face Training Course was planned which included a series of discussion/reflection points and exercises to be undertaken individually/in pairs followed by whole group discussions to provide all participants with opportunities to synthesize information, gain skills and consolidate learnings. In addition, a *Workshop Participant Workbook* was planned to include M&E key terminology and practical exercises for each key content area.

Due to the ongoing restrictions caused by Covid-19 pandemic all project training was required to be delivered as 'remote learning' delivered by utilizing technology to connect learners to the content. As remote learning via simultaneous translation is a cognitively demanding task all workshop content was modified and designed for online learning delivery.

- Two x 3-hour and one 2-hour sessions over a series of 3 days were developed.
- The exercises were designed to be delivered as worked examples which would be 'walked-though' during the workshop sessions. At key points exercises were developed to review key content and the trainer guided participants through the required M&E methodology and process and provided worked answers.


Overview of the Online Workshop

| WORKSHOP SESSION | DATE AND TIME | DURATION | CONTENT |
|---|---|---|---|
| DAY ONE | 9/3/2021 | 1.5 hours | Module 1 |
| | 9/3/2021 | 1.5 hour | Module 2 |
| DAY TWO | 10/3/2021 | 3 hours | Module 3 |
| DAY THREE | 24/3/2021 | 2 hours | Module 4 & evaluation |

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Workshop Participant Workbook

Road Safety Monitoring & Evaluation Online Workshop
**Participant Workbook**

*Figure 1 – M&E Online Workshop Programme*

Workshop content referenced the twelve global road safety performance targets set by the United Nations (UN) for 2030[1], European Union (EU) safety performance road safety performance indicators (SPIs) and national SPIs used in Australia, European New Car Assessment Programme (EuroNCAP) and international road safety assessment programme (iRAP) for SPIs metrics for monitoring safety standards for roads and vehicle. Content included examples of engineering, technical and education/awareness interventions to ensure it was relevant across a wide range of road safety disciplines.

## 2.1 Interactive Content

The online delivery mode did not facilitate small group work/whole group discussion. However content was made as engaging as possible through the inclusion of a quiz, and exercises designed to retain participants active involvement.

[1] the Government of Albania is a signatory to the UN 12 global road safety performance targets and national progress will be reported every few years to the World Health Organization

### M& E Quiz

The M&E Quiz was designed to engage participants' critical thinking. A range of activities were presented, and participants were requested to classify each as monitoring or evaluation. Answers were then provided.

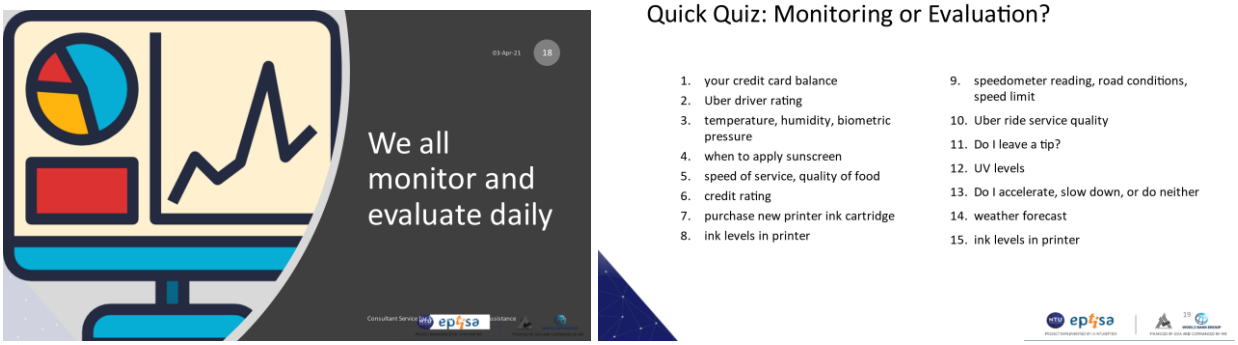



*Figure 2 – M&E Quiz*

### Worked exercises

Initially it was planned to provide participants with the Workshop Participant Workbook in advance and provide pre-Workshop online support to complete the exercises which could be briefly reviewed during the Workshop. However as many participants were attending multiple online workshops this was not feasible. Given the need to fully engage the learners and length of each session, it was also not feasible for participants to take 'break' to undertake exercises during the workshop.

The final exercises were designed as worked examples presented by the Trainer during the workshop. The aim of the exercises was to consolidate key concepts and provide opportunities to increase understanding of theory, skills in data analysis and a working understanding of M&E methodologies. Each exercise was presented as small 'chunks' of information, followed by discussion of related concepts, methodologies used and answers. Practical issues for managers in government agencies were also raised and discussed.

- Exercise 1: *Calculating the Socio-economic Cost of Road Trauma – using World Bank and GoA cost estimate data*

Two worked examples of a simple methodology to calculate the socio-economic cost of road trauma using central value data provided by both the World Bank and the GOA data were presented and answers provided. The NK-1 Safety Analysis Specialist provided the exercise using GOA data to ensure the exercise was relevant and useful to participants.

| Data Field – Albanian Data | Central Values |
|---|---|
| | Set out the calculation |
| Total Serious Injury Cost in 2016 | 42,512,760 |
| Total Serious Injury Cost in 2017 | 35,084,880 |
| Total Serious Injury Cost in 2018 | 34,768,800 |
| Total Serious Injury Cost Cost for 2016-2018 | 137,515,872 |
| Three-year average cost of a Fatality for 2016-2018 | 37,455,480 |
| Three-year average cost of a Serious Injury (2016-2018) | 45,838,624 |

| Te Dhena Banka Boterore | Vlerat | | |
|---|---|---|---|
| 2018 GDP /Banore (Banka Boterore) | USD $5,268.85 | | |
| Kosto e aksidentit me vdekje | 70 x GDP/Banore $5,268.85 | | |
| Aksidente me vdekje per vitet 2016, 2017, 2018 | 269 ne 2016 | 222 ne 2017 | 220 ne 2018 |
| Kosto e aksidentit me vdekje 2016 | (70 x $5,268.85) x no. I aksidenteve= $ | | |
| Kosto e aksidentit me vdekje 2017 | =$ | | |
| Kosto e aksidentit me vdekje 2018 | =$ | | |
| Kosto e aksidentit te rende (25% e kostove te aksidentit me vdekje) | 17.5 x $5,268.85 =$ | | |
| Numri I aksidenteve te renda | 15* numri I aksidenteve me vdekje/vit | | |
| Aksidente te renda 2016, 2017 dhe 2018 | Aksidente te rendax15 | | |

*Figure 3 – Exercise 1 Calculating Socio-economic Cost of Road Trauma*

- Exercise 2*: Interpreting the NSW Provisional Road Safety Summary Report*

A provisional annual report on road safety fatalities and serious injuries produced in NSW Australia was presented which included 15 questions on the report data. The exercise aimed to review key road safety terms, SPIs, and test skills for interpreting and using data to guide policy, strategy, and programme delivery.

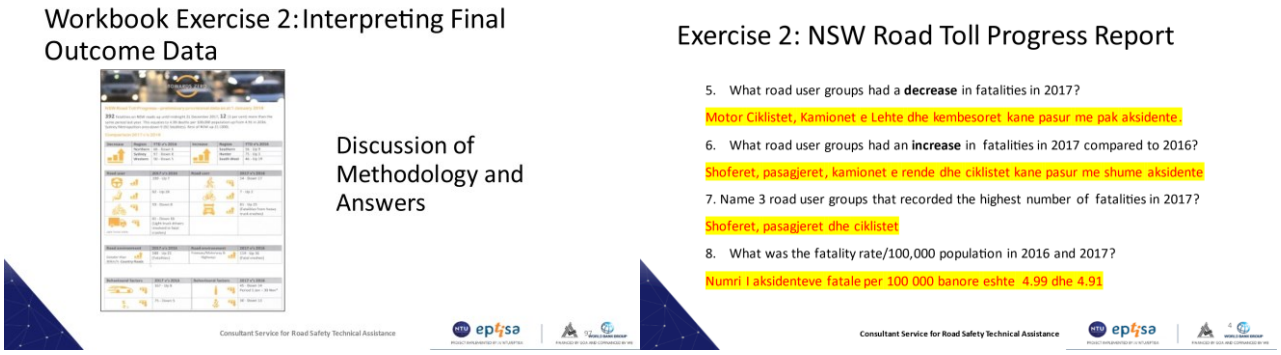



*Figure 4 – Exercise 2 Interpreting Data*

- Exercise 3: Identifying SPIs to Monitor Intermediate Outcomes in Albania to 2030

This exercise followed a module on the process and key requirements for setting SPIs at output, impact and outcome level and presentation and discussion of a range of existing SPIs used by the EC, UN, iRAP, EuroNCAP and Australia. A the end of the session participants were asked to consider and identify suitable SPIs for monitoring intermediate outcomes to 2030.

- Exercise 4: *Evaluating the effectiveness of run-off-road crash prevention treatments*

This exercise was designed to review key evaluation concepts. The exercise included nine questions to review evaluation aim, research design, evaluation stage, case and control terminology, matching evaluation samples, data and SPIs and identifying and stating evaluation findings.

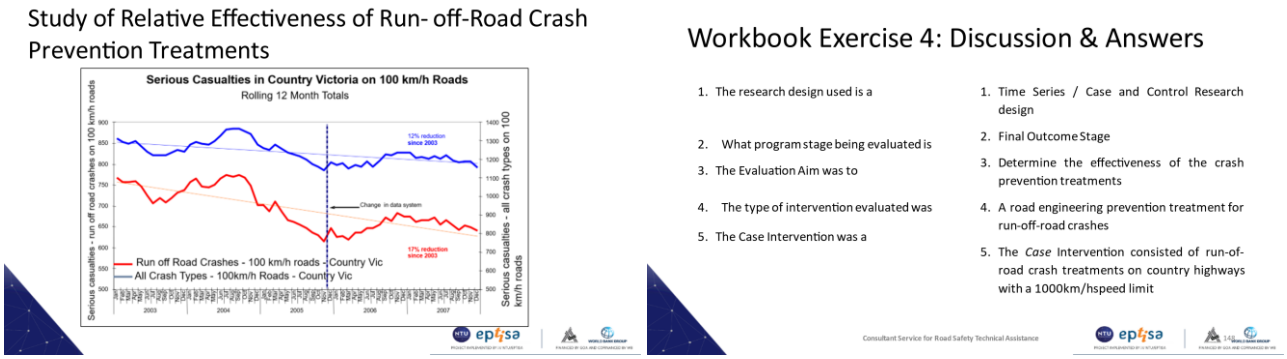



*Figure 5 – Exercise 3 Evaluating Engineering Treatments*

- Case study of the Evaluation of a 40km/h Speed Limit Programme

A case study of the implementation and evaluation of the 40km/h urban speed limit pilot programme in NSW Australia was presented. The case study provided the Trainer with a focused, real example to review key content presented in the evaluation module and identify practical challenges such as resource allocation for evaluation, the importance of baseline data collection and monitoring data, the need to grasp opportunities to implement evaluations, selection of a methodology and SPIs,

the implementation process and the significant benefits of evaluation at provincial/national levels.

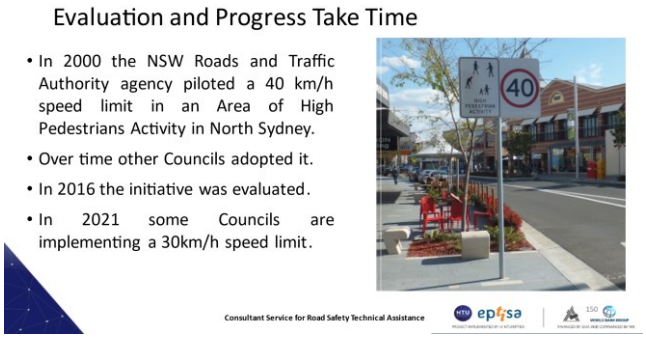



*Figure 6 – Exercise 4 Evaluating Engineering Treatments*

The Workshop Programme was designed to be delivered by the Monitoring and Evaluation Specialist with simultaneous translation in Albanian. Breaks were scheduled to ensure that participants attention was held throughout the session.

***Day 1: Introduction to road Safety Monitoring***

**Module 1: Road Safety Monitoring & Evaluation – the Basics**

Introduction to the workshop aims and learning objectives. Statement of the knowledge and skills gained from the workshop and key learning outcomes:

- Explain the practical benefits of monitoring and evaluation.
- Identify suitable Safety Performance Indicators (SPIs) and required data for monitoring performance.
- Describe the role that monitoring and evaluation play in the *Safe System Approach* and the *Road Safety Management System*
- Describe common research methodologies for evaluating interventions.
- Identify suitable tools to conduct evaluations.
- Apply a process to plan and carry out monitoring and evaluation.

Definition of key terminology, and the key monitoring processes and elements and its importance in ensuring a focus on results and effective use of road safety resources. Definition of evaluation which highlights that monitoring and evaluation occur within road safety frameworks which have significantly changes in the past two decades. Overview of the impact of the *Safe System* approach on monitoring and evaluation.

- **Quiz: Classifying activities as Monitoring or Evaluation actions.**

**Module 2: M&E to 2030**

Introduction to the UN 2030 global road safety performance targets to which the GOA is a signatory and review of the 'baseline' performance data submitted by GOA to the WHO for its 2018 Global Status Report on Road Safety. The role of managers in monitoring according to the *Road Safety Management System.* Importance of monitoring at the level of actions, intermediate and final outcomes. Need to communicate and utilize results in policies, strategies, resource allocation and programme delivery. Introduction to exercises 1and 2.

***Day 2: Safety Performance Indicators***

**Module 3: Safety Performance Indicators**

Overview of the role of safety performance indicators (SPIs) in monitoring. How SPIs are defined and the essential need for them to be strongly associated with fatality and serious injury risk. Importance of very clear definitions that are agreed and complied with to ensure that all data collected and analyzed for SPIs is strictly consistent over time. Need for SPIs to be 'feasible' , that is there is institutional leadership and will to ensure resources are available to collect, compile and analyze data in strict adherence to the SPIs over time. The importance of baseline data. The importance of using SPI data findings to communicate results and advocate for road safety to senior managers in government agencies (including in Finance departments which control government funding and budgets), to politicians, to the media and community.

Need to set SPIs at each level of the *Road Safety Management System*. EC requirements and standards for road safety monitoring. Use of trend data to monitor at intermediate and final outcome levels. Overview of how SPIs are established and their use at the level of the EC, at global levels iRAP, EuroNCAP and at national levels such as in Australia.

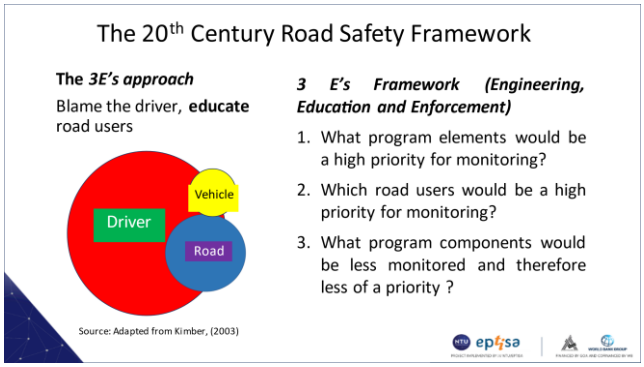
- **Exercise 1:** ***Calculating Socio-Economic Cost of Road Trauma in Albania***
- **Exercise 2:** ***Interpreting Final Outcome Data in a Preliminary Road Safety Annual Report***
- **Exercise 3: Identifying SPIs to Monitor Intermediate Outcomes in Albania to 2030**

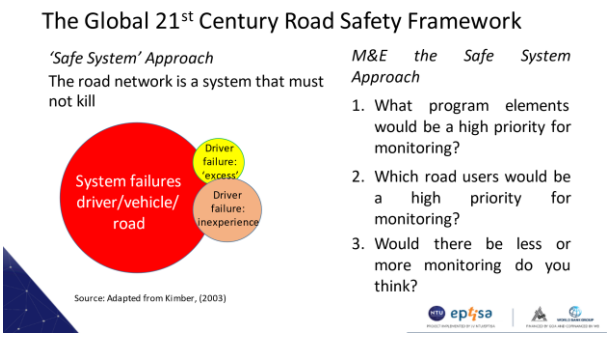
***Day 3: Road Safety Evaluation***

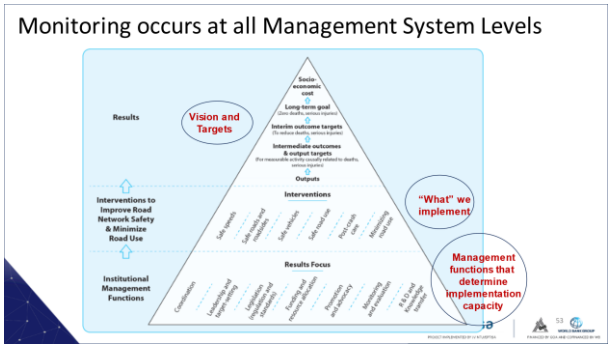
**Module 4: Introduction to Road Safety Evaluation**

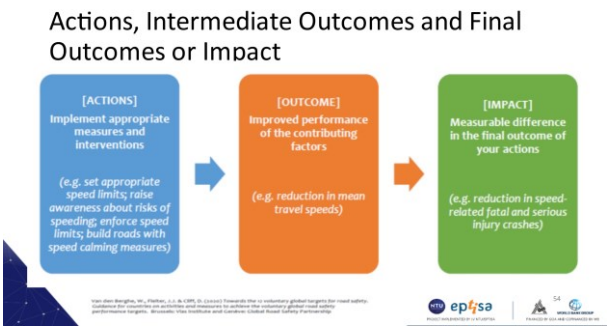
Introduction to road safety evaluation and how it differs from monitoring. Key terms, principles and issues for evaluation design and implementation. The six steps in the evaluation process, setting SMART evaluation objectives, formative, process, impact and outcome evaluation programme stages and common road safety research designs – 'before and after' (also called 'pre and post') evaluation, 'case and control' and time series evaluations. Typical reasons for programmes failing to demonstrate results were identified and discussed.

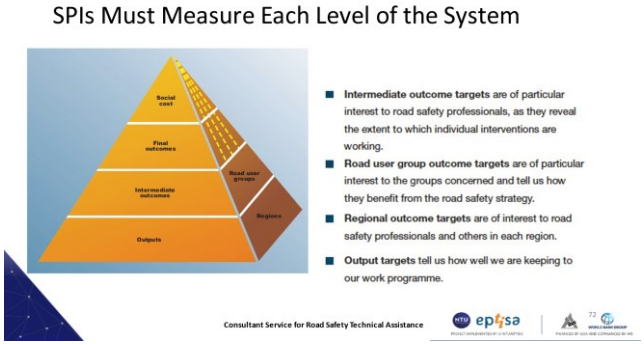
- **Exercise 4**: Evaluation of the effectiveness of run-off-road crash prevention treatments
- **Case Study** – Evaluation of the 40km/h Speed Limit Programme in NSW, Australia
- **Workshop Evaluation**



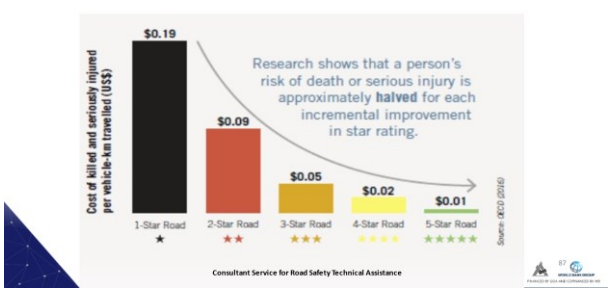

Sample Safety Performance Indicators – OUTCOMES

| Category | Examples of possible measures |
|---|---|
| Risk exposure | • Traffic volumes by vehicle and road user type |
| Final safety outcomes | • Deaths recorded by Police<br>• Hospital data for road deaths and injuries<br>• Other sources of death and injury registration |
| Intermediate Outcomes | • Average vehicle speeds by road type, summer and winter<br>• Front and back seat safety belt wearing rates, driver and passengers<br>• Motor cycle helmet wearing rates - driver and pillion<br>• Drug impairment levels<br>• Skid resistance of road surfaces<br>• Road infrastructure crash safety ratings (risk and protection scores)<br>• Vehicle compliance with testing standards<br>• Vehicle crash safety ratings<br>• Average emergency medical services response times<br>• Targeted audience groups' recall and assessed relevance of publicity and awareness campaign messages<br>• Community attitudes to road safety |

Consultant Service for Road Safety Technical Assistance


European Commission Draft SPIs for 2030 Targets

| Indicator | Definition |
|---|---|
| Infrastructure | % of distance driven over roads with a safety rating above an agreed threshold |
| Speed | % of vehicles traveling within the speed limit |
| Vehicle safety | % of new passenger cars with a EuroNCAP safety rating above an agreed threshold |
| Safety belt | % of vehicle occupants using the safety belt or child restraint system correctly |




Summary of Key Issues in Setting National SPIs

- SPIs should monitor progress towards 2030 global targets.
- SPIs should be consistent with European Commission SPIs.
- The WHO high risk behaviours should be the priority for monitoring in the Safe Road User Pillar.
- If there is no SPI to monitor there will no focus on results.
- SPI definition must be clear to ensure consistent data is collected.
- If DEFINITIONS cannot be agreed AND/OR data cannot be collected **identify alternative SPIs**.

3/04/2021 Consultant Service for Road Safety Technical Assistance

*Figure 7– Workshop Sample Content*

# 3. M&E Workshop Delivery and Evaluation

## 3.1 Day 1: Workshop Modules 1 and 2

A total of 33 participants completed Workshop Modules 1 and 2. Participants included representatives from MoIE, Municipalities, Traffic Police, other Ministries / stakeholders as planned and agreed between the Client, the Steering Committee, and the Consultant. Representatives from both national and provincial government roads agencies within the following provinces attended the course:

The course was opened by the Road Safety Management Specialist and Project Team Leader, with the Project Manager, Eptisa and the NK-1 Safety Analysis Specialist also in attendance. The Team Leader invited participants to send questions and comments on the course via email or chat functions.
Modules 1 and 2 were delivered by the KE-3 Monitoring and Evaluation Specialist.

## 3.2 Day 2: Workshop Module 3

A total of 30 participants completed Day 2 of the M&E Capacity Building Workshop which focused on the use of established best practice monitoring metrics to track progress towards national and 2030 global performance targets.

Due to illness of the KE-3 expert this module was presented by the NK-1 Safety Analysis Specialist)

## 3.3 Day 3: Workshop Module 4

A total of 25 participants completed Day 3 of the M&E Capacity Building Workshop which focused on Evaluation. The session commenced with a review of key concepts and learnings in Module 2. The length was extended to 2.5 hours- however participants remained online until the session concluded.

Module 3 was delivered by the KE-3 Monitoring and Evaluation Specialist.

## 3.4 Workshop completion

The workshop wrapped up with a final slide to review and reflect on achievement of workshop objectives. Participants were then thanked for their participation and requested to complete the online Workshop Participant Evaluation Form (see Annex A).

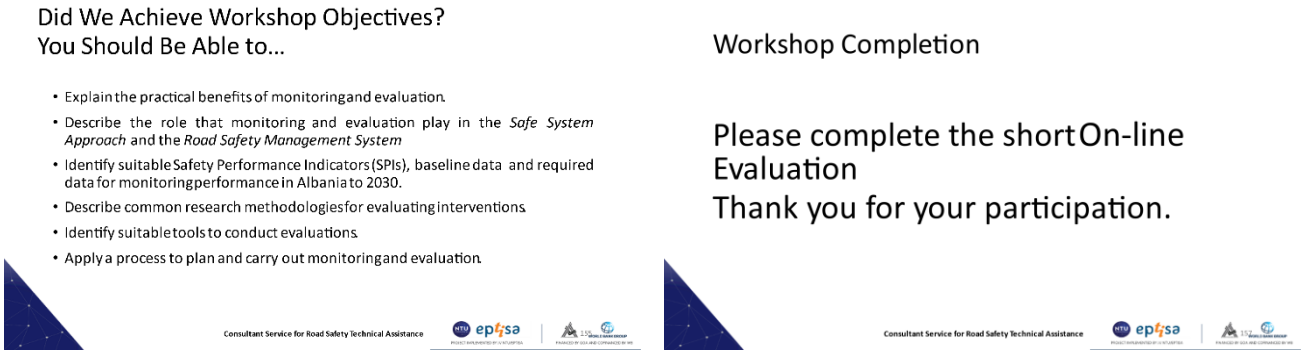



*Figure 8– Workshop Wrap-up*

## 3.5 Workshop evaluation

The Consultant developed a Workshop evaluation form accessed through an online link for completion at the end of each Component 1 training session. Participants were informed that evaluation responses were anonymous and confidential.

Over 90% of participants completed the Component 1 evaluation which assessed participants' satisfaction with the training sessions, their perceptions on the usefulness of the trainings at the workplace, the relevance of each topic addressed by training sessions and the quality of organizational aspects. The online evaluation was designed to be short and very easy to complete with responses rated on a scale of 1-10 with a score of 5 being classed as 'very good' and a score of under 5 classed as 'less than average'.

The Monitoring and Evaluation Workshop evaluation responses show that participants considered the workshop material to be highly relevant to their work and knowledge and skills gained from the workshop to be very useful in their daily work.

- 69% of participants scored M&E Workshop content to be 'very relevant' (choosing 5, on the scale from 1 to 5).
- The remaining 31% scored the M&E Workshop content as 'relevant'.
- No participant ranked any aspect of the M&E Workshop as less than average (less than 5 point out of 10, or less than 3 points out of 5). No participant ranked the Monitoring and Evaluation workshop as 'neither relevant

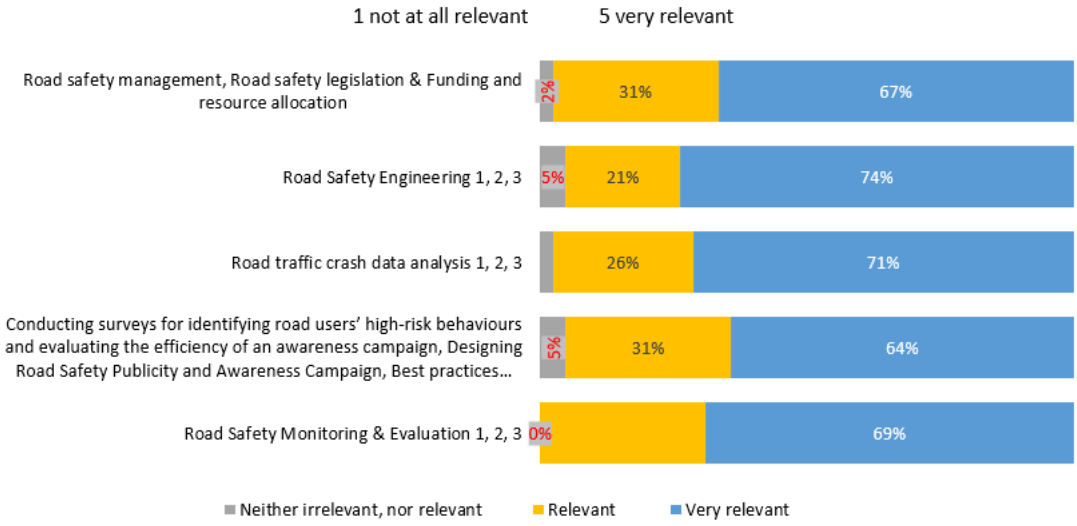



*Figure 9 – Relevance of the M&E Workshop*

Despite the training challenges posed by the pandemic, the organization of these training sessions met participants' expectations. The aspects regarding the organization of the training sessions evaluated by the participants, content of the training sessions, organization, duration of the training sessions and translation were ranked as 4.7 (very good) on average, on a scale from 1 (very poor) to 5 (very good). For the scale of 1-5 an average score of less than 3 was classed as 'less than average'.

The results of the evaluation showed that overall the Workshops were professionally developed and delivered.

- 77% of the participants scored the overall training session translation as 5 (scale from 1 to 5) or ***very good***.
- 73% of the participants ranked training session content and delivery as 5 (scale from 1 to 5) or ***very good***.
- 62% of the participants ranked training session length as 5 (scale from 1 to 5) or ***very good***.

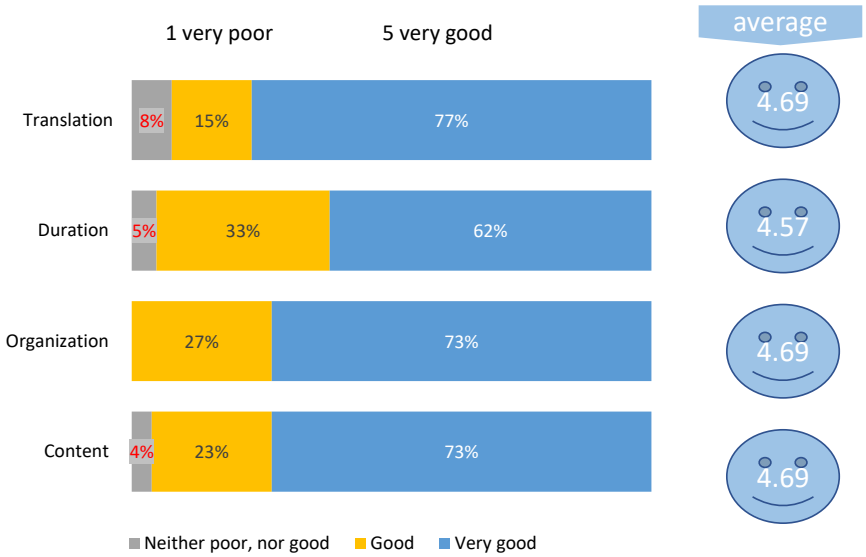
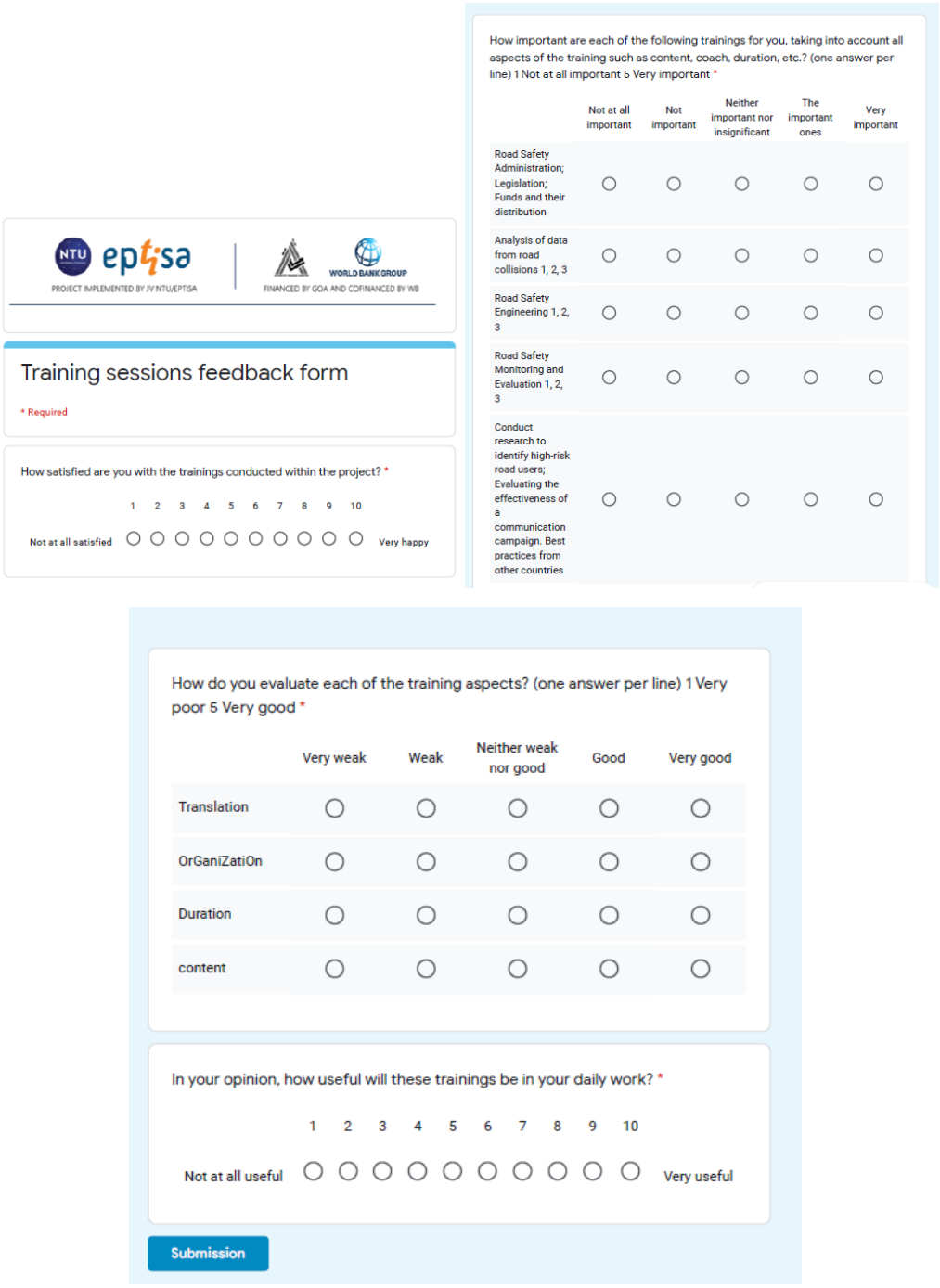



*Figure 10 -Overall Workshop Evaluation Scores*

# ANNEX A ONLINE EVALUATION FORM



PROJECT IMPLEMENTED BY JV NTU/EPTISA

FINANCED BY GOA AND COFINANCED BY WB

Training sessions feedback form

* Required

How satisfied are you with the trainings conducted within the project? *

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Not at all satisfied | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Very happy |

How important are each of the following trainings for you, taking into account all aspects of the training such as content, coach, duration, etc.? (one answer per line) 1 Not at all important 5 Very important *

| | Not at all important | Not important | Neither important nor insignificant | The important ones | Very important |
|---|---|---|---|---|---|
| Road Safety Administration; Legislation; Funds and their distribution | ○ | ○ | ○ | ○ | ○ |
| Analysis of data from road collisions 1, 2, 3 | ○ | ○ | ○ | ○ | ○ |
| Road Safety Engineering 1, 2, 3 | ○ | ○ | ○ | ○ | ○ |
| Road Safety Monitoring and Evaluation 1, 2, 3 | ○ | ○ | ○ | ○ | ○ |
| Conduct research to identify high-risk road users; Evaluating the effectiveness of a communication campaign. Best practices from other countries | ○ | ○ | ○ | ○ | ○ |

How do you evaluate each of the training aspects? (one answer per line) 1 Very poor 5 Very good *

| | Very weak | Weak | Neither weak nor good | Good | Very good |
|---|---|---|---|---|---|
| Translation | ○ | ○ | ○ | ○ | ○ |
| OrGaniZatiOn | ○ | ○ | ○ | ○ | ○ |
| Duration | ○ | ○ | ○ | ○ | ○ |
| content | ○ | ○ | ○ | ○ | ○ |

In your opinion, how useful will these trainings be in your daily work? *

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Not at all useful | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Very useful |

Submission