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Stakeholders' Capacity Development and Training Evaluation report

D-3.5 Appendix 2

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EXECUTIVE SUMMARY

This document constitutes the outcomes of the Task 3.2 of Component 3 of the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRSMP).

Among others, Component 3 "**Road Crash Data and Analysis System**" has the objective to train local stakeholders in the use of proactive tools and procedures for road traffic crash data collection and analysis.

A training course in data collection and analysis has been organized via teleconference, on the 17 and 18 March 2021. The training has been evaluated based on feedbacks received from stakeholders.

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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. Introduction

1.1   Overall Project Context and Consultative Approach

This document constitutes the outcomes of the Task 3.2 of Component 3 of the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRSMP).

Among others, Component 3 "**Road Crash Data and Analysis System**" has the objective to:

- *Train agency staff (MoIE and ARA) in diagnostic techniques and system applications, and police staff as well as health staff in basic data entry requirements.*

In particular, the Consultant was required to conduct theoretical and practical training on **road traffic crash data collection and analysis**, coherently with the concept plan for the development of a new national road traffic crash database and information system.

The training topics have been developed based on a stakeholders' need assessment which clearly indicated as, primary need, to focus on crash data analysis. Crash data collection (especially for Traffic Police officers) was also deemed important in view of the implementation of an updated data collection form, compliant with CADaS requirements.

The training course took place via teleconference on 17 and 18 March 2021.

Details about the training course can be found in Appendix 1 of Deliverable 3.5.

2. Training Course Evaluation

The training course was attended by 27 stakeholders from different Albanian Institutions (Traffic Police, ARA, Ministry of Transport, etc.).

All of trainees participated actively to the training activities.

The day 1 of the training was mainly theoretical, describing various components of a road traffic data collection, management and analysis system, and focusing especially on explaining the importance of evidence-based approaches to road safety.

The road traffic data collection, management and analysis system developed for Albania during the previous Component tasks has been used as main reference during all the training activities.

The day 2 of the training was more practical. Since the training has been made virtually, practical exercises have been substituted by live examples of:

- Data collection.
- Data analysis.
- Identification of road traffic crash factors based on data.

During the training specific topics have been dealt with on how to further improve the Albanian road traffic crash data collection forms and the crash data management system.

A Training Evaluation Form was designed and submitted to the trainees (see Annex 1). Outcomes are summarized on the following table. The scores are given on a scale from 1 to 5, where:

- "1" means that the respondent strongly disagrees with the proposed statement. In this case the evaluation was marked "Unsatisfactory".

- "2" means that the respondent disagrees with the proposed statement. In this case the evaluation was marked "Unsatisfactory".
- "3" means that the respondent is neutral with the proposed statement. In this case the evaluation was marked "Satisfactory".
- "4" means that the respondent agrees with the proposed statement. In this case the evaluation was marked "Good".
- "5" means that the respondent strongly agrees with the proposed statement. In this case the evaluation was marked "Very good".

Most participants evaluated the training positively.

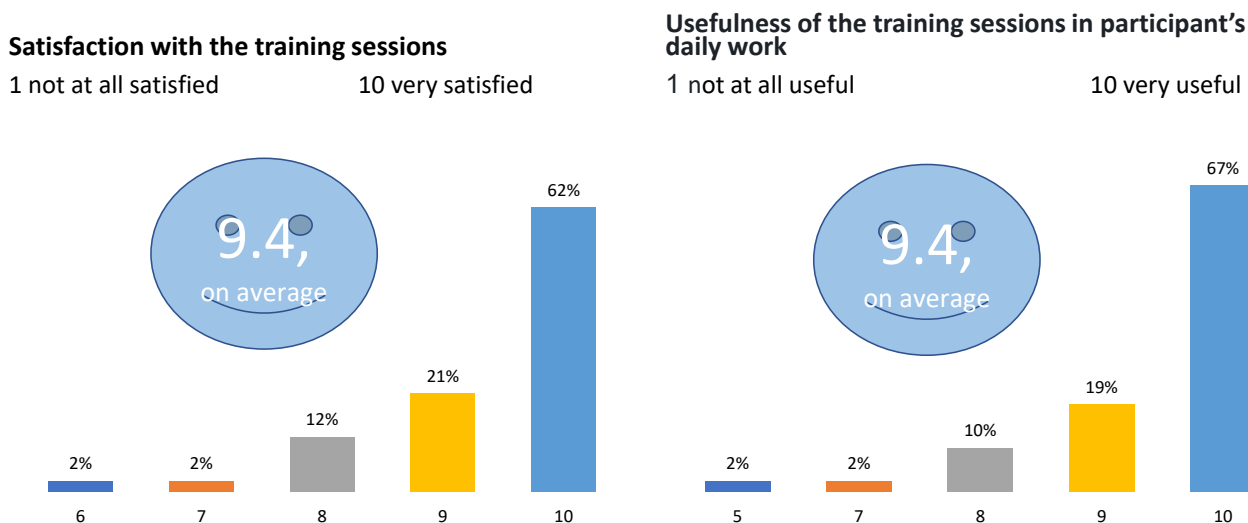## 2.1   Evaluation results of the training sessions

Over 90% of the participants to the training sessions filled in the evaluation form prepared by the Consultant experts' team. The evaluation form was distributed in each training session. The results of the evaluation are presented aggregated and by topic of the training session for a more consistent analysis.

The evaluation aimed at assessing participants' satisfaction with the training sessions, their perceptions on the usefulness of the trainings at the work place, the relevance of each topic addressed by training sessions and the quality of organizational aspects.

The evaluation form was accessed through an online link, it was anonymous and participants were informed about the anonymity and confidentiality of their responses.

The training sessions were very appreciated by the participants and considered very useful in their daily work. As per Graph 1, the training sessions were evaluated 9.4, on average, on a scale from 1 to 10, around two-thirds (62%) of the participants choosing 10 (very satisfied) for participating in these. Same, the utility of the training sessions for participants daily work was 9.4, on average, on a scale from 1 to 10, two-thirds of the participants choosing 10 (very useful) the information they received through these training sessions.

Graph 1. Overall evaluation of the training sessions

Satisfaction with the training sessions

1 not at all satisfied   10 very satisfied

Usefulness of the training sessions in participant's daily work

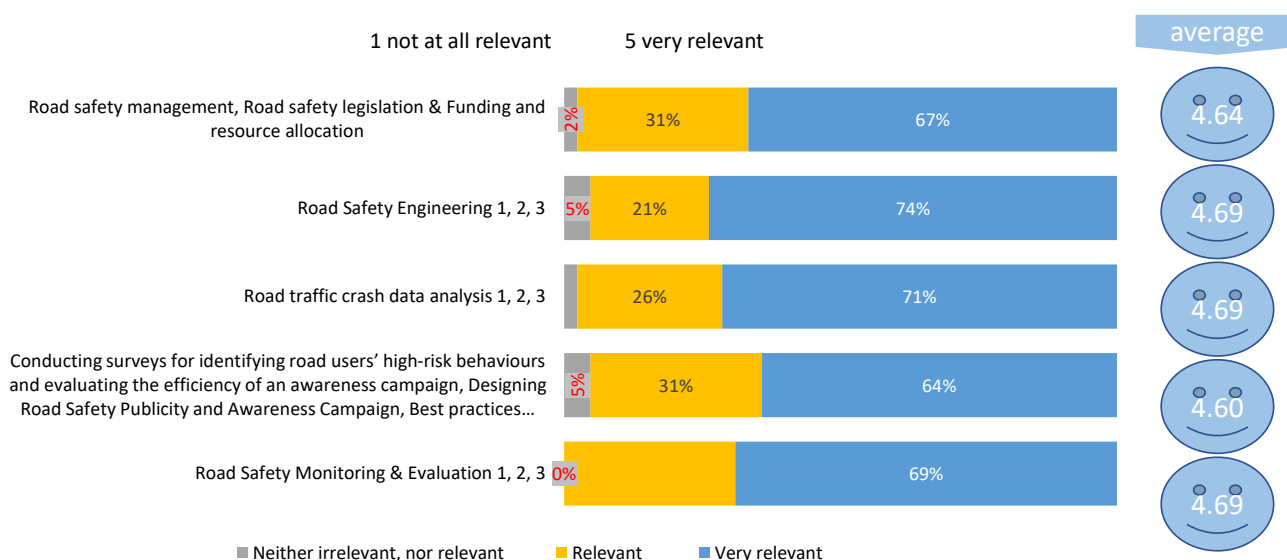1 not at all useful   10 very useful

Data source: Consultant's analysis based on the evaluation form conducted under Component 4

Almost all training sessions, regardless the topic were considered very relevant by the participants, evaluated with around 4.7, on average, on a scale from 1 (not at all relevant) to 5 (very relevant).

As per data illustrated in Graph 2:

- ➢ 7 in 10 participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Engineering.
- ➢ 71% of the participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Traffic Crash Data Analysis.
- ➢ 69% of the participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Monitoring & Evaluation.
- ➢ Two-thirds of the participants (67%) considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Management, Legislation, Funding and Budget Allocation.
- ➢ 64% of the participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Publicity and Awareness Campaigns and conduction surveys for identifying road users' high-risks behaviours.

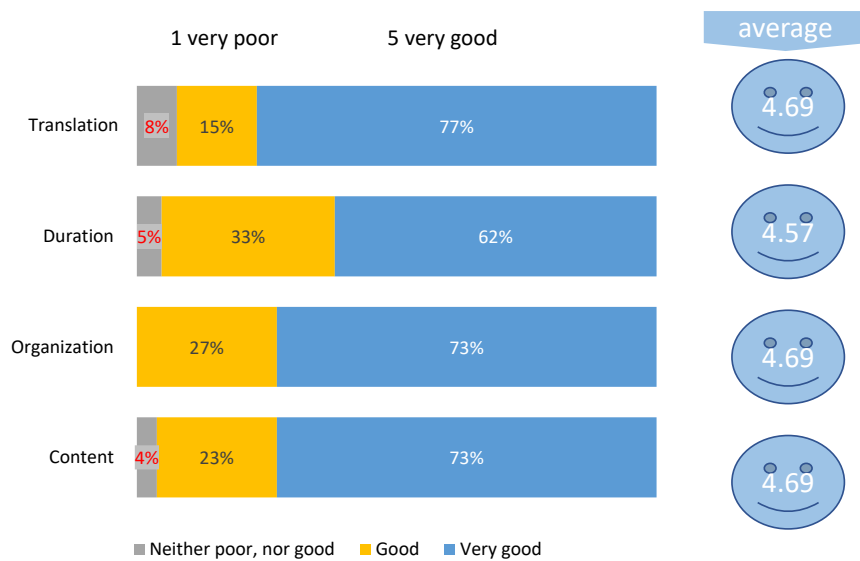*Graph 2. Perceptions on the relevance of the training sessions by topic*

Data source: Consultant's analysis based on the evaluation form conducted under Component 4

Despite the special conditions posed by the pandemic, the way the training sessions were organized 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 considered very good, 4.7, on average, on a scale from 1 (very poor) to 5 (very good).

The results of the evaluation showed that (see Graph 3):

- ➢ 77% of the participants considered very good (choosing 5, on the scale from 1 to 5) the translation provided throughout the training sessions.
- ➢ 73% of the participants said the way the training session run and the content of the training sessions were very good (choosing 5, on the scale from 1 to 5).
- ➢ 62% of the participants considered very good ((choosing 5, on the scale from 1 to 5) the length of each training sessions.

Graph 3. Perceptions on the quality of organizational aspects

Data source: Consultant's analysis based on the evaluation form conducted under Component 4

Worth underlining that no participant chose to evaluate less than average, less than 5 point out of 10, or less than 3 points out of 5, the aspects under scrutiny, as per data above illustrated.

Annex A – Evaluation form