Road users’ behavior in Estonia: what has changed in 2001 – 2015

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Shortly about ESTONIA

Re-independence: 1991


GDP per inhabitant (2015*):
EE: 13 300 €
EU: 26 500 €

Motorization rate:
EE: 503 (2015)
EU: 491 (2014)

Road fatalities per M (2015):
EE: 51,1
EU: 51,5

* in 2010 prices
In 25 years number of road deaths decreased more than **7 times** (491 -> 67 people) and motorization increased 3 times.
Importance of risk factors in contributing to accidents and injuries

Source: Elvik Rune. The Handbook of Road Safety Measures
If violations of road traffic law did not occur, the number of fatalities could be reduced by 63%.

Source: Elvik Rune. The Handbook of Road Safety Measures
Traffic behaviour monitoring 2001 - 2015

Key points:
• main objective - to monitor behavioral changes
• statewide observation study
• different safety performance indicators
• over 100 fixed observation places
• standardized data collection methods

• Drivers’ compliance with traffic signals
• Pedestrians’ compliance with traffic signals
• Giving way to pedestrians at zebra crossings
• Using turn indicators
• Using seat belts and child restraints

Additional topics studied:
• Speeding
• Drinking and driving
• Safety reflectors
• Railroad crossings
• Longitudinal gaps
• Mobile phones
Long-term trends in traffic behavior

**Significant changes:**
- Seat belts
- Giving way to pedestrians

**Minor or no changes:**
- Traffic signal infringement
  - drivers
  - pedestrians
- Turn indicators
Between 2010 and 2015, 10% to 12% of injured drivers didn’t wear seat belt at the moment of crash.
Share of drivers who give way to pedestrians on non-regulated crossings 2001 - 2015

Between 2010 and 2015 share of pedestrians in all the road fatalities was 18 – 36%
Pedestrians suffered in road accidents
Road administration activities

Estonian National Road Traffic Safety Program 2003 – 2015:
• 196 activities applied totally or partly
• 59 (or 23%) activities were not applied
Top 7 traffic violations and share of violators in traffic (2011 – 2015)

- Not giving way at zebra: 0.5% (0.75%)
- Drinking and driving: 5% (0.38%)
- Driving without licence: 5% (9.8%)
- Ignoring traffic signals (pedestrians): 4% (29.4%)
- Other violations (drivers): 7% (4.9%)
- Not using seat belts: 9% (29.4%)
- Speeding: 48%
To sum up

1. Estonia has reached a medium level of road safety in EU
2. One can admit that seat belt use played an important role
3. There are still issues with pedestrian safety
4. One of the options is increasing enforcement at zebra crossings
Thank you for attention!

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