



European Road Safety Observatory

National Road Safety Profile - Estonia

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 2.0, February 21, 2023

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1 Highlights

Road safety outcomes

- In 2020 a total of 59 people were killed in reported traffic accidents in Estonia.
- Estonia is 15th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Prior to 2009, this rate was still much higher in Estonia than the EU average.
- Compared to the EU average, the distribution of fatalities in Estonia show a relatively high proportion of female victims and fatalities that occur on wet roads.

Road safety performance indicators

- Road infrastructure in Estonia is characterized by relatively high road density compared to the EU average.
- Estonian passenger cars are significantly older than the EU average.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Estonia, a total of 59 people were killed in reported traffic accidents in 2020. Over the past ten years the number of fatalities decreased by 25%, which is less than the decrease in the European Union (-36%).

In terms of mortality rate, there were 44 road fatalities per million inhabitants in Estonia in 2020, which is just above the EU average (42) but below the rates of most Eastern European countries. Prior to 2009, the mortality rate in Estonia was much higher than the EU average. Between 2007 and 2010 the mortality rate has decreased substantially. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	79	59	-25%	29611	18834	-36%

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

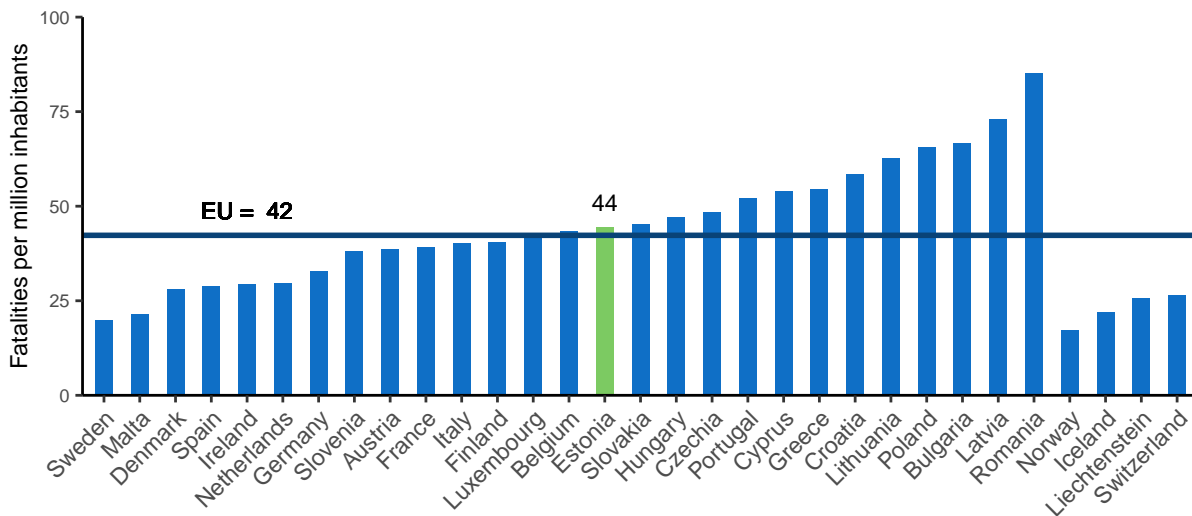
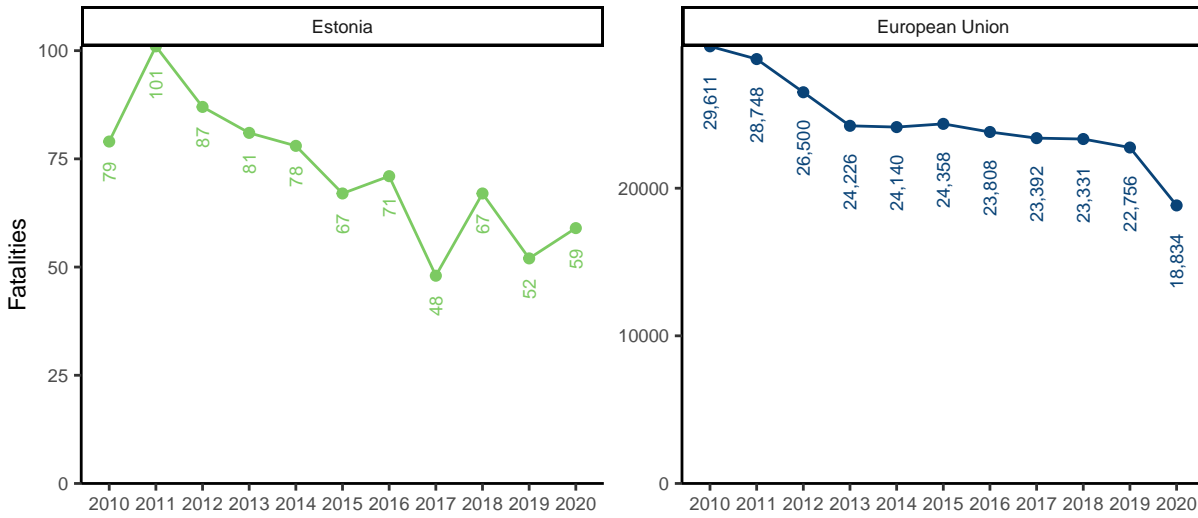
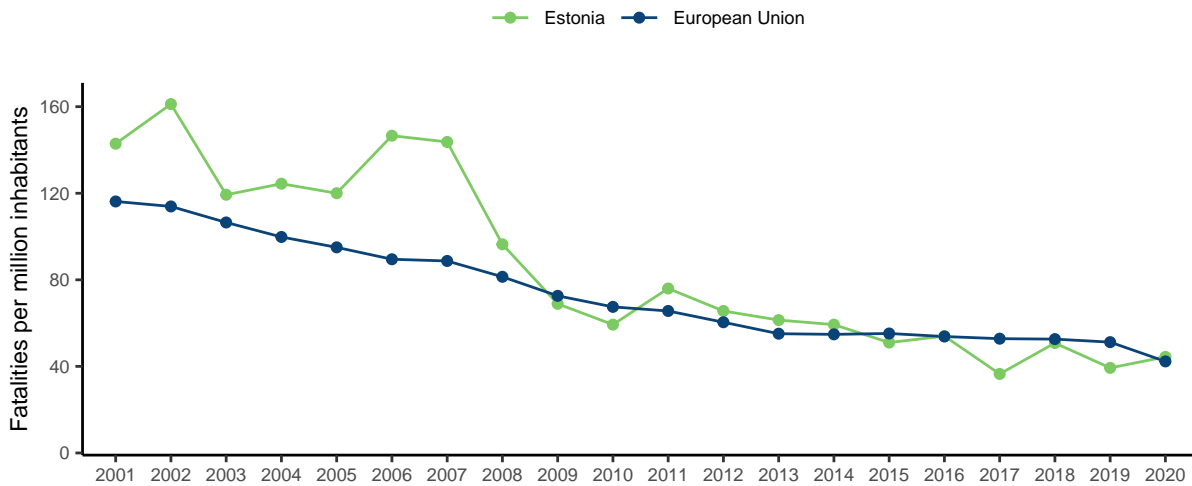
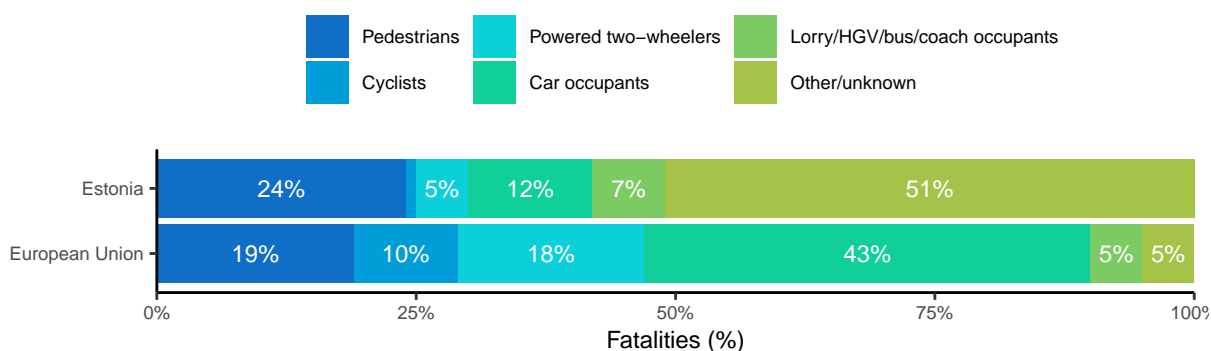


Figure 2. Number of road fatalities (2010-2020). Source: CARE**Figure 3.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, pedestrians accounted for 24% of road traffic fatalities in Estonia. This percentage is bigger than that observed in the European Union as a whole (19%). However it's difficult to compare the distribution of road fatalities by transport mode with the European Union, as for half of the fatalities the transport mode is not known.

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

Figure 4. Number of road fatalities by transport mode (2020). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	23	12	/	5,793	4,328	-25%
Cyclists	0	2	/	2,023	1,971	-3%
Powered two-wheelers	0	4	/	5,057	3,940	-22%
Car occupants	47	16	-66%	13,309	9,597	-28%
Lorries, under 3.5t	/	/	/	898	732	-18%
Heavy goods vehicles	1	4	/	590	378	-36%
Bus/coach occupants	2	1	/	102	88	-14%
Other/unknown	15	20	/	1,116	837	/
Total	89	59	-34%	28,286	21,640	-23%

Table 3. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	2	1	/	258	173	-33%
Crashes involving cars	16	10	/	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	2	3	/	1,721	1,321	-23%

Table 4. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

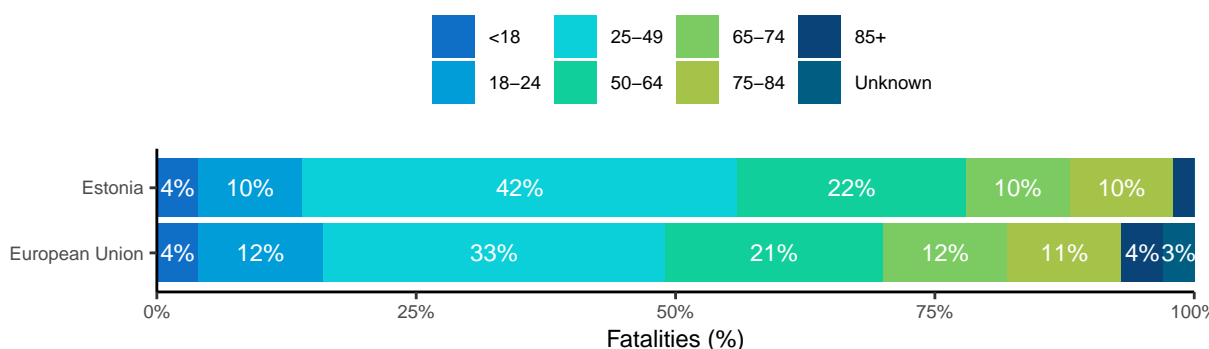
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Powered two-wheelers	0	1	/	2,200	1,562	-29%
Cyclists	0	1	/	1,113	1,125	+1%
Lorries, under 3.5t	/	/	/	149	137	-8%
Car occupants	3	1	/	2,883	2,109	-27%
Other/unknown	4	4	/	219	254	+16%
Heavy goods vehicles	0	0	/	82	36	-56%
Bus/coach occupants	0	1	/	24	36	+50%
Pedestrians	12	7	/	3,944	3,079	/
Total	20	16	-20%	10,803	8,406	-22%

Table 5. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	0	0	/	299	400	+34%
Powered two-wheelers	0	1	/	1,746	1,429	-18%
Car occupants	18	6	/	5,905	4,187	-29%
Lorries, under 3.5t	/	/	/	365	271	-26%
Heavy goods vehicles	0	1	/	241	143	-41%
Bus/coach occupants	1	0	/	40	33	-18%
Other/unknown	4	3	/	327	309	/
Total	23	11	/	8,923	6,772	-24%

2.3 Age

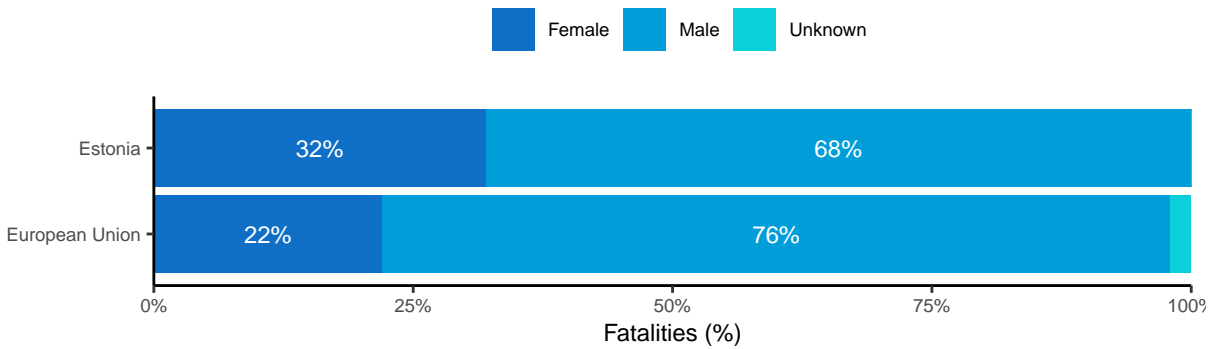
The distribution of road fatalities across age groups in Estonia is similar to that for the European Union with a slight overrepresentation of the people aged 25 to 49.

Figure 5. Number of road fatalities by age group (2020). Source: CARE**Table 6.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	3	2	/	1,503	918	-39%
18-24	14	5	/	4,398	2,589	-41%
25-49	30	25	-17%	10,457	7,311	-30%
50-64	24	14	/	5,273	4,605	-13%
65-74	9	7	/	2,730	2,627	-4%
75-84	7	5	/	2,775	2,414	-13%
85+	2	2	/	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	89	59	-34%	28,286	21,640	-23%

2.4 Gender

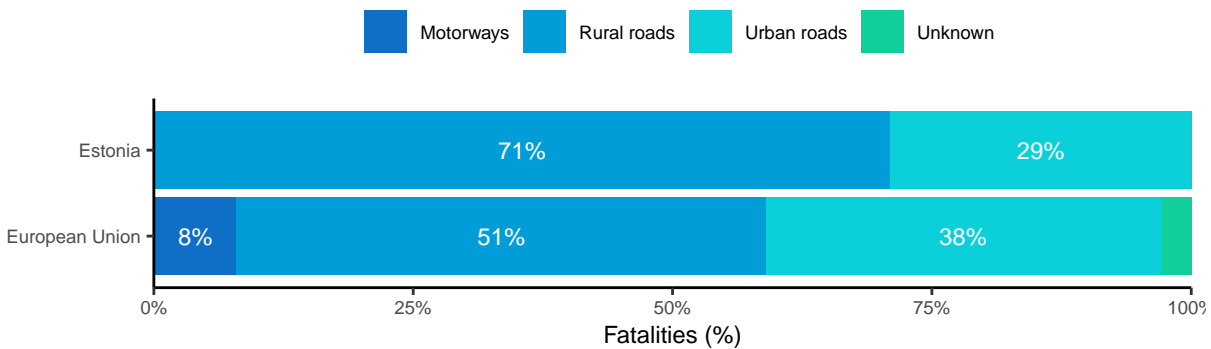
As in the rest of the European Union, the majority of road fatalities in Estonia are male (68%), however their share is somewhat lower than in the European Union (76%). This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 6. Number of road fatalities by gender (2020). Source: CARE**Table 7.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	25	19	-24%	6,655	4,960	-25%
Male	64	41	-36%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	89	59	-34%	28,286	21,640	-23%

2.5 Area

The majority of road fatalities in Estonia occurred on rural roads (71%). This percentage is much higher than in the European Union as a whole. The share of fatalities on urban roads on the other hand is lower than the EU average. There are no motorways in Estonia. Over the past ten years, fatalities show a downward trend on both road types in Estonia, the decrease on rural roads was considerably larger than in the European Union.

Figure 7. Number of road fatalities by road type (2020). Source: CARE**Table 8.** Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	/	/	/	2,072	1,812	-13%
Rural	70	44	-37%	15,280	11,430	-25%
Urban	20	16	-20%	10,803	8,406	-22%
Unknown	87	/	/	908	543	/
Total	89	59	-34%	28,286	21,640	-23%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a larger proportion of fatalities that occur in the night-time during the weekend (15%) than in the European Union (10%).

Figure 8. Number of road fatalities by period of time (2020). Source: CARE

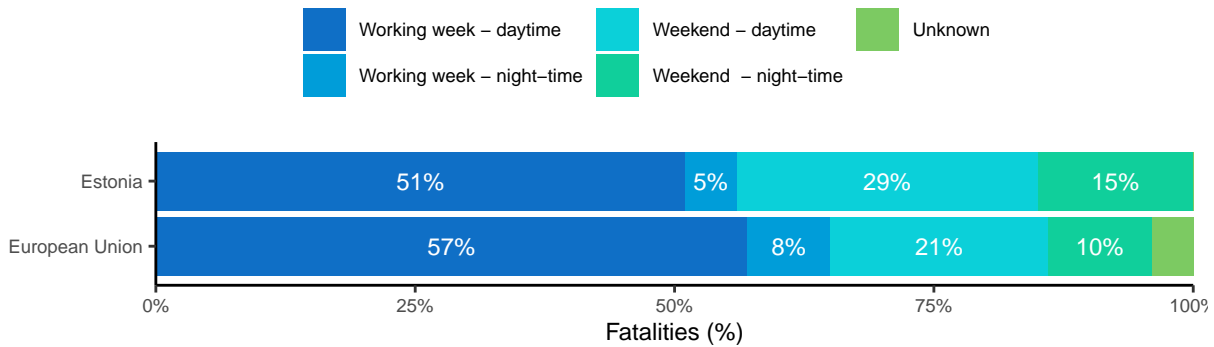


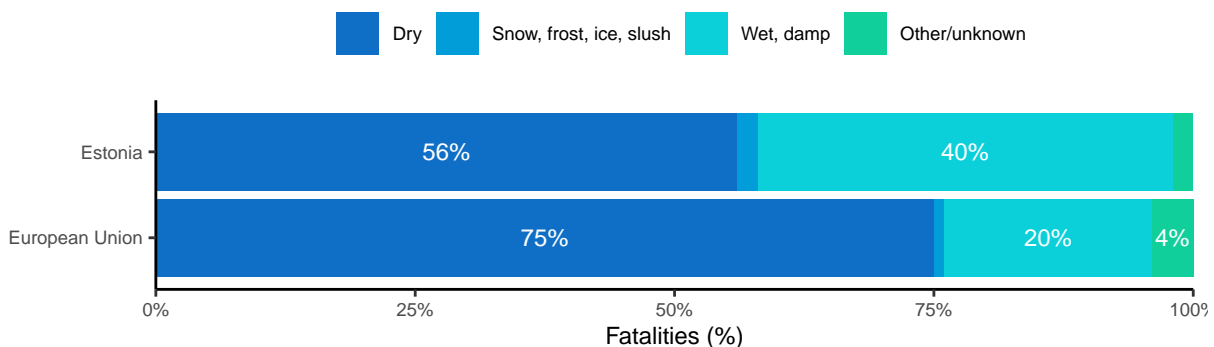
Table 9. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	51	34	-33%	15,495	12,506	-19%
Working week - night-time	7	4	/	2,573	1,848	-28%
Weekend - daytime	23	16	-30%	6,383	4,974	-22%
Weekend - night-time	9	5	/	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	89	59	-34%	28,286	21,640	-23%

2.7 Road conditions

In Estonia 40% of road fatalities occur on wet roads, which is twice as much as the EU average. Regarding light conditions, a third of fatalities occur when it is dark, which is similar to the EU average.

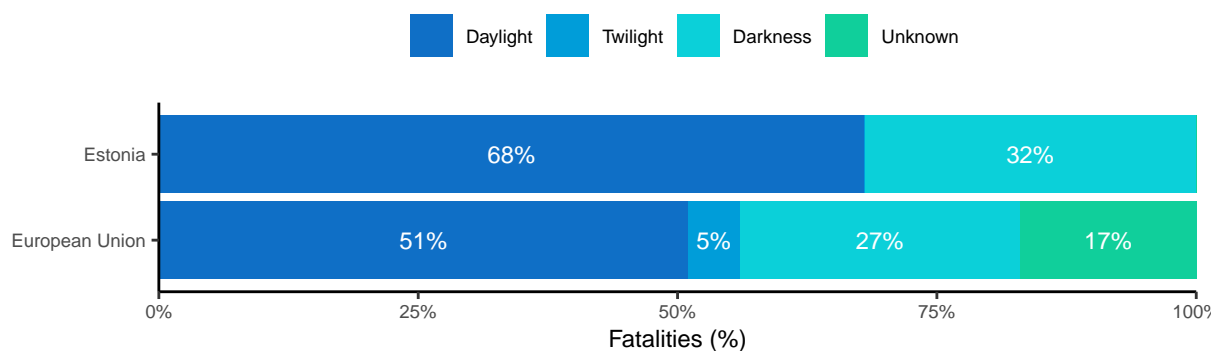
Figure 9. Number of road fatalities by surface conditions (2020). Source: CARE



²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Table 10. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	52	39	-25%	21,101	16,582	-21%
Snow, frost, ice, slush	18	5	/	988	362	-63%
Wet, damp	20	14	/	5,638	4,328	-23%
Other/unknown	44	2	/	2,486	580	/
Total	89	59	-34%	28,286	21,640	-23%

Figure 10. Number of road fatalities by light conditions (2020). Source: CARE**Table 11.** Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	22	17	-23%	8,922	6,275	-30%
Daylight	67	42	-37%	13,717	11,235	-18%
Twilight	/	/	/	1,499	1,156	-23%
Unknown	0	0	/	5,326	3,729	/
Total	89	59	-34%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour from an Estonian survey. Self-reported data from other European countries are collected in the ESRA-survey (E-Survey of Road Users' Attitudes). The indicators for Estonia cannot be compared to the ESRA-data of other European countries because of differences in methodologies.

Estonian surveys on self-reported behavior lead to the following indicators (data for 2020):

- 27% of drivers report to have been speeding over the speed limit by more than 5 km/h on main roads, 19% on minor roads and 10% in urban areas;
- 3% of drivers have been driving under the influence of alcohol at least once within a year;
- 2% of drivers, 1% of front seat passengers, 13% of rear seat passengers and 52% of bus passengers are not wearing a seat belt;
- 71% of adult cyclists and 21% of children are not wearing a cycle helmet;
- 12% use a hand-held mobile phone while driving.

3.1.1 Speeding

3.2 Infrastructure

The overall road network in Estonia shows relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Estonia, a score of 4.7 (on a value scale from 1 to 7) is given, which is average compared to other countries.

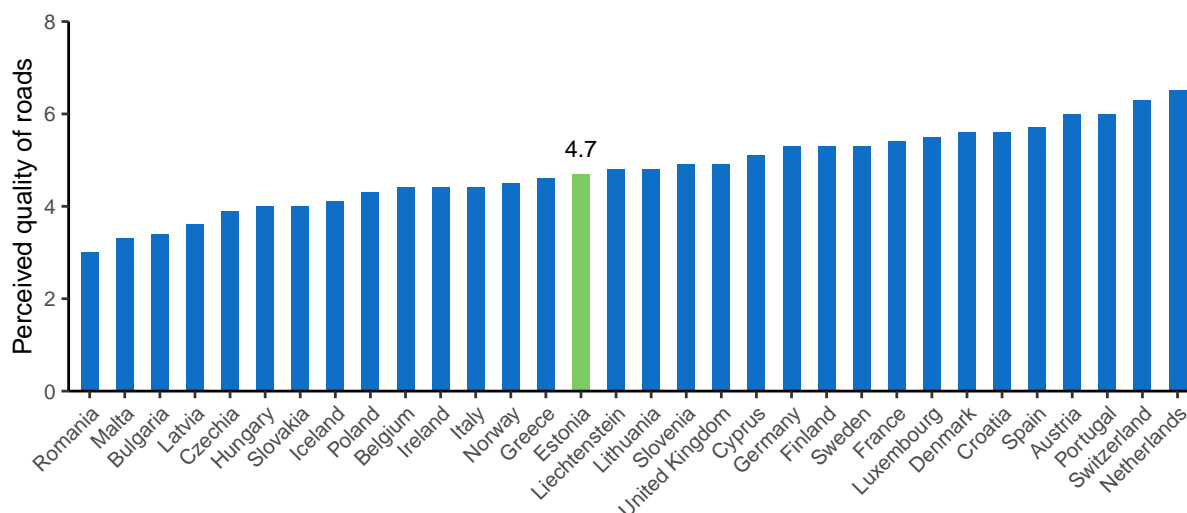
3.2.1 Road density

Table 12. Road density. Source: EUROSTAT (2020)

	Estonia	European Union
Inside built-up areas	117 km road/1000 km ²	150 km road/1000 km ²
Outside built-up areas	1181 km road/1000 km ²	607 km road/1000 km ²
Total	1298 km road/1000 km ²	918 km road/1000 km ²

3.2.2 Road quality

Figure 11. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

The size of the Estonian vehicle fleet, expressed per 100 inhabitants, is slightly larger than the EU average. Regarding the age of the vehicles, Estonian passenger cars appear to be considerably older than the EU average, with 70% passenger cars over 10 years.

Table 13. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Estonia	European Union
Lorries	9	7
Road tractors	1	1
Trailers and semi-trailers	9	4
Motorcycles	3	6
Passenger cars	61	56
Motor coaches, buses and trolley buses	0	0

Table 14. Age of registered passenger cars. Source: EUROSTAT (2020)

	Estonia	European Union
Percentage of total number of passenger cars		
Less than 2 years	5%	11%
From 2 to 5 years	9%	15%
From 5 to 10 years	16%	20%
From 10 to 20 years	37%	41%
Over 20 years	33%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Estonia reflects the situation in the majority of EU countries with one exception. The alcohol limit for the general population is 0.2 g/l which is stricter than in most EU countries that have a limit of 0.5 g/l.

Table 15. National road safety legislation. Source: WHO (2018)

	Estonia	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	/	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.2 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Use of an appropriate safety system (CRS or seat belt) based on the height or weight of the child	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Not restricted	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Estonia scores above the EU average for almost all legislation surveyed.

Table 16. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Estonia	European average
Speed legislation	7	6.8
Drink-driving legislation	8	7
Seatbelt legislation	7	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	9	8

4.3 Road infrastructure

Table 17. Infrastructure-related policy. Source: WHO (2018)

	Estonia	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	No	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 18. Policy related to post-crash care. Source: WHO (2018)

	Estonia	EU countries
Trauma registry	None	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	No	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Estonia is below the EU average, and its population is mainly settled in cities. Its GDP per capita is below that of the European Union.

Table 19. Country characteristics. Source: EUROSTAT and IRTAD

	Estonia	European Union
Population-related data (2021)		
Population (2021)	1330068	447218763
Population density (inhabitants/km ²)	29	106
% Children (0-14)	16%	15%
% Adults (15-64)	63%	64%
% Elderly (65+)	20%	21%
Urbanization (2021)		
% living in cities	44%	39%
% living in suburbs and towns	20%	35%
% living in rural areas	36%	26%
Economic data		
GDP per capita (EUR, 2021)	23641.6	32438.4
Unemployment rate (2021)	6%	7%
% GDP dedicated to road spending (2020)	1%	0.7%

5.2 Structure of road safety management

Table 20. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Economic Affairs and Communications
	The Governments: responsible for setting targets
	Estonian Transport Agency (ETA): responsible for the formulation and the development of the national RS strategies
Monitoring of the road safety development	ETA
Improvements in road infrastructure	ETA: national roads
	Local governments: local roads
Improvement in vehicles	Motor Vehicle Registration Centre of ETA: driver licensing and motor vehicles registration activities
Improvement in road user education	Police and ETA
	Ministry of Education and Research
Publicity campaigns	ETA (National)
	Police and Border Guard Board
	Regional and local authorities: regional and local campaigns.
Enforcement of traffic laws	Police and Border Guard Board
Other relevant actors	The Ministry of Health
	Research: e.g. Tallinn Technical University, the University of Tartu, the University of Tallinn, Tallinn University of Applied Sciences
	The Ministry of Justice

Table 21. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2016-2025	https://www.mkm.ee/uudised/liiklusohutusprogramm-2016-2025-seab-eesmargiks-vahendada-liikluses-hukumisi

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

<https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>

Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/>

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.