

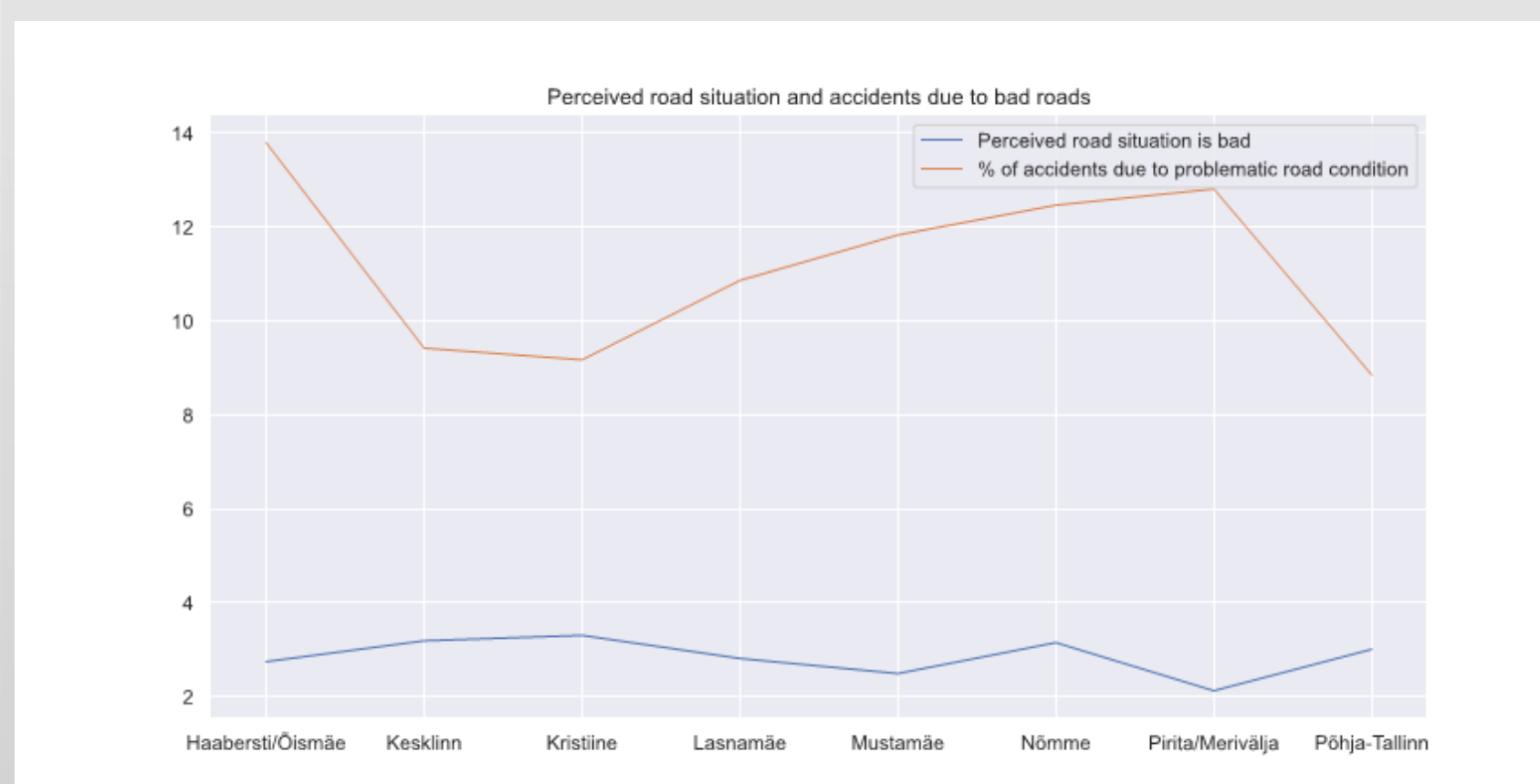
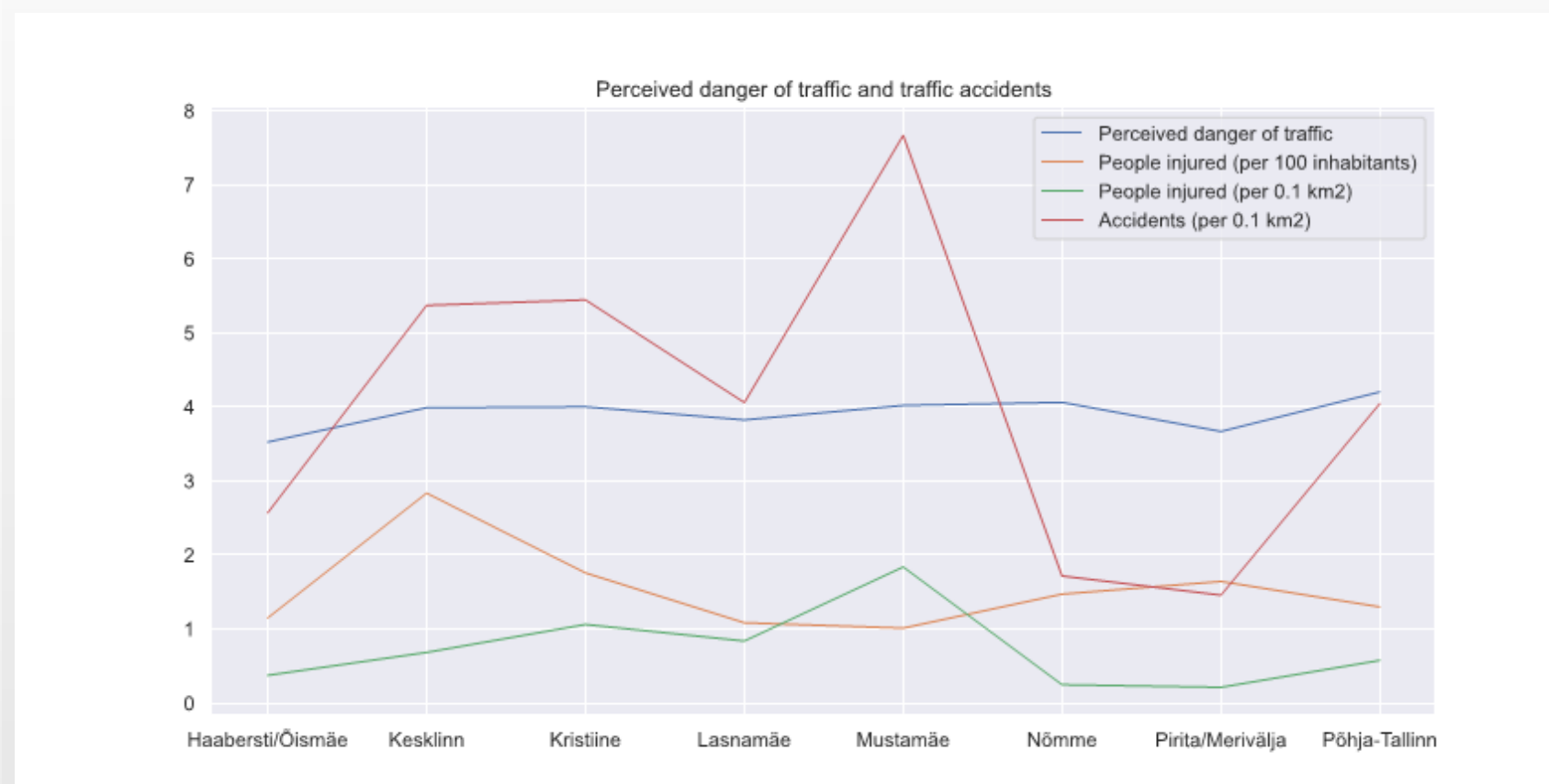
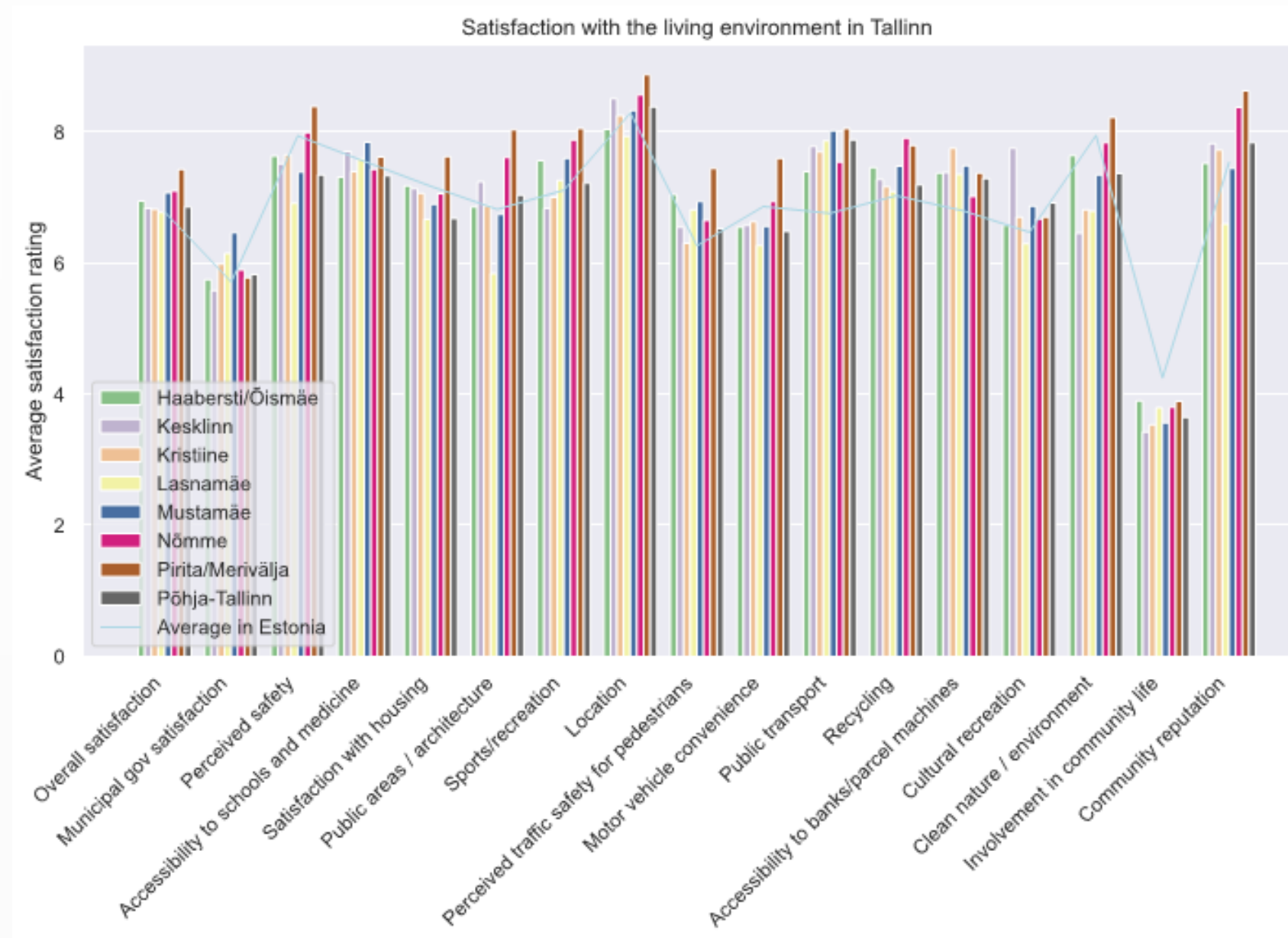
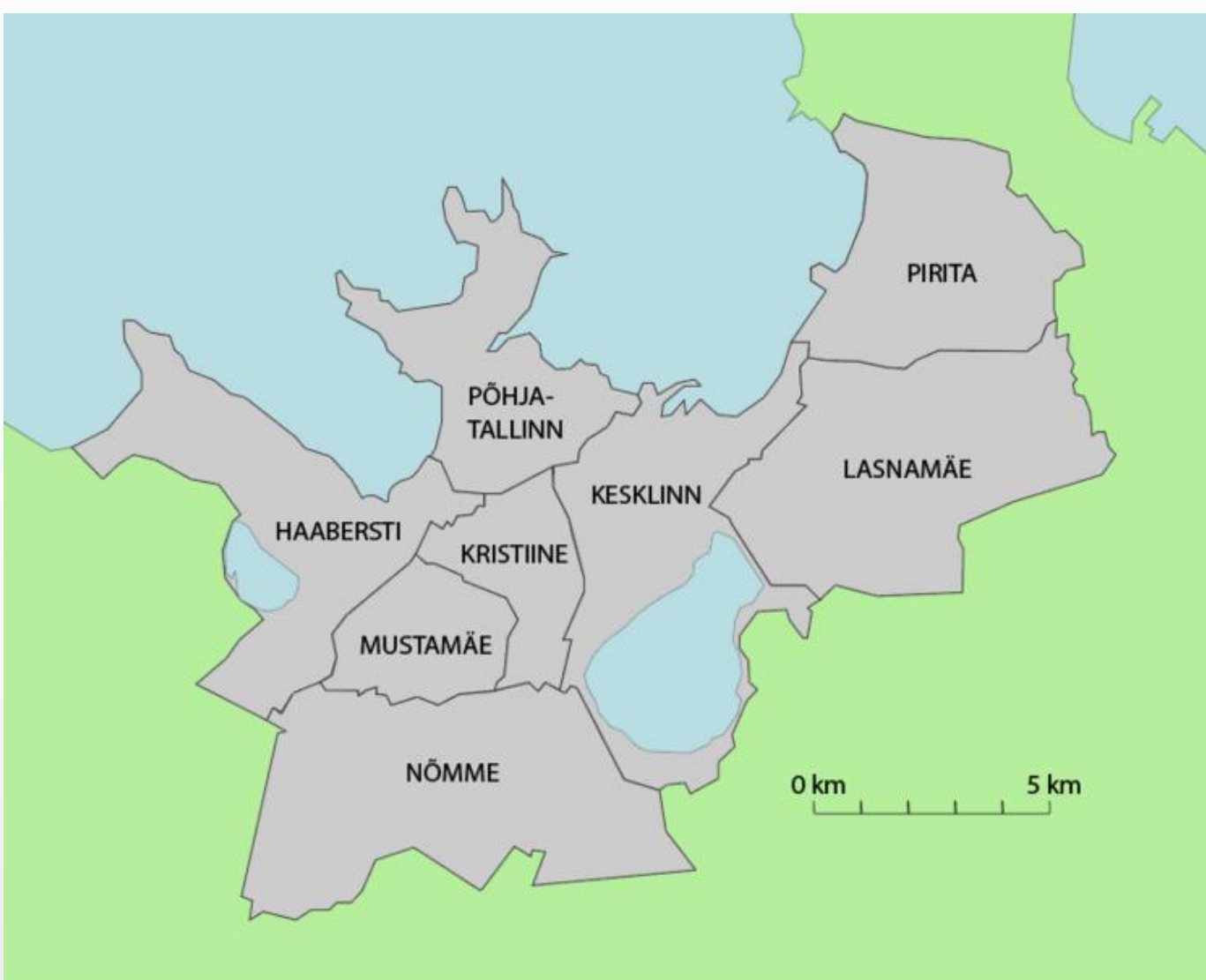
Satisfaction with life environment and local government in Tallinn and traffic accidents with human casualties

Project A6: Liisa Jullinen

“Home isn't a place, its a feeling”

(Cecelia Ahern)

- How are municipalities in Tallinn perceived by their inhabitants?
- Which demographic variables have an effect on how people perceive their environment?
- How is perceived danger correlated to objective danger?
- Are there more accidents / casualties in areas where traffic is seen as dangerous?
- Do the perceived problems in traffic translate to accident causes?



RESULTS

UPPER LEFT:

- Compared to other categories, Tallinners scored their ability to affect their surroundings and participate in community life (Involvement in community life) extremely low in all municipalities (also lower than the Estonian average).
- People were also not happy with the work of local municipal governments.
- In Lasnamäe, people don't appreciate the architecture.
- Most content people live in Põhja-Tallinn and Nõmme.

CENTER LEFT:

- Perceived danger of traffic was not correlated (or correlations were insignificant, not depicted) with accidents or people injured or deceased in traffic.

LOWER LEFT AND BELOW:

- Areas where people deemed the state of the roads or lack of lighting dangerous, were not the same areas, where the percentage of accidents due to bad road conditions or malfunctioning lighting was highest.

NOT ILLUSTRATED:

- Demographics have a limited impact on life environment satisfaction in Tallinn (nationality and very low income being the biggest overall factors).

Satisfaction with life environment plays an important role in overall well-being, both physical and psychological. Since resources are finite, it's important to find the right focus in order to improve both the local environments and the satisfaction with them. Local governments try to achieve this partly by collecting data about satisfaction with life environment and the local governments yearly and analyze it as customer satisfaction data. The local development strategies are partly based on this data and it definitely feeds political decisions.

The motivation of this project was to look at this data a little bit differently, without the political implications, and see, what it is that people are genuinely unsatisfied about and if these attitudes are precise enough to base political decisions upon (or how could this data be combined with other available data). It was also of interest, if demographic factors play a part in how people voice their concerns and attitudes.

At first, the life environment satisfaction dataset was modified (data selected, cleaned, questions arranged into new variables according to correlations and different goals) and some exploratory analyses was conducted. Next, data about traffic accidents was cleaned, summarized (and new variables calculated) and added to the satisfaction dataset (the datasets were combined on municipalities). Due to clarity, only data about Tallinn and its municipalities was analyzed.

DATA SOURCES:

- Satisfaction with life environment and public services in local governments (*Rahulolu elukeskkonna ja avalike teenustega kohalikes omavalitsustes*): <https://avaandmed.eesti.ee/datasets/rahulolu-elukeskkonna-ja-avalike-teenustega-kohalikes-omavalitsustes>.
- Traffic accidents with human injuries/casualties (*Inimkannatanutega liiklusõnnetuste andmed*): <https://avaandmed.eesti.ee/datasets/inimkannatanutega-liiklusõnnetuste-andmed>
- Tallinn demographics (<https://www.tallinn.ee/et/media/505586>)
- Tallinn municipalities (https://et.wikipedia.org/wiki/Tallinna_linnaosad) was added to dataframes.