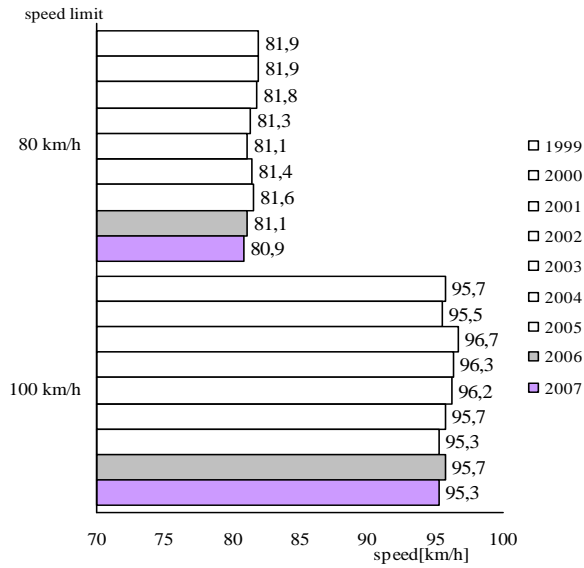


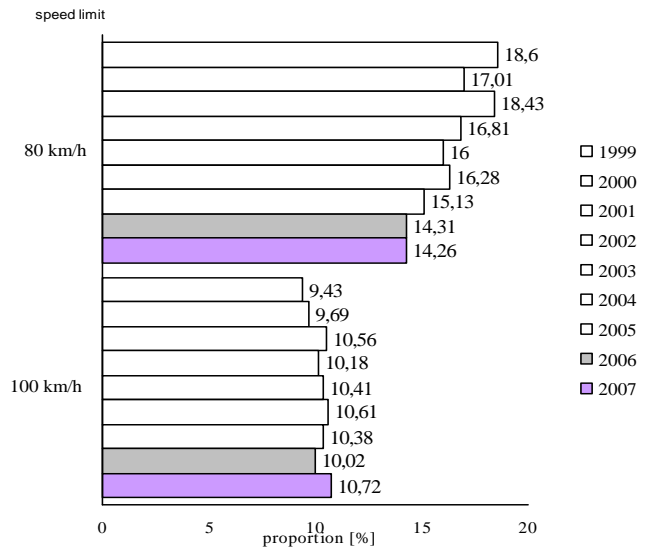
Monitoring of traffic behaviour 2007-2008

***Average driving speeds



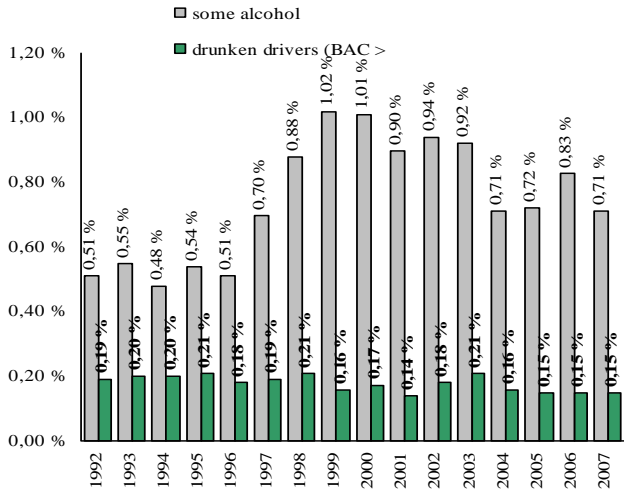
*** Monitoring renewed
Source: Tiehallinto

***Proportion of vehicles exceeding limit by over 10 kph



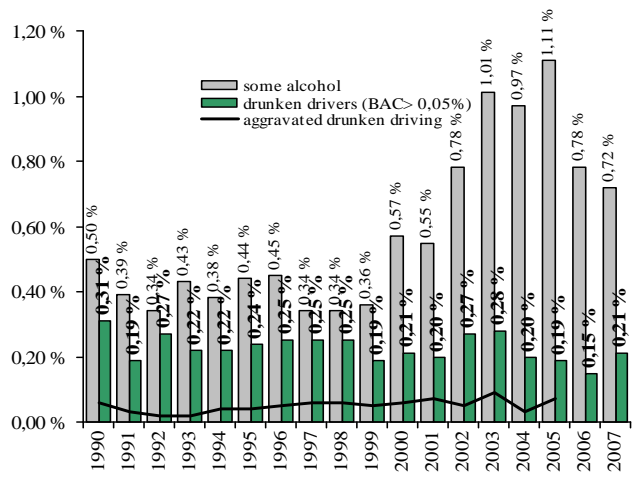
*** Monitoring renewed
Source: Tiehallinto

Drunken driving as proportion in total traffic flow



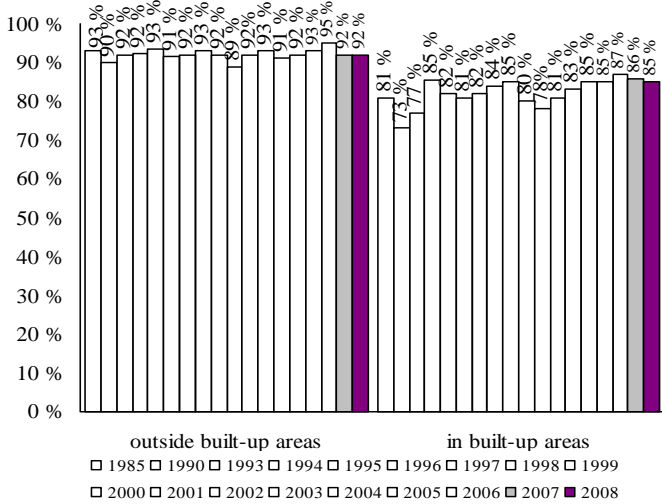
* Based on data from spring 2006, source razia study

Drunken driving in the region of Uusimaa*

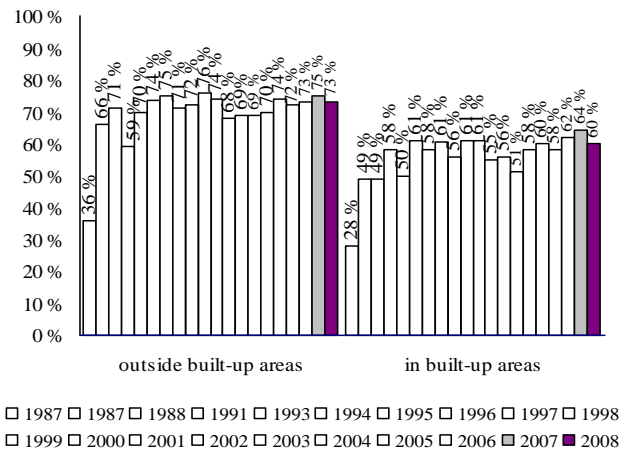


* Based on data from spring 2006, source razia study

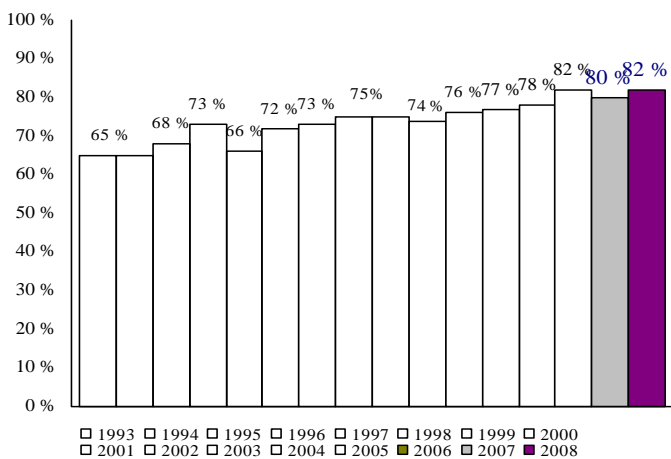
Seat belt use in front seats of cars



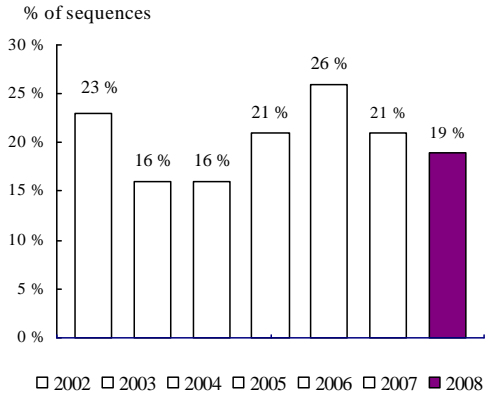
Seat belt use in front seats of vans



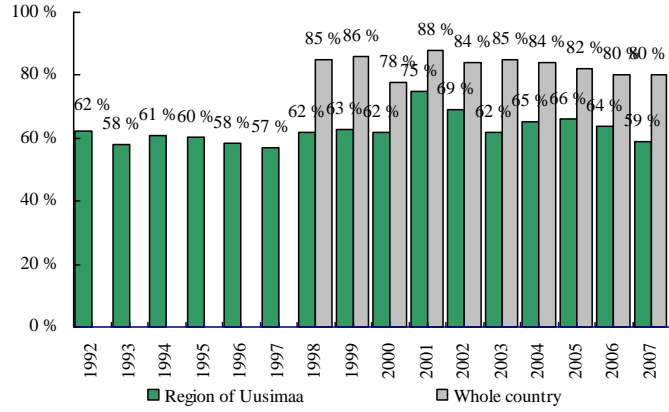
Seat belt use in rear seats of cars



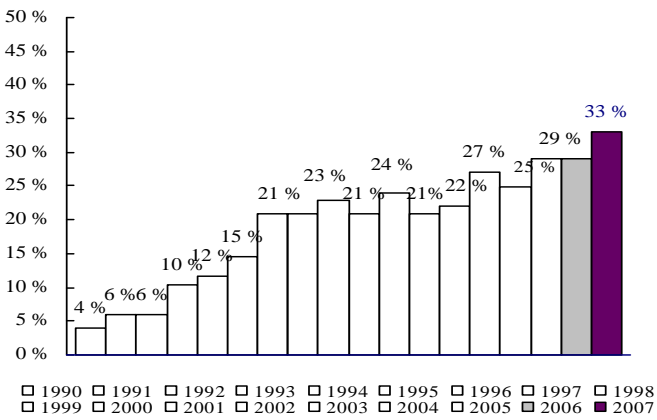
Red light running



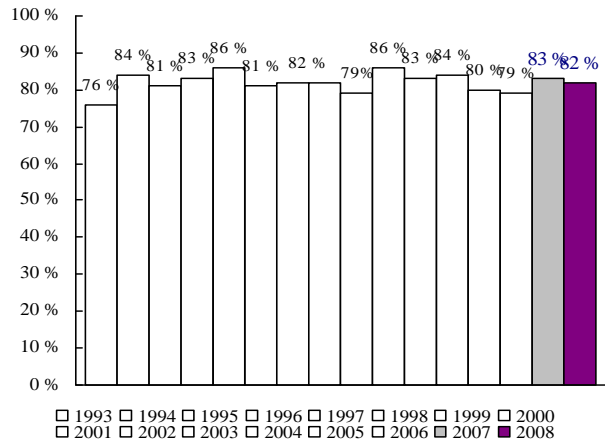
Use of direction indicators



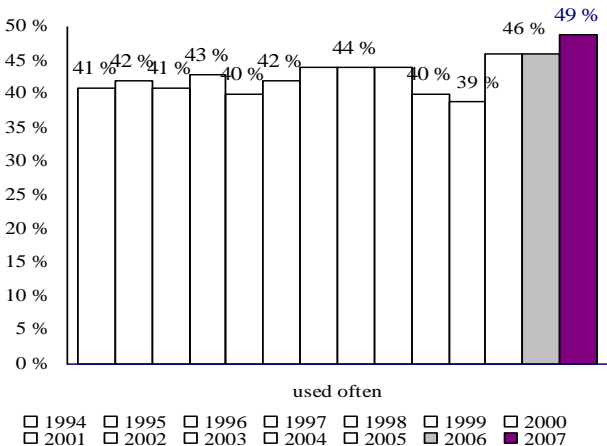
Use of bicycle helmets



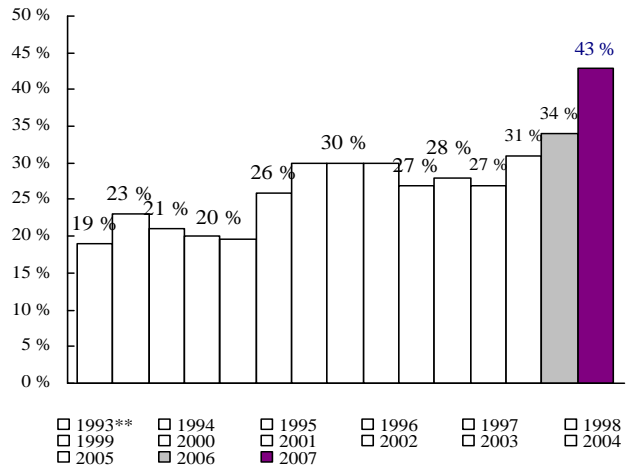
Pedestrians compliance of red lights



Pedestrians' use of reflectors outside built-up areas



Pedestrians' use of reflectors in built-up areas



Source: KTL

The main objective of traffic behaviour measurements is to monitor the behavioural changes that take place. The measurements do not show how common the observed phenomenon is in all regards. For example, the drivers' running of the red light or use of signal varies a great deal depending on the measurement location. Therefore the results do not depict the studied phenomena in general, but due to standardised measurement methods they relate information about the changes in traffic behaviour.

Average driving speeds and proportion of vehicles exceeding limit by over 10 kph were renewed according to information from Tiehallinto; Finnish Road Administration.

Drunken driving as proportion in total traffic flow and in the region of Uusimaa were conducted only in the spring of 2006. The autumn monitoring was canceled due to the police's extra workload during Finnish EU presidency.

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