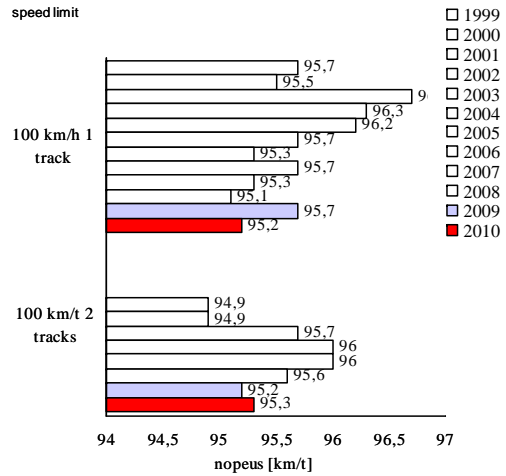
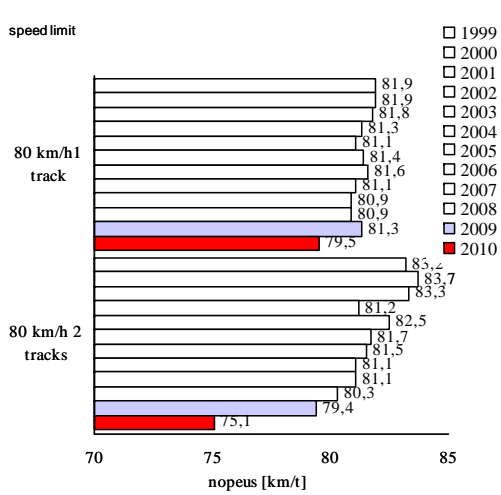


# Monitoring of traffic behaviour 2010

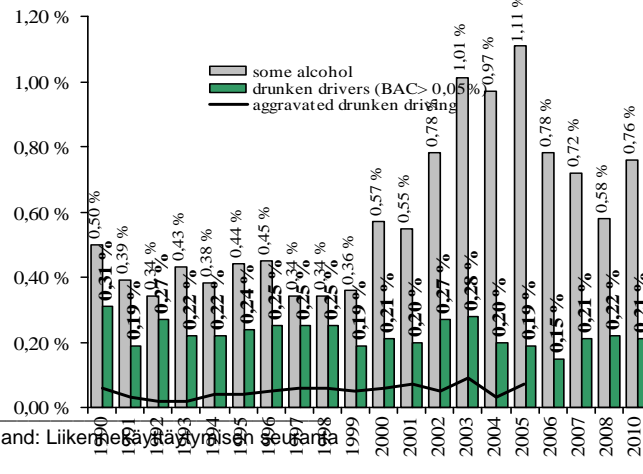
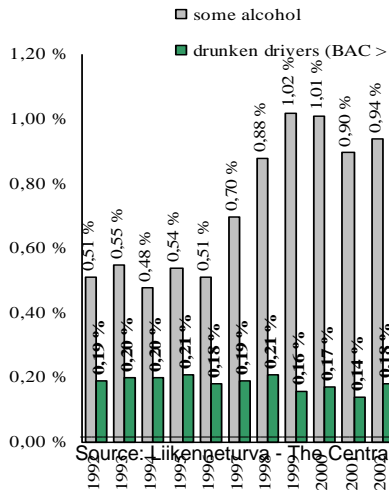
\*\*\*Average driving speeds



\*\*\* Monitoring renewed  
Source: Tiehallinto

Drunken driving as proportion in total traffic flow

Drunken driving in the region of Uusimaa\*

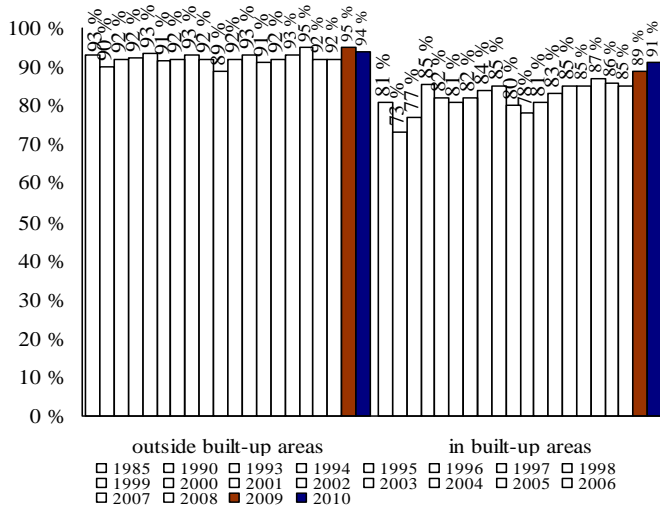


\* Based on data from spring 2006, source razia study

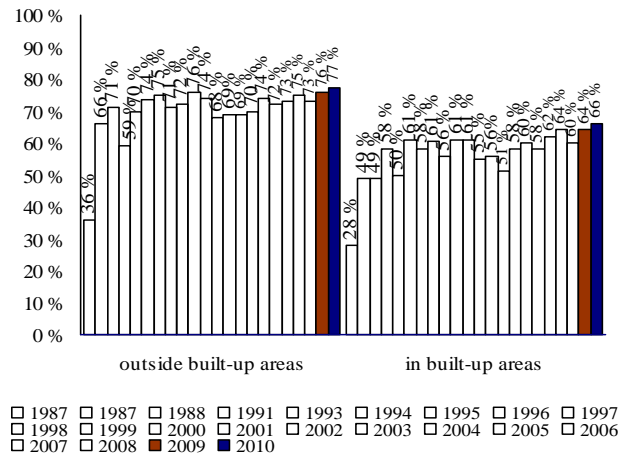
\* Based on data from spring 2006, source razia study



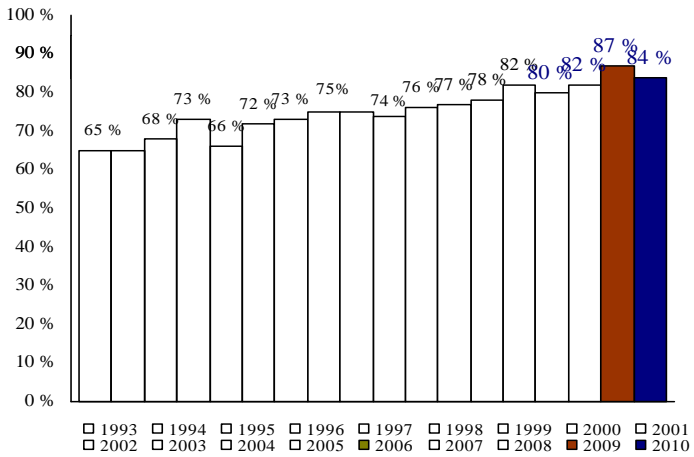
Seat belt use in front seats of cars



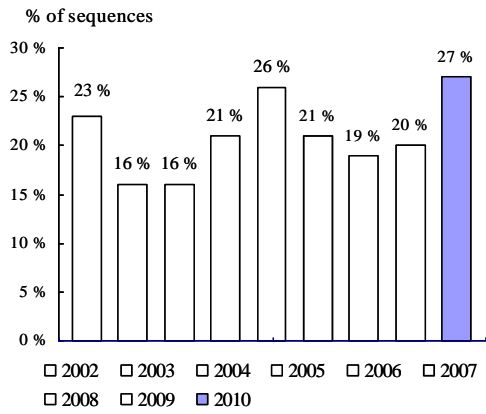
Seat belt use in front seats of vans



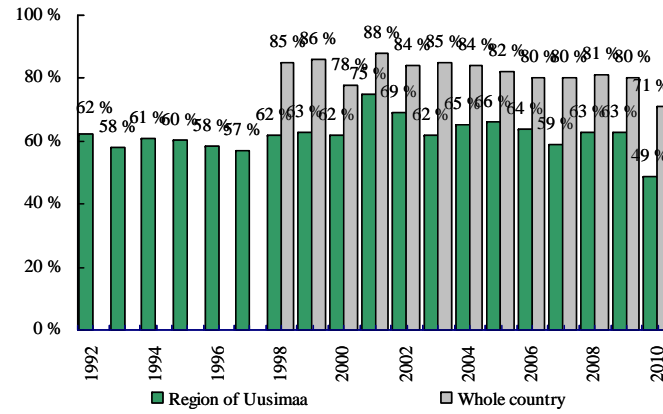
Seat belt use in rear seats of cars



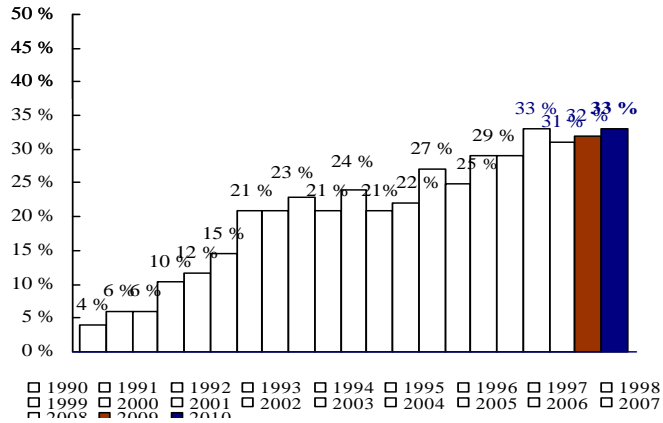
### Red light running



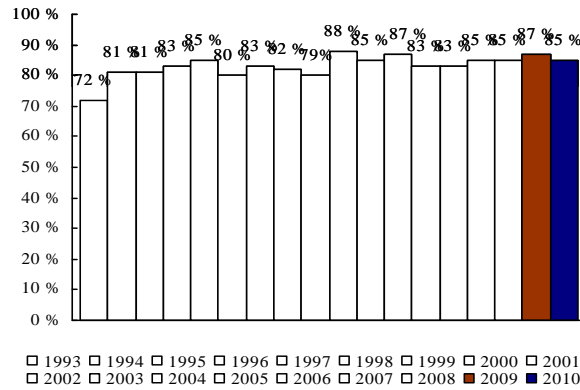
### Use of direction indicators



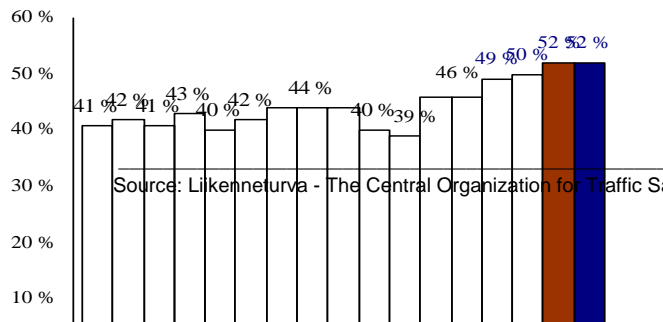
### Use of bicycle helmets



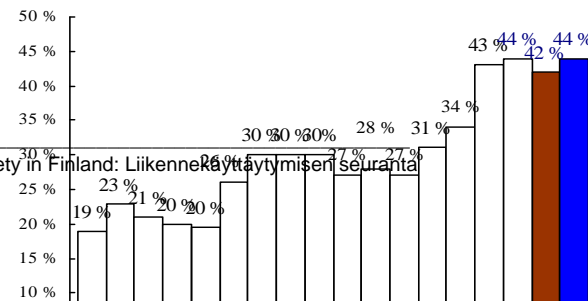
### Pedestrians compliance of red lights



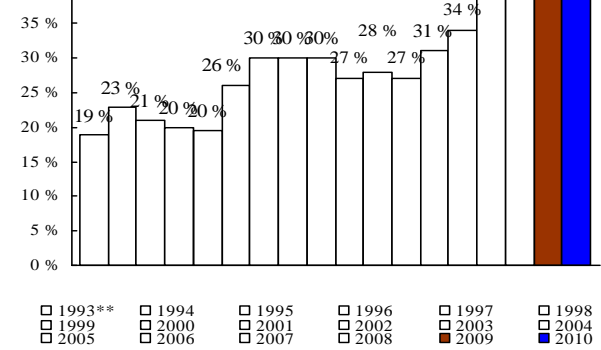
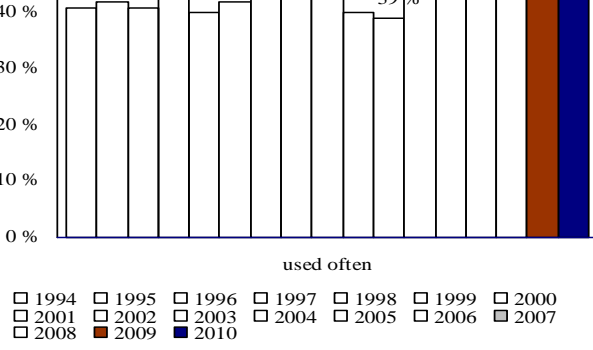
### Pedestrians' use of reflectors outside built-up areas



### Pedestrians' use of reflectors in built-up areas



Source: Liikenneurva - The Central Organization for Traffic Safety in Finland: Liikennekäyttäytymisen seuranta



Source: thl

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.

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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