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Haustein, Sonja; Møller, Mette

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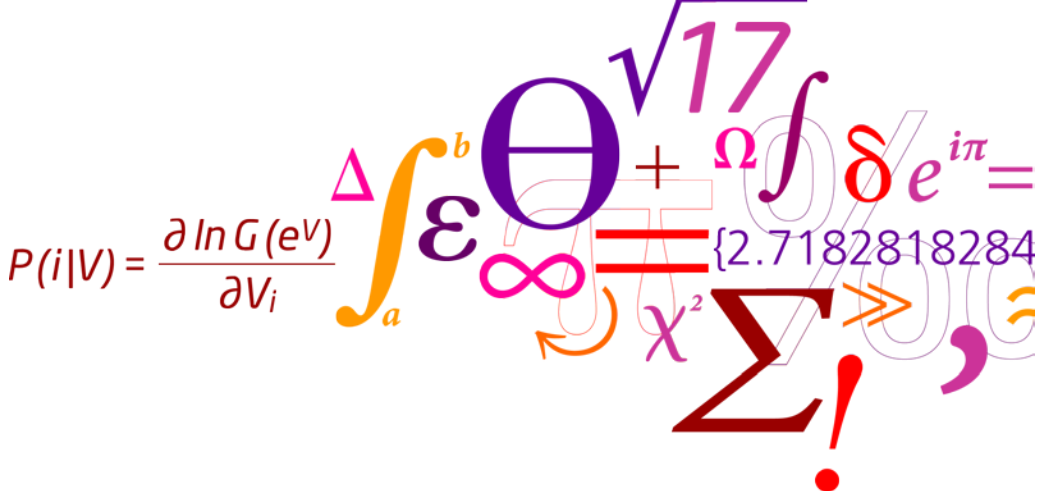
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Who keeps on cruising?

Changes in lifestyle and driving style over a 5-year period among young male drivers

Sonja Haustein, Researcher, DTU Transport

Mette Møller, Senior Researcher, DTU Transport



$$P(i|V) = \frac{\partial \ln G(e^V)}{\partial V_i} \int_a^b \varepsilon \Theta + \Omega \int \delta e^{i\pi} = \{2.7182818284\}$$

Why look at cruising?

Cruising = 'driving around with friends just for the fun of it'

- Despite overall improvements in road safety levels in recent years:

Young drivers (esp. male) still overrepresented in accident statistics

- Key reasons: Lack of experience
- But: Gender differences point to additional reasons

Additional reasons

- Motivational and attitudinal factors
- Vulnerability to social influences from peers
- Lifestyle factors:
 - Relationship between leisure activities, driving style and problem behaviour (Møller & Sigurðardóttir, 2009)

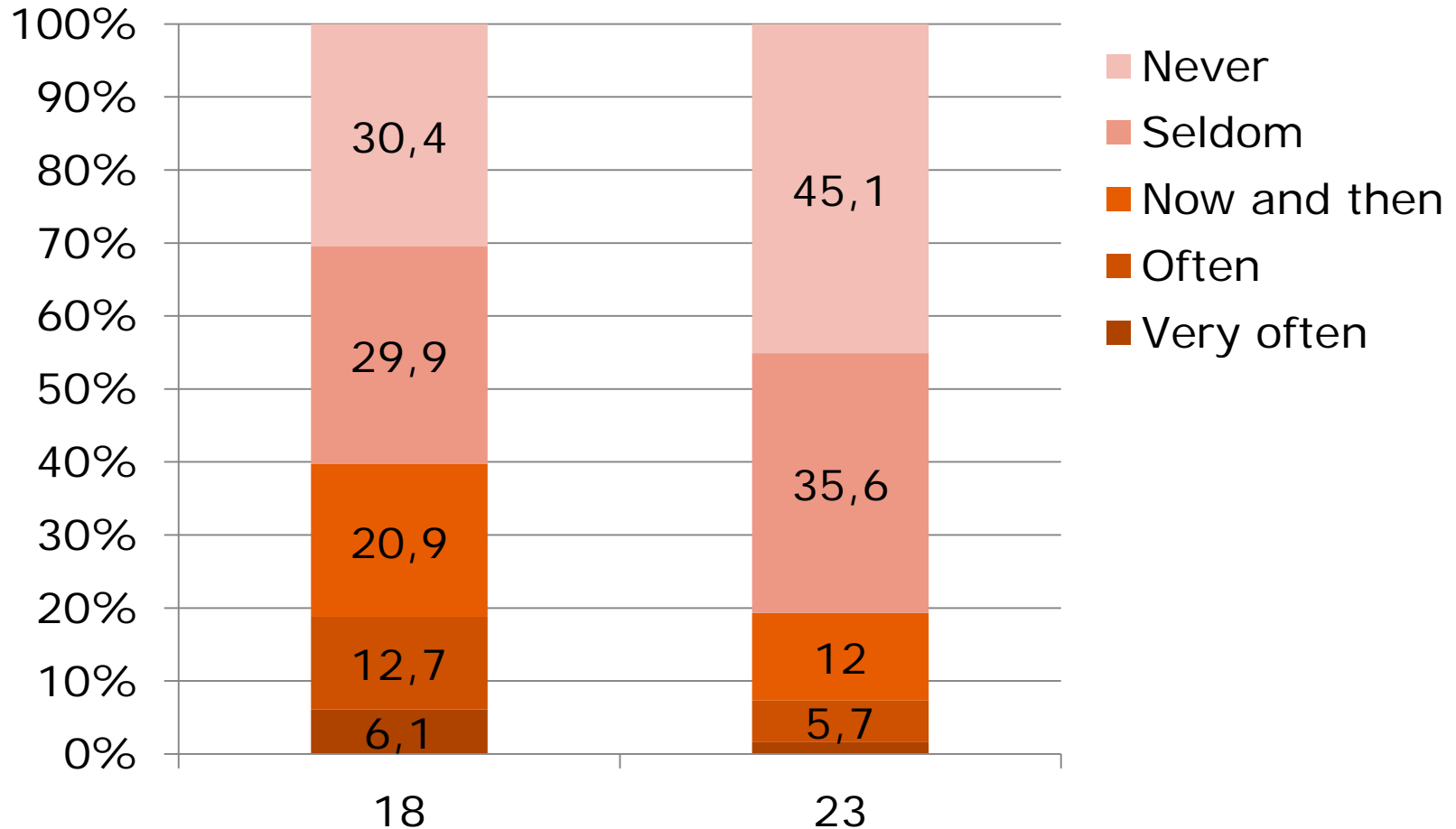
Main research questions

- How does engagement in cruising changes from 18 – 23?
- How do people who keep on cruising differ from those who reduced cruising or never cruised?
- Is it possible to predict who will keep on cruising to identify starting points for preventive measures?

Method

- 379 posted questionnaires completed by same male drivers at the age of 18 and again at the age of 23 (licensed between 6 and 12 month)
- Questionnaire:
 - Car use
 - Driving style
 - Leisure activities
 - Problem behaviour
 - Socio-demographics

Changes in Cruising



Cruising and other leisure activities

- Factor analysis of leisure activities: 7 factors for both survey times
 - 4 factors were comparable: 1) social activities/party; 2) intellectual activities; 3) individual sports; 4) drug use
 - other 3 differed between both points of time
- Cruising at age of 18 loaded highest on the “social activities/party” factor
- Cruising at age of 23 loaded highest on a “rest” factor
- With 18 cruising is part of normal social life, with 23 not

Cruiser groups

'Non-Cruisers': People who did not cruise with friends at either point of time, $n=87$

'Former Cruisers': People who had cruised at the time of the first survey but reduced it to 'seldom' or 'never', $n=149$

'Cruisers': People who still cruised at the same level or even increased their level of cruising, $n=57$

Cruiser groups' demographics

	Non-Cruisers		Former Cruisers		Cruisers		Groups diff.		
	18	23	18	23	18	23	18	23	
Place of residence									***
Countryside (%)	40.2	7.0	31.1	14.1	35.7	29.8			
Big city (%)	16.1	72.1	19.6	61.7	19.6	38.6			
Living situation									*
Alone (%)	1.1	20.7	4.8	20.8	1.8	33.3			
With parents (%)	95.4	12.6	92.5	9.4	91.1	21.1			
With partner (%)	0	47.1	2.0	55.0	3.6	38.6			
Education (ongoing or completed)									*** **
Gymnasium (%)	52.1	2.6	28.8	5.9	9.3	2.1			
Technical /	15.1	6.5	52.5	25.7	57.4	45.8			
Business school (%)									
University (%)	5.5	67.5	0.7	34.6	3.7	20.8			
Occupation									***
In education (%)	70.1	80.2	79.5	47.9	75.4	28.1			
Working (%)	16.1	15.1	15.8	49.3	21.1	68.4			

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Cruiser groups' leisure activities

	Non-Cruisers			Former Cruisers			Cruisers	
	18	23		18	23		18	23
Meet friends	5.00 ²	4.33 ³ ***		5.34 ^{1,3}	4.50 ³ ***		4.95 ²	5.04 ^{1,2}
Team sports in a club	2.63	2.38		2.66	2.33 *		1.88 ²	1.84
Read books	2.69 ^{2,3}	3.11 ³ *		2.03	2.67 ³ ***		1.75 ¹	1.98 ^{1,2}
Crusing	1.23 ^{2,3}	1.09 ^{2,3} *		3.06	1.48 ^{1,3} ***		3.46 ¹	3.30 ^{1,2}
Drink alcohol	3.48 ²	3.41 ³		4.15	3.65 ***		3.89	3.98 ¹

¹ significant difference ($p < .05$) to group of Non-Cruisers

² to Former Cruisers

³ to Cruisers

Cruiser groups' leisure activities

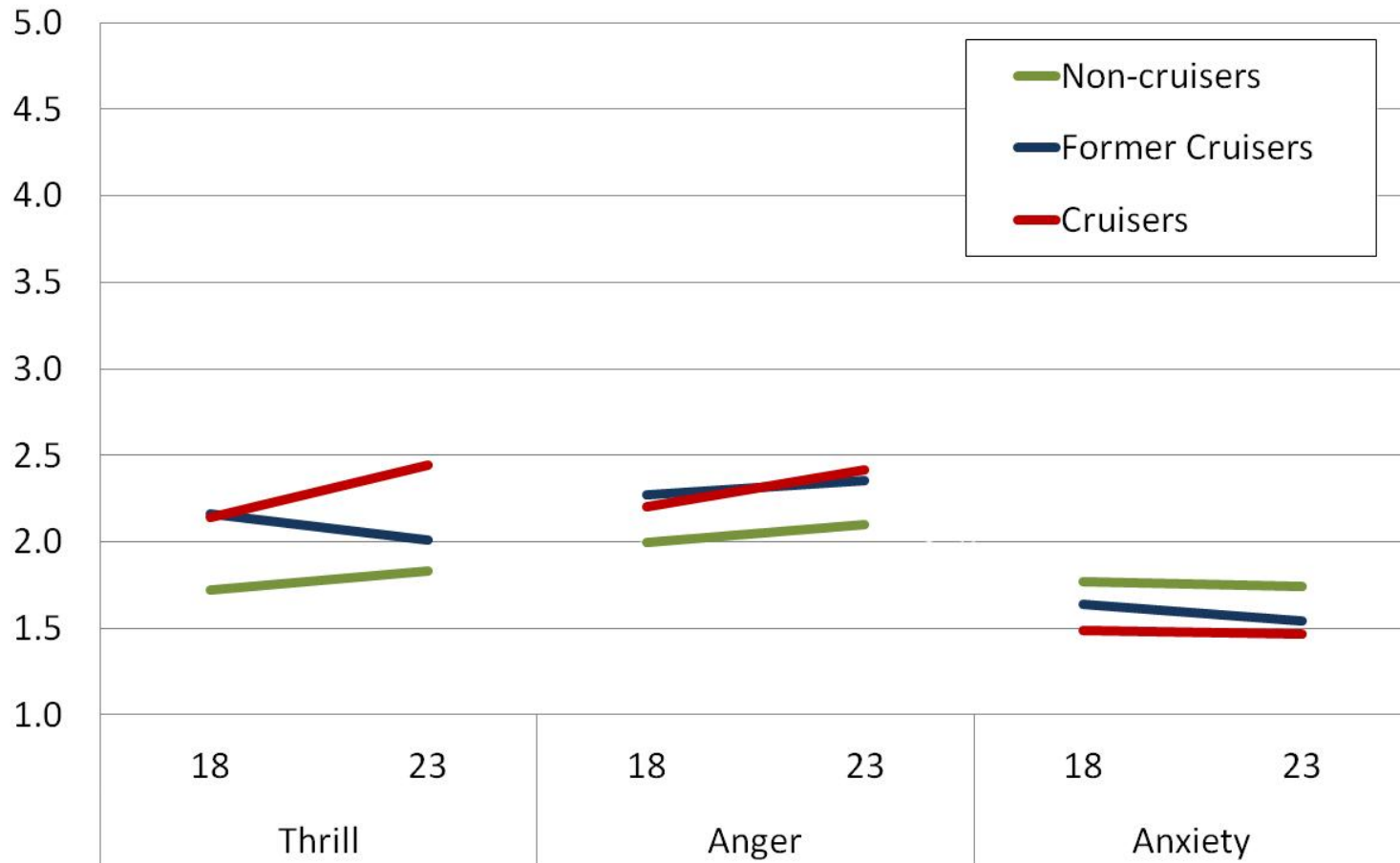
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Cruiser groups' driving style



Cruiser groups' problem behaviour

Variable	Non-Cruisers			Former Cruisers			Cruisers		
	18	23		18	23		18	23	
Accident ever (%)	8.0 ₃	25.3 ³	**	16.2	34.5 ^{1,3}	***	16.1	42.1 ¹	***
Fine traffic convictions last 6 month (%)	8.0 ³	2.3 ^{2,3}		15.0	8.7 ^{1,3}		17.9 ¹	19.3 ^{1,2}	
Fine traffic convictions ever (%)	9.3 ²	25.3 ³	**	17.7 ¹	45.6	***	25.0	54.4 ¹	***
Drink driving last 12 month (%)	25.3 ²	12.6 ³	*	39.9 ¹	20.8 ³	***	38.6	35.1 ^{1,2}	
% "always" safety belt on motorways	100 ³	100 ³		94.0	93.9		87.7 ¹	87.7 ¹	
... on country lanes	97.7 ³	98.9 ^{2,3}		87.2 ¹	87.8 ³		78.9 ¹	68.4 ^{1,2}	
Friends' disapproval of..									
drink driving (%)	97.7 ^{2,3}	96.6 ³		88.5 ¹	92.6 ³		84.2 ¹	78.9 ^{1,2}	
driving w/o. safety belt (%)	35.6	48.3 ^{2,3}		29.7	32.9 ^{1,3}		19.3	19.6 ^{1,2}	

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Predicting to keep on cruising

- Logistic regression analysis: which factors at the age of 18 related to either keep on cruising or have stopped/reduced cruising 5 years later (Nagelkerke's $R^2 = .30$)
- Only 3 out of 22 predictors were significant:
 - Meeting friends in a sports club (-) ***
 - Meeting in a car (+) **
 - Living alone (-) *

(Non-sign. variables: driving style, problem behaviour, own and friends' interest in cars, other meeting places with friends, other socio-demographic variables)

Importance of life style related motivational factors for driving behaviour among young drivers is confirmed.

Need to identify additional factors predicting differences in cruising and other safety-related driving behaviours at an early age.