



Who keeps on cruising? Changes in lifestyle and driving style over a 5-year period among young male drivers

Haustein, Sonja; Møller, Mette

Publication date:
2013

Document Version
Peer reviewed version

[Link back to DTU Orbit](#)

Citation (APA):

Haustein, S. (Author), & Møller, M. (Author). (2013). Who keeps on cruising? Changes in lifestyle and driving style over a 5-year period among young male drivers. Sound/Visual production (digital)
<http://indico.conferences.dtu.dk/conferenceDisplay.py?confId=140>

General rights

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal

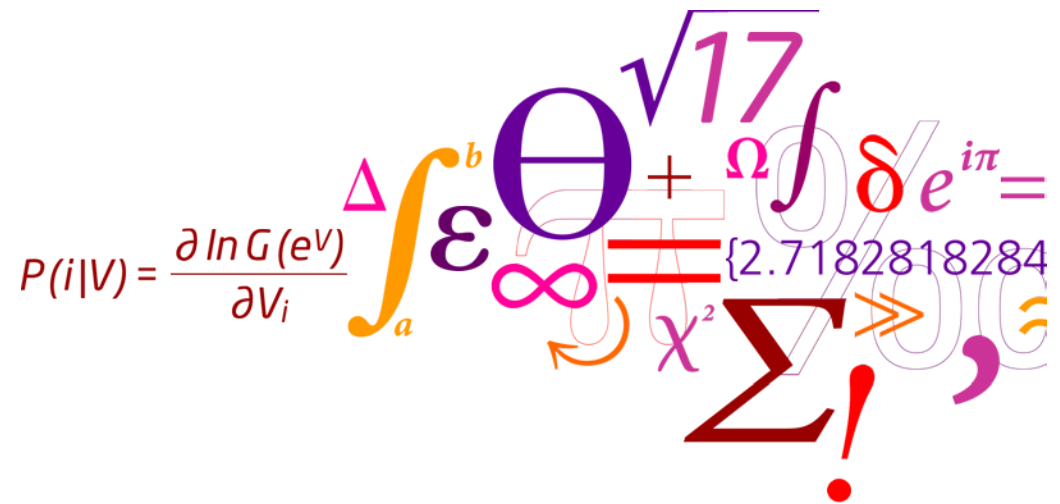
If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.

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



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)

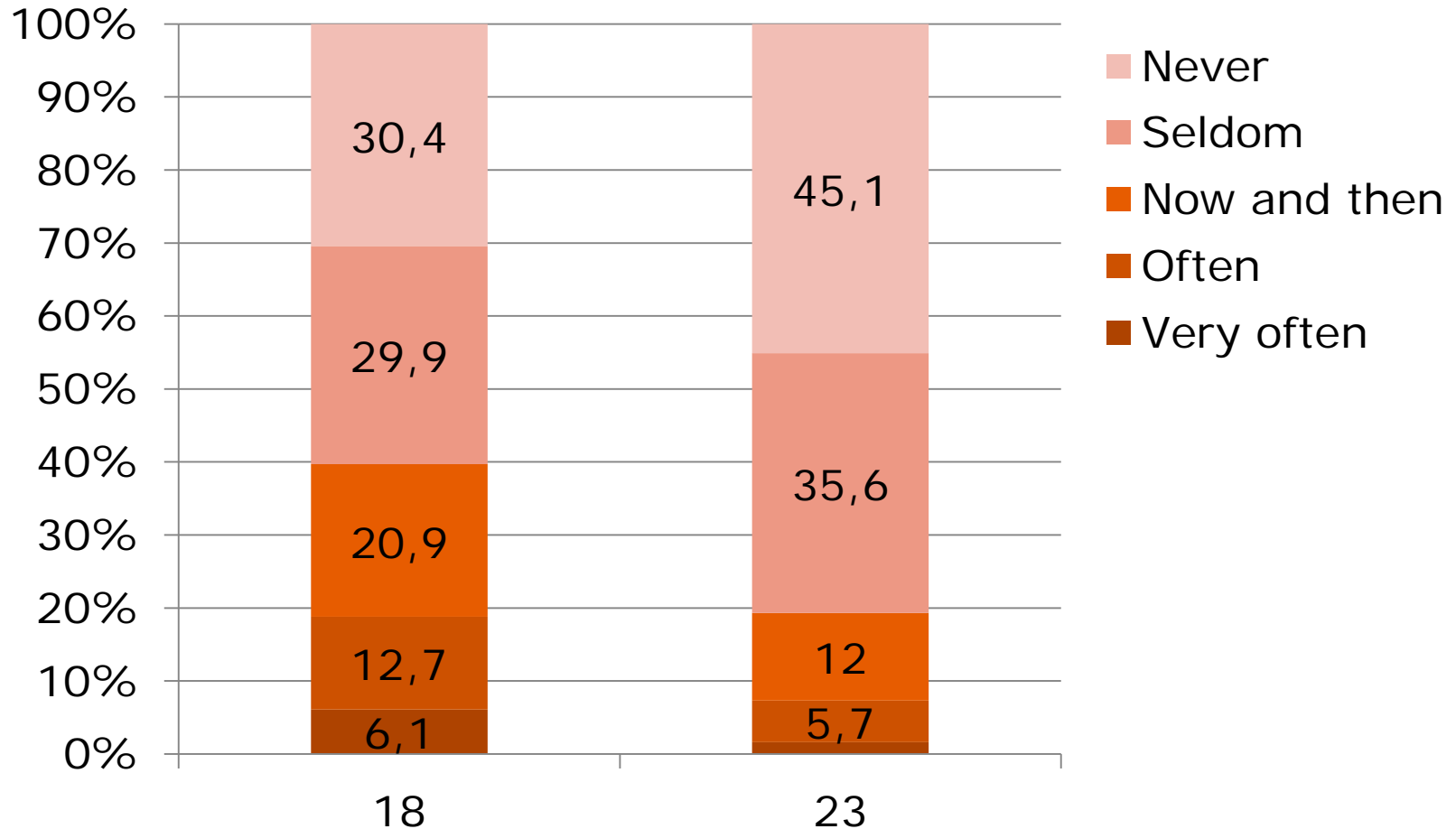
Main research questions

- 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 / Business school (%)	15.1	6.5	52.5	25.7	57.4	45.8			
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			

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			

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

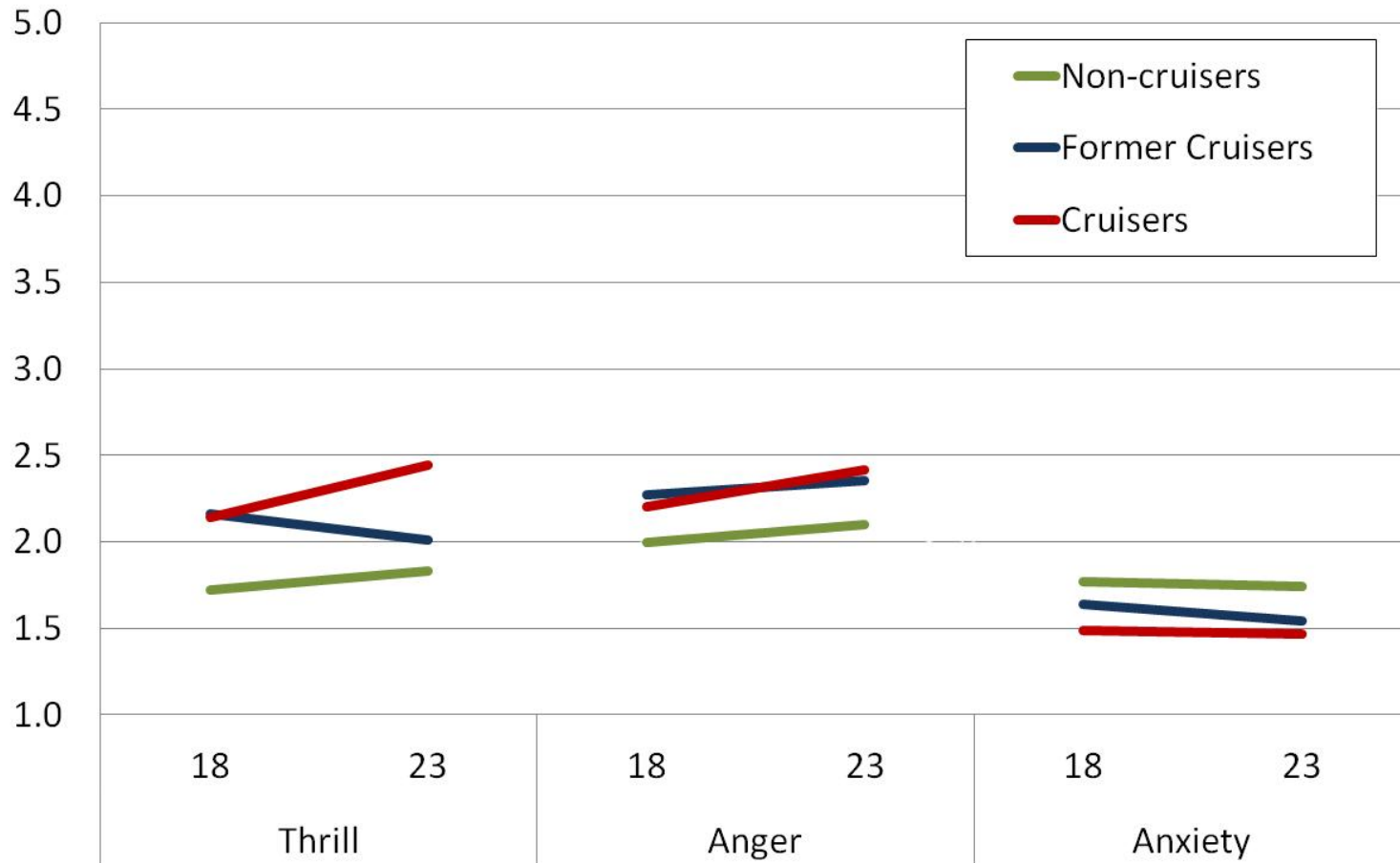
	Non-Cruisers		Former Cruisers		Cruisers	
	18	23	18	23	18	23
Meet friends	5.00 ²	4.33 ³ ***	5.34^{1,3}	4.50³ ***	4.95 ²	5.04 ^{1,2}
Team sports in a club	2.63	2.38	2.66	2.33 *	1.88²	1.84
Read books	2.69^{2,3}	3.11³ *	2.03	2.67 ³ ***	1.75¹	1.98^{1,2}
Crusing	1.23 ^{2,3}	1.09 ^{2,3} *	3.06	1.48 ^{1,3} ***	3.46 ¹	3.30 ^{1,2}
Drink alcohol	3.48 ²	3.41 ³	4.15	3.65 ***	3.89	3.98¹

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

² to Former Cruisers

³ to Cruisers

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}	

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

² to Former Cruisers

³ to Cruisers

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}		17.9¹	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}	

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

² to Former Cruisers

³ to Cruisers

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.