

CHAPTER – V

BEHAVIOUR OF DRIVERS

5.1 Introduction

In this chapter, driving behaviour (critical), dula dangerous driving index, self reported speeding behaviour, propensity for aggression and alcohol consumption were analysed and the results are here under presented.

5.2. Driving Behaviour (Critical)

The driving behaviour (Critical) of drivers was analysed and the results are presented in Table 5.1.

Table-5.1. Driving Behaviour (Critical)

Sl. No.	Driving Behaviour (Critical)	Mean	Standard Deviation
1.	I lose track of where I am going	4.00	0.85
2.	I yell at the driver/drivers who make me nervous	3.85	0.96
3.	I slow down when approaching intersections, even when the light is green	3.97	0.96
4.	I have trouble staying in the correct lane. I drift into other lanes	3.99	0.94
5.	I forget to make appropriate adjustments in speed	3.73	0.94
6.	I let the driver who made me nervous know that I am upset	4.05	0.63

Sl. No.	Driving Behaviour (Critical)	Mean	Standard Deviation
7.	I maintain a large distance between myself and the driver in front of me	3.65	0.91
8.	I forget where I am driving to	3.74	0.97
9.	I make gestures at the driver/drivers who made me nervous	3.72	0.89
10.	I try to put distance between myself and other cars	3.92	0.90
11.	I maintain my speed in order to calm myself down	3.73	0.90
12.	I try to stay away from other cars	4.12	0.83
13.	I have trouble finding the correct lane	3.76	0.98
14.	I pound on the steering wheel when I'm nervous	3.92	0.85
15.	I decrease my speed until I feel comfortable	4.01	0.86
16.	I honk my horn at the driver who made me nervous	3.90	0.92
17.	I try to find ways to let other drivers know that they are making me nervous	3.94	0.98
18.	During bad weather, I drive more cautiously than other vehicles on the road	4.06	0.93
19.	I swear/use profanity while I am driving	4.03	0.91
20.	I have difficulty merging into traffic	4.02	0.91

Source: Primary Data

The results show that the drivers are very often lose track of where they are going, yell at the driver/drivers who make them nervous, slow down when approaching intersections, even when the light is green, have trouble staying in the correct lane. they drift into other lanes, forget to make appropriate adjustments in speed, let the driver who made them nervous know that they are upset, maintain a large distance between themselves and the driver in front of them, they forget where they are driving to, make gestures at the driver/drivers who made them nervous, try to put distance between themselves and other cars, maintain their speed in order to calm themselves down, try to stay away from other cars, have trouble finding the correct lane, pound on the steering wheel when they are nervous, honk their horn at the driver who made them nervous, try to find ways to let other drivers know that they are making them nervous, drive more cautiously than other vehicles on the road during bad weather, swear/use profanity while they are driving and have difficulty merging into traffic.

5.3. Socio-Economic Profile of Drivers and Their Driving Behaviour (Critical)

The driving behaviour (Critical) is differing with socio-economic profile of drivers. The relationship between socio-economic profile of drivers and their driving behaviour (Critical) was analysed and the results are hereunder presented. The distribution of drivers on the basis of their driving behaviour (Critical) was analysed and the results are presented in Table 5.2. The responses of drivers about driving behaviour (Critical) has been classified into low level, moderate level and

high level based on “ Mean \pm SD” criterion. The mean score is 77.97 and the SD is 14.15.

Table-5.2. Distribution of Drivers on the Basis of Their Driving Behaviour (Critical)

Sl. No.	Level of Driving Behaviour(Critical)	Number of Drivers	Percentage
1.	Low	249	49.80
2.	Moderate	167	33.40
3.	High	84	16.80
	Total	500	100.00

Source: Primary Data

The results show that 49.80 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (33.40 per cent) and high level (16.80 per cent).

5.3.1 Age Group and Driving Behaviour (Critical)

The relationship between age group of drivers and driving behaviour (Critical) was analysed and the results are presented in Table 5.3.

Table-5.3. Age Group and Driving Behaviour (Critical)

Sl. No.	Age Group	Level of Driving Behaviour(Critical)			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Less than 20 years	9 (24.32)	18 (48.65)	10 (27.03)	37 (7.40)	11.053 8	.001
2.	20 – 29 years	114 (57.87)	60 (30.46)	23 (11.67)	197 (39.40)		
3.	30 – 39 years	85 (59.44)	38 (26.57)	20 (13.99)	143 (28.60)		
4.	40 – 49 years	23 (32.39)	29 (40.85)	19 (26.76)	71 (14.20)		
5.	More than 50 years	18 (34.61)	22 (42.31)	12 (23.08)	52 (10.40)		
	Total	249 (49.80)	167 (33.40)	84 (16.80)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

H0: Driving behaviour of the respondents is not associated with age of the respondents.

Out of 37 drivers in the age group of less than 20 years, 48.65 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by high level (27.03 per cent) and low level (24.32 per cent).

Out of 197 drivers in the age group of 20 – 29 years, 57.87 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (30.46 per cent) and high level (11.67 per cent).

Out of 143 drivers in the age group of 30 – 39 years, 59.44 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (26.57 per cent) and high level (13.99 per cent).

Out of 71 drivers in the age group of 40 – 49 years, 40.85 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (32.39 per cent) and high level (26.76 per cent).

Out of 52 drivers in the age group of more than 50 years, 42.31 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (34.61 per cent) and high level (23.08 per cent).

In order to examine the association between age group of drivers and driving behaviour (Critical), the chi-square test has been used and the results are presented in Table 5.3. The chi square value of 11.053 is significant at one per cent level indicating that there is significant association between age group of drivers and driving behaviour (Critical). Hence, the null hypothesis of there is no significant association between age group of drivers and driving behaviour (Critical) is rejected. The critical behaviour increases with increase in age.

5.3.2 Educational Qualification and Driving Behaviour (Critical)

The relationship between educational qualification of drivers and driving behaviour (Critical) was analysed and the results are presented in Table 5.4.

Table-5.4. Educational Qualification and Driving Behaviour (Critical)

Sl. No.	Educational Qualification	Level of Driving Behaviour (Critical)			Total	Chi-square value & d.f.	P
		Low	Moderate	High			
1.	Illiterate	115 (64.97)	43 (24.29)	19 (10.74)	177 (35.40)	10.174 8	.000
2.	Primary	93 (50.27)	62 (33.51)	30 (16.22)	185 (37.00)		
3.	Intermediate	20 (32.79)	25 (40.98)	16 (26.23)	61 (12.20)		
4.	Secondary	16 (34.04)	22 (46.81)	9 (19.15)	47 (9.40)		
5.	University	5 (16.67)	15 (50.00)	10 (33.33)	30 (6.00)		
	Total	249 (49.80)	167 (33.40)	84 (16.80)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

H0: The critical behaviour of drivers is not associated with their education level.

Out of 177 drivers who are illiterates, 64.97 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (24.29 per cent) and high level (10.74 per cent).

Out of 185 drivers who have primary education, 50.27 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (33.51 per cent) and high level (16.22 per cent).

Out of 61 drivers who have intermediate education, 40.98 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (32.79 per cent) and high level (26.23 per cent).

Out of 47 drivers who have secondary education, 46.81 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (34.04 per cent) and high level (19.15 per cent).

Out of 30 drivers who have university education, 50.00 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by high level (33.33 per cent) and low level (16.67 per cent).

In order to examine the association between educational qualification of drivers and driving behaviour (Critical), the chi-square test has been used and the results are presented in Table 5.4.

Source: Primary Data

The chi-square value of 10.174 is significant at one per cent level indicating that there is significant association between educational qualifications of drivers and driving behaviour (Critical). Hence, the null hypothesis of there is no significant association between educational qualifications of drivers and driving behaviour (Critical) is rejected. The critical behaviour reduced with increase in educational level.

5.3.3 Occupation and Driving Behaviour (Critical)

The relationship between occupation of drivers and driving behaviour (Critical) was analysed and the results are presented in Table 5.5.

The figures in the parentheses are per cent to total

H0: Occupation of the respondents is not associated with the critical behaviour of the respondents.

Out of 188 drivers who have occupation of sedentary, 56.38 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (29.79 per cent) and high level (13.83 per cent).

Out of 173 drivers who have occupation of manual, 59.54 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (28.32 per cent) and high level (12.14 per cent).

Out of 62 drivers who are businessmen, 43.55 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (29.03 per cent) and high level (27.42 per cent).

Table-5.5. Occupation and Driving Behaviour (Critical)

Sl. No.	Occupation	Level of Driving Behaviour (Critical)			Total	Chi square value & d.f.	p
		Low	Moderate	High			
1.	Sedentary	106 (56.38)	56 (29.79)	26 (13.83)	188 (37.60)	9.564 8	.000
2.	Manual	103 (59.54)	49 (28.32)	21 (12.14)	173 (34.60)		
3.	Business	18 (29.03)	27 (43.55)	17 (27.42)	62 (12.40)		
4.	Student	12 (28.57)	23 (54.76)	7 (16.67)	42 (8.40)		
5.	Retired	10 (28.57)	12 (34.29)	13 (37.14)	35 (7.00)		
	Total	249 (49.80)	167 (33.40)	84 (16.80)	500 (100.00)		

Source: Primary Data

Out of 42 drivers who are students, 54.76 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (28.57 per cent) and high level (16.67 per cent).

Out of 35 drivers who are retired persons, 37.14 per cent of drivers opined that the level of driving behaviour (Critical) at high level followed by moderate level (34.29 per cent) and low level (28.57 per cent).

In order to examine the association between occupation of drivers and driving behaviour (Critical), the chi-square test has been used and the results are presented in Table 5.5.

The chi-square value of 9.564 is significant at one per cent level indicating that there is significant association between occupations of drivers and driving behaviour (Critical). Hence, the null hypothesis of there is no significant association between occupations of drivers and driving behaviour (Critical) is rejected.

5.3.4 Driving Experience and Driving Behaviour (Critical)

The relationship between driving experience of drivers and driving behaviour (Critical) was analysed and the results are presented in Table 5.6.

H₀: There is no association between experience of the respondents and their critical behaviour.

Out of 228 drivers who have driving experience of less than two years, 74.12 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (28.95 per cent) and high level (14.47 per cent).

Out of 148 drivers who have driving experience of 2 – 5 years, 57.43 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (31.76 per cent) and high level (10.81 per cent).

Table-5.6. Driving Experience and Driving Behaviour (Critical)

Sl. No.	Driving Experience	Level of Driving Behaviour (Critical)			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Less than 2 years	129 (56.58)	66 (28.95)	33 (14.47)	228 (45.60)	12.329 8	.000
2.	2 – 5 years	85 (57.43)	47 (31.76)	16 (10.81)	148 (29.60)		
3.	5 – 10 years	21 (28.77)	30 (41.09)	22 (30.14)	73 (14.60)		
4.	More than 10 years	14 (27.45)	24 (47.06)	13 (25.49)	51 (10.20)		
	Total	249 (49.80)	167 (33.40)	84 (16.80)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 73 drivers who have driving experience of 5 – 10 years, 41.09 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by high level (30.14 per cent) and low level (28.77 per cent).

Out of 51 drivers who have driving experience of more than 10 years, 47.06 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (27.45 per cent) and high level (25.49 per cent).

In order to examine the association between driving experience of drivers and driving behaviour (Critical), the Analysis of Variance (ANOVA) test has been used and the results are presented in Table 5.6.

The chi-square value of 12.329 is significant at one per cent level indicating that there is significant association between driving experiences of drivers and driving behaviour (Critical). Hence, the null hypothesis of there is no significant association between driving experiences of drivers and driving behaviour (Critical) is rejected. Critical behaviour was observed to be low mainly in the least experienced person.

5.3.5 Vehicles Used by Drivers and Driving Behaviour (Critical)

The relationship between vehicles used by drivers and driving behaviour (Critical) was analysed and the results are presented in Table 5.7.

H0: There is no association between type of vehicle and critical behaviour of the respondents.

Out of 228 drivers who have used car, 60.52 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (28.95 per cent) and high level (10.53 per cent).

Out of 118 drivers who have used van, 50.85 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (31.35 per cent) and high level (17.80 per cent).

Table-5.7. Vehicles Used by Drivers and Driving Behaviour (Critical)

Sl. No.	Vehicles Used by Drivers	Level of Driving Behaviour (Critical)			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Car	138 (60.52)	66 (28.95)	24 (10.53)	228 (45.60)	9.294 8	.000
2.	Van	60 (50.85)	37 (31.35)	21 (17.80)	118 (23.60)		
3.	Bus	22 (38.60)	21 (36.84)	14 (24.56)	57 (11.40)		
4.	Lorry	17 (27.87)	31 (50.82)	13 (21.31)	61 (12.20)		
5.	Auto	12 (33.34)	12 (33.33)	12 (33.33)	36 (7.20)		
	Total	249 (49.80)	167 (33.40)	84 (16.80)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 57 drivers who have used bus, 38.60 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (36.84 per cent) and high level (24.56 per cent).

Out of 61 drivers who have used lorry, 50.82 per cent of drivers opined that the level of driving behaviour (Critical) at moderate level followed by low level (27.87 per cent) and high level (21.31 per cent).

Out of 36 drivers who have used auto, 33.34 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by both moderate level and high level (33.33 per cent).

In order to examine the association between vehicles used by drivers and driving behaviour (Critical), the chi-square test has been used and the results are presented in Table 5.7.

The chi-square value of 9.294 is significant at one per cent level indicating that there is significant association between vehicles used by drivers and driving behaviour (Critical). Hence, the null hypothesis of there is no significant association between vehicles used by drivers and driving behaviour (Critical) is rejected. The critical behaviour was found more among auto and lorry drivers.

5.4. Influence of Errors, Lapses, Violations and Traffic Awareness of Drivers on Their Driving Behaviour (Critical)

To examine the influence of errors, lapses, violations and traffic awareness of drivers on their driving behaviour (Critical), the multiple linear regression has been applied and the results are presented in Table 5.8.

The multiple determination (R^2) is 0.56 and adjusted R^2 is 0.54 indicating the regression model is moderately fit. It implies that 54.00 per cent of the variation in dependent variable (Driving Behaviour (Critical)) is explained by the independent variables (Error, Lapses, Violations and Traffic Awareness). The F-value of 34.272 is significant at one per cent level revealing that the model is significant.

Table-5.8. Influence of Errors, Lapses, Violations and Traffic Awareness of Drivers on Their Driving Behaviour (Critical)

Particulars	Regression Coefficients	t-value	Sig
Intercept	4.513**	9.153	.000
Errors (X_1)	.313	3.319	.001
Lapses (X_2)	.370	3.213	.001
Violations (X_3)	.287	4.313	.000
Traffic Awareness (X_4)	-.482	-8.074	.000
R^2	0.56		
Adjusted R^2	0.54		
F	34.272		.000

Source: Primary Data

Note: ** Significance at one per cent level

The results show that traffic awareness, errors and violation are significantly and positively influencing the driving behaviour (Critical) at one per cent level, while, lapses is positively and significantly influencing the driving behaviour (Critical) at one per cent level. Therefore, the null hypothesis of there is

no significant influence of errors, lapses, violations and traffic awareness of drivers on their driving behaviour (Critical) is rejected. The variable traffic awareness is negatively influencing the critical behaviour.

The regression line Critical behaviour (Y) = 4.5 +0.3 (X1) Errors + 0.37 (X2) Lapses + 0.28 (X3) Violation – 0.48 (X4) Traffic awareness.

5.5. DULA DANGEROUS DRIVING INDEX

The Dula dangerous driving index was analysed and the results are presented in Table 5.9.

Table-5.9. Dula Dangerous Driving Index

Sl. No.	Dula Dangerous Driving Index	Mean	Standard Deviation
1.	I drive when I am angry or upset	3.26	1.63
2.	I lose my temper when driving	3.22	1.26
3.	I consider the actions of other drivers to be inappropriate or stupid	3.17	1.33
4.	I flash my headlights when I am annoyed by another driver	3.21	1.26
5.	I make rude gestures e.g giving fingers ,yelling curse words toward drivers who annoy me	3.05	1.25
6.	I verbally insult drivers who annoy me	3.13	1.29
7.	I deliberately use my car/truck to block drivers who tailgate me	3.37	1.27
8.	I would tailgate a driver who annoys me	3.17	1.34

Sl. No.	Dula Dangerous Driving Index	Mean	Standard Deviation
9.	I drag race others drivers at stop lights to get out front	2.91	1.43
10.	I will illegally pass a car/truck that is going too slowly	2.95	1.45
11.	I feel it is my right to strike back in some way if I feel another driver has been aggressive toward me	3.06	1.48
12.	When I get stuck in a traffic jam I get very irritated	3.07	1.42
13.	I will race a slow moving train to a rail road crossing	3.12	1.36
14.	I will weave in and out of slower traffic	3.18	1.40
15.	I will drive if I am only mildly intoxicated or buzzed	3.27	1.40
16.	When someone cuts me off ,I feel I should punish him/her	3.22	1.42
17.	I get impatient and or upset when I fall behind schedule when I am driving	3.16	1.37
18.	Passengers in my car/truck tell me to calm down	3.17	1.39
19.	I get irritated when a car/truck in front of me slows down for no reason	3.16	1.46
20.	I will cross double yellow lines to see if I can pass a slow moving car/truck	3.08	1.39
21.	I feel it is my right to get where I need to go as quickly as possible	3.22	1.32
22.	I feel that passive drivers should learn how to drive or stay home	3.31	1.40

Sl. No.	Dula Dangerous Driving Index	Mean	Standard Deviation
23.	I will drive in the shoulder lane or median to get around a traffic jam	3.34	1.50
24.	When passing car /truck on a 2-lane road , I will barely miss on coming cars	3.13	1.40
25.	I will drive when I am drunk	2.82	1.26
26.	I feel that I may lose my temper if I have to confront another driver	2.84	1.29
27.	I consider myself to be a risk taker	2.80	1.16
28.	I feel that most traffic laws could be considered as suggestions	2.92	1.23

Source: Primary Data

The results show that the drivers sometimes drive when they are angry or upset, lose their temper when driving, consider the actions of other drivers to be inappropriate or stupid, flash their headlights when they are annoyed by another driver, make rude gestures e.g giving fingers ,yelling curse words toward drivers who annoy them, verbally insult drivers who annoy them, deliberately use their car/truck to block drivers who tailgate them, would tailgate a driver who annoys them, drag race others drivers at stop lights to get out front, will illegally pass a car/truck that is going too slowly, feel it is their right to strike back in some way if they feel another driver has been aggressive toward them, when they get stuck in a traffic jam they get very irritated, will race a slow moving train to a rail road crossing, will weave in and out of slower traffic, will drive if they are only mildly

intoxicated or buzzed, when someone cuts them off, they feel they should punish him/her, get impatient and or upset when they fall behind schedule when they are driving, passengers in their car/truck tell them to calm down, get irritated when a car/truck in front of them slows down for no reason, will cross double yellow lines to see if they can pass a slow moving car/truck, feel it is their right to get where they need to go as quickly as possible, feel that passive drivers should learn how to drive or stay home, will drive in the shoulder lane or median to get around a traffic jam, when passing car /truck on a 2-lane road , they will barely miss on coming cars, will drive when they are drunk, feel that they may lose my temper if they have to confront another driver, consider themselves to be a risk taker and feel that most traffic laws could be considered as suggestions

5.6. Socio-Economic Profile of Drivers and Dula Dangerous Driving Index

The Dula dangerous driving index is varying with socio-economic profile of drivers. The relationship between socio-economic profile of drivers and Dula dangerous driving index was analysed and the results are hereunder presented. The distribution of drivers on the basis of Dula dangerous driving index was analysed and the results are presented in Table 5.10. The responses of drivers about Dula dangerous driving index has been classified into low level, moderate level and high level based on “ Mean \pm SD” criterion. The mean score is 87.31 and the SD is 14.45.

Table-5.10. Distribution of Drivers on the Basis of Dula Dangerous Driving Index

Sl. No.	Level of Dula Dangerous Driving Index	Number of Drivers	Percentage
1.	Low	86	17.20
2.	Moderate	353	70.60
3.	High	61	12.20
	Total	500	100.00

Source: Primary Data

The results indicate that 70.60 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (17.20 per cent) and high level (12.20 per cent).

5.6.1 Age Group and Dula Dangerous Driving Index

The relationship between age group of drivers and Dula dangerous driving index was analysed and the results are presented in Table 5.11

H0: There is no association between age of the respondents and the Dula dangerous driving index.

Out of 37 drivers in the age group of less than 20 years, 86.49 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (10.81 per cent) and low level (2.70 per cent).

Out of 197 drivers in the age group of 20 – 29 years, 72.08 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (20.31 per cent) and high level (7.61 per cent).

Table-5.11. Age Group and Dula Dangerous Driving Index

Sl. No.	Age Group	Level of Dula Dangerous Driving Index			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Less than 20 years	1 (2.70)	32 (86.49)	4 (10.81)	37 (7.40)	1.771 8	.133
2.	20 – 29 years	40 (20.31)	142 (72.08)	15 (7.61)	197 (39.40)		
3.	30 – 39 years	23 (16.08)	100 (69.93)	20 (13.99)	143 (28.60)		
4.	40 – 49 years	13 (18.31)	44 (61.97)	14 (19.72)	71 (14.20)		
5.	More than 50 years	9 (17.31)	35 (67.31)	8 (15.38)	52 (10.40)		
	Total	86 (17.20)	353 (70.60)	61 (12.20)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 143 drivers in the age group of 30 – 39 years, 69.93 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (16.08 per cent) and high level (13.99 per cent).

Out of 71 drivers in the age group of 40 – 49 years, 61.97 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (19.72 per cent) and low level (18.31 per cent).

Out of 52 drivers in the age group of more than 50 years, 67.31 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (17.31 per cent) and high level (15.38 per cent).

In order to examine the association between age group of drivers and Dula dangerous driving index, chi-square test has been used and the results are presented in Table 5.11.

The chi-square value of 1.771 is not statistically significant indicating that there is no significant association between age group of drivers and Dula dangerous driving index. Hence, the null hypothesis of there is no significant association between age group of drivers and Dula dangerous driving index is accepted. The index is the same among all the age groups.

5.6.2 Educational Qualification and Dula Dangerous Driving Index

The relationship between educational qualification of drivers and Dula dangerous driving index was analysed and the results are presented in Table 5.12.

H0: There is no association between respondents' education and their Dula dangerous driving index.

Table-5.12 Educational Qualification and Dula Dangerous Driving Index

Sl. No.	Educational Qualification	Level of Dula Dangerous Driving Index			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Illiterate	40 (22.60)	123 (69.49)	14 (7.91)	177 (35.40)	7.861 8	.000
2.	Primary	34 (18.38)	131 (70.81)	20 (10.81)	185 (37.00)		
3.	Intermediate	6 (9.84)	39 (63.93)	16 (26.23)	61 (12.20)		
4.	Secondary	5 (10.64)	38 (80.85)	4 (8.51)	47 (9.40)		
5.	University	1 (3.33)	22 (73.34)	7 (23.33)	30 (6.00)		
	Total	86 (17.20)	353 (70.60)	61 (12.20)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 177 drivers who are illiterates, 69.49 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (22.60 per cent) and high level (7.91 per cent).

Out of 185 drivers who have primary education, 70.81 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (18.38 per cent) and high level (10.81 per cent).

Out of 61 drivers who have intermediate education, 63.93 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (26.23 per cent) and low level (9.84 per cent).

Out of 47 drivers who have secondary education, 80.85 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (10.64 per cent) and high level (8.51 per cent).

Out of 30 drivers who have university education, 73.34 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (23.33 per cent) and low level (3.33 per cent).

In order to examine the association between educational qualification of drivers and Dula dangerous driving index, the chi-square test has been used and the results are presented in Table 5.12.

The chi-square value of 7.861 is significant at one per cent level indicating that there is significant association between educational qualification of drivers and Dula dangerous driving index. Hence, the null hypothesis of there is no significant association between educational qualification of drivers and Dula dangerous driving index is rejected. The dangerous index was highest among illiterate.

5.6.3 Occupation and Dula Dangerous Driving Index

The relationship between occupation of drivers and Dula dangerous driving index was analysed and the results are presented in Table 5.13.

Table-5.13. Occupation and Dula Dangerous Driving Index

Sl. No.	Occupation	Level of Dula Dangerous Driving Index			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Sedentary	38 (20.21)	137 (72.87)	13 (6.92)	188 (37.60)	5.427	.000
2.	Manual	33 (19.08)	121 (69.94)	19 (10.98)	173 (34.60)		
3.	Business	6 (9.68)	42 (67.74)	14 (22.58)	62 (12.40)		
4.	Student	6 (14.29)	24 (57.14)	12 (28.57)	42 (8.40)		
5.	Retired	3 (8.57)	29 (82.86)	3 (8.57)	35 (7.00)		
	Total	86 (17.20)	353 (70.60)	61 (12.20)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between Dula dangerous driving index and their occupation.

Out of 188 drivers who have occupation of sedentary, 72.87 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (20.21 per cent) and high level (6.92 per cent).

Out of 173 drivers who have occupation of manual, 69.94 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (19.08 per cent) and high level (10.98 per cent).

Out of 62 drivers who are businessmen, 67.74 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (22.58 per cent) and low level (9.68 per cent).

Out of 42 drivers who are students, 57.14 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (28.57 per cent) and low level (14.29 per cent).

Out of 35 drivers who are retired persons, 82.86 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by both low level and high level (8.57 per cent).

In order to examine the association between occupation of drivers and Dula dangerous driving index, the chi-square test has been used and the results are presented in Table 5.13.

The chi-square value of 5.427 is significant at one per cent level indicating that there is significant association between occupation of drivers and Dula

dangerous driving index. Hence, the null hypothesis of there is no significant association between occupation of drivers and Dula dangerous driving index is rejected. The index was considerably high for business class and retired personnel.

5.6.4 Driving Experience and Dula Dangerous Driving Index

The relationship between driving experience of drivers and Dula dangerous driving index was analysed and the results are presented in Table 5.14.

Table-5.14. Driving Experience and Dula Dangerous Driving Index

Sl. No.	Driving Experience	Level of Dula Dangerous Driving Index			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Less than 2 years	40 (17.54)	164 (71.93)	24 (10.53)	228 (45.60)	6.702 8	.000
2.	2 – 5 years	37 (25.00)	100 (67.57)	11 (7.43)	148 (29.60)		
3.	5 – 10 years	5 (6.85)	56 (76.71)	12 (16.44)	73 (14.60)		
4.	More than 10 years	4 (7.84)	33 (64.71)	14 (27.45)	51 (10.20)		
	Total	86 (17.20)	353 (70.60)	61 (12.20)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between the experience of the respondents and their Dula dangerous driving index.

Out of 228 drivers who have driving experience of less than two years, 71.93 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (17.54 per cent) and high level (10.53 per cent).

Out of 148 drivers who have driving experience of 2 – 5 years, 67.57 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (25.00 per cent) and high level (7.43 per cent).

Out of 73 drivers who have driving experience of 5 – 10 years, 76.71 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (16.44 per cent) and low level (6.85 per cent).

Out of 51 drivers who have driving experience of more than 10 years, 64.71 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (27.45 per cent) and low level (7.84 per cent).

In order to examine the association between driving experience of drivers and Dula dangerous driving index, the chi-square test has been used and the results are presented in Table 5.14.

The chi-square value of 6.702 is significant at one per cent level indicating that there is significant association between driving experience of drivers and Dula dangerous driving index. Hence, the null hypothesis of there is no significant association between driving experience of drivers and Dula dangerous driving index is rejected. The index was high with increase in experience.

5.6.5 Vehicles Used by Drivers and Dula Dangerous Driving Index

The relationship between vehicles used by drivers and Dula dangerous driving index was analysed and the results are presented in Table 5.15.

Table-5.15. Vehicles Used by Drivers and Dula Dangerous Driving Index

Sl. No.	Vehicles Used by Drivers	Level of Dula Dangerous Driving Index			Total	Chi-square value & d.f.	p
		Low	Moderate	High			
1.	Car	48 (21.05)	164 (71.93)	16 (7.02)	228 (45.60)	4.428 8	.002
2.	Van	18 (15.25)	87 (73.73)	13 (11.02)	118 (23.60)		
3.	Bus	8 (14.04)	40 (70.17)	9 (15.79)	57 (11.40)		
4.	Lorry	8 (13.11)	37 (60.66)	16 (26.23)	61 (12.20)		
5.	Auto	4 (11.11)	25 (69.44)	7 (19.45)	36 (7.20)		
	Total	86 (17.20)	353 (70.60)	61 (12.20)	500 (100.00)		

Source: Primary Data

The figures in the parentheses are per cent to total

The index is not associated with driver with the type of vehicles.

Out of 228 drivers who have used car, 71.93 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (21.05 per cent) and high level (7.02 per cent).

Out of 118 drivers who have used van, 73.73 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (15.25 per cent) and high level (11.02 per cent).

Out of 57 drivers who have used bus, 70.17 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (15.79 per cent) and low level (14.04 per cent).

Out of 61 drivers who have used lorry, 60.66 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (26.23 per cent) and low level (13.11 per cent).

Out of 36 drivers who have used auto, 69.44 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by high level (19.45 per cent) and low level (11.11 per cent).

In order to examine the association between vehicles used by drivers and Dula dangerous driving index, the chi-square test has been used and the results are presented in Table 5.15.

The chi-square value of 4.428 is significant at one per cent level indicating that there is significant association between vehicles used by drivers and Dula dangerous driving index. Hence, the null hypothesis of there is no significant association between vehicles used by drivers and Dula dangerous driving index is rejected. The index was high among the drivers of van, auto and lorry.

5.7 Relationship between Errors, Lapses, Violations and Traffic Awareness of Drivers

To study the relationship between errors, lapses, violations and traffic awareness of drivers, the correlation analysis has been applied and the results are presented in Table 5.16.

Table-5.16. Relationship between Errors, Lapses, Violations and Traffic Awareness of Drivers

Particulars	Errors	Lapses	Violations	Traffic Awareness
Errors	1.00			
Lapses	0.46 ^{**}	1.00		
Violations	0.48 ^{**}	0.47 ^{**}	1.00	
Traffic Awareness	0.02	-0.16 ^{**}	-0.18 ^{**}	1.00

Source: Primary Data (Note: ^{**} indicates significance at one per cent level)

The correlation co-efficient between errors and lapses is 0.46, which is moderately and positively associated with each other at one per cent level of significance.

The errors and violations are moderately and positively correlated with each other with the value of 0.48, which is significant at one per cent level of significance.

The correlation co-efficient between lapses and violations is 0.47, which is moderately and positively associated with each other at one per cent level of significance.

The lapses and traffic awareness is poorly and negatively correlated with each other with the value of -0.16, which is significant at one per cent level of significance.

The correlation co-efficient between violations and traffic awareness is -0.18, which is poorly and negatively associated with each other at one per cent level of significance. Hence, the null hypothesis of there is no significant relationship between errors, lapses, violations and traffic awareness of drivers is rejected.

5.8. Self Reported Speeding Behaviour

The self reported speeding behaviour of drivers was analysed and the results are presented in Table 5.17.

Table 5.17 show that the drivers disagree with they often drive greater than 10 km/hour over the speed limit on urban roads, they often drive greater than 20km/hour over the speed limit on urban roads, they often drive greater than 10

km/hour over the speed limit on open roads or high ways, they often drive greater than 20 km/hour over the speed limit on open roads or high ways, they often drive greater than 10 km/hour over the speed limit on school zone and they often drive greater than 20 km/hour over the speed limit on school zone.

Table-5.17. Self Reported Speeding Behaviour

Sl. No.	Self Reported Speeding Behaviour	Mean	Standard Deviation
1.	I often drive greater than 10 km/hour over the speed limit on urban roads	3.00	1.43
2.	I often drive greater than 20km/hour over the speed limit on urban roads	2.64	1.35
3.	I often drive greater than 10 km/hour over the speed limit on open roads or high ways	2.82	1.43
4.	I often drive greater than 20 km/hour over the speed limit on open roads or high ways	2.78	1.35
5.	I often drive greater than 10 km/hour over the speed limit on school zone	3.01	1.42
6.	I often drive greater than 20 km/hour over the speed limit on school zone	2.83	1.43

Source: Primary Data

5.9. SOCIO-ECONOMIC PROFILE OF DRIVERS AND SELF REPORTED SPEEDING BEHAVIOUR

The self reported speeding behaviour is differing with socio-economic profile of drivers. The relationship between socio-economic profile of drivers and

self reported speeding behaviour was analysed and the results are hereunder presented. The distribution of drivers on the basis of self reported speeding behaviour was analysed and the results are presented in Table 5.18. The responses of drivers about self reported speeding behaviour has been classified into low level, moderate level and high level based on “Mean \pm SD” criterion. The mean score is 17.07 and the SD is 5.30.

Table-5.18. Distribution of Drivers on the Basis of Self Reported Speeding Behaviour

Sl. No.	Level of Self Reported Speeding Behaviour	Number of Drivers	Percentage
1.	Low	115	23.00
2.	Moderate	321	64.20
3.	High	64	12.80
	Total	500	100.00

Source: Primary Data

The results indicate that 64.20 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (23.00 per cent) and high level (12.80 per cent).

5.9.1 Age Group and Self Reported Speeding Behaviour

The relationship between age group of drivers and self reported speeding behaviour was analysed and the results are presented in Table 5.19.

Table-5.19. Age Group and Self Reported Speeding Behaviour

Sl. No.	Age Group	Level of Self Reported Speeding Behaviour			Total
		Low	Moderate	High	
1.	Less than 20 years	7 (18.92)	29 (78.38)	1 (2.70)	37 (7.40)
2.	20 – 29 years	49 (24.87)	104 (52.79)	44 (22.34)	197 (39.40)
3.	30 – 39 years	33 (23.08)	96 (67.13)	14 (9.79)	143 (28.60)
4.	40 – 49 years	16 (22.53)	54 (76.06)	1 (1.41)	71 (14.20)
5.	More than 50 years	10 (19.23)	38 (73.08)	4 (7.69)	52 (10.40)
	Total	115 (23.00)	321 (64.20)	64 (12.80)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between age and self reported speeding behaviour

Out of 37 drivers in the age group of less than 20 years, 78.38 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (18.92 per cent) and high level (2.70 per cent).

Out of 197 drivers in the age group of 20 – 29 years, 52.79 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (24.87 per cent) and high level (22.34 per cent).

Out of 143 drivers in the age group of 30 – 39 years, 67.13 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (23.08 per cent) and high level (9.79 per cent).

Out of 71 drivers in the age group of 40 – 49 years, 76.06 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (22.53 per cent) and high level (1.41 per cent).

Out of 52 drivers in the age group of more than 50 years, 73.08 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (19.23 per cent) and high level (7.69 per cent).

In order to study the association between age group of drivers and self reported speeding behaviour, the Chi-Square test has been used and the results are presented in Table 5.20.

Table-5.20. Association between Age Group and Self Reported Speeding Behaviour

Particulars	Value	df	Sig
Pearson Chi-Square	34.643	8	.000

Source: Primary Data

The Chi-Square value of 34.643 is significant at one per cent level indicating that there is significant association between age group of drivers and self reported speeding behaviour. Hence, the null hypothesis of there is no significant association between age group of drivers and self reported speeding behaviour is rejected.

5.9.2 Educational Qualification and Self Reported Speeding Behaviour

The relationship between educational qualification of drivers and self reported speeding behaviour was analysed and the results are presented in Table 5.21.

H₀: There is no association between education and self reported speeding behaviour

Out of 177 drivers who are illiterates, 56.50 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (24.86 per cent) and high level (18.64 per cent).

Out of 185 drivers who have primary education, 63.24 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (22.70 per cent) and high level (14.06 per cent).

Out of 61 drivers who have intermediate education, 86.89 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (13.11 per cent).

Table-5.21. Educational Qualification and Self Reported Speeding Behaviour

Sl. No.	Educational Qualification	Level of Self Reported Speeding Behaviour			Total
		Low	Moderate	High	
1.	Illiterate	44 (24.86)	100 (56.50)	33 (18.64)	177 (35.40)
2.	Primary	42 (22.70)	117 (63.24)	26 (14.06)	185 (37.00)
3.	Intermediate	8 (13.11)	53 (86.89)	0 (0.00)	61 (12.20)
4.	Secondary	13 (27.66)	32 (68.08)	2 (4.26)	47 (9.40)
5.	University	8 (26.67)	19 (63.33)	3 (10.00)	30 (6.00)
	Total	115 (23.00)	321 (64.20)	64 (12.80)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 47 drivers who have secondary education, 68.08 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (27.66 per cent) and high level (4.26 per cent).

Out of 30 drivers who have university education, 63.33 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (26.67 per cent) and high level (10.00 per cent).

In order to study the association between educational qualification of drivers and self reported speeding behaviour, the Chi-Square test has been used and the results are presented in Table 5.22.

Table-5.22. Association between Educational Qualification and Self Reported Speeding Behaviour

Particulars	Value	df	Sig
Pearson Chi-Square	25.772	8	.001

Source: Primary Data

The Chi-Square value of 25.772 is significant at one per cent level indicating that there is significant association between educational qualification of drivers and self reported speeding behaviour. Hence, the null hypothesis of there is no significant association between educational qualification of drivers and self reported speeding behaviour is rejected.

5.9.3 Occupation and Self Reported Speeding Behaviour

The relationship between occupation of drivers and self reported speeding behaviour was analysed and the results are presented in Table 5.23.

H0: There is no association between occupation and self reported speeding behaviour

Out of 188 drivers who have occupation of sedentary, 56.38 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (22.34 per cent) and high level (21.28 per cent).

Out of 173 drivers who have occupation of manual, 63.58 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (24.28 per cent) and high level (12.14 per cent).

Table-5.23. Occupation and Self Reported Speeding Behaviour

Sl. No.	Occupation	Level of Self Reported Speeding Behaviour			Total
		Low	Moderate	High	
1.	Sedentary	42 (22.34)	106 (56.38)	40 (21.28)	188 (37.60)
2.	Manual	42 (24.28)	110 (63.58)	21 (12.14)	173 (34.60)
3.	Business	12 (19.35)	48 (77.42)	2 (3.23)	62 (12.40)
4.	Student	12 (28.57)	30 (71.43)	0 (0.00)	42 (8.40)
5.	Retired	7 (20.00)	27 (77.14)	1 (2.86)	35 (7.00)
	Total	115 (23.00)	321 (64.20)	64 (12.80)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 62 drivers who are businessmen, 77.42 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (19.35 per cent) and high level (3.23 per cent).

Out of 42 drivers who are students, 71.43 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (28.57 per cent).

Out of 35 drivers who are retired persons, 77.14 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (20.00 per cent) and high level (2.86 per cent).

In order to study the association between occupation of drivers and self reported speeding behaviour, the Chi-Square test has been used and the results are presented in Table 5.24.

Table-5.24. Association between Occupation and Self Reported Speeding Behaviour

Particulars	Value	df	Sig
Pearson Chi-Square	29.094	8	.001

Source: Primary Data

The Chi-Square value of 29.094 is significant at one per cent level indicating that there is significant association between occupation of drivers and self reported speeding behaviour. Hence, the null hypothesis of there is no significant association between occupation of drivers and self reported speeding behaviour is rejected.

5.9.4 Driving Experience and Self Reported Speeding Behaviour

The relationship between driving experience of drivers and self reported speeding behaviour was analysed and the results are presented in Table 5.25.

Table-5.25. Driving Experience and Self Reported Speeding Behaviour

Sl. No.	Driving Experience	Level of Self Reported Speeding Behaviour			Total
		Low	Moderate	High	
1.	Less than 2 years	47 (20.61)	137 (60.09)	44 (19.30)	228 (45.60)
2.	2 – 5 years	44 (29.73)	86 (58.11)	18 (12.16)	148 (29.60)
3.	5 – 10 years	16 (21.92)	57 (78.08)	0 (0.00)	73 (14.60)
4.	More than 10 years	8 (15.69)	41 (80.39)	2 (3.92)	51 (10.20)
	Total	115 (23.00)	321 (64.20)	64 (12.80)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between experience and self reported speeding behaviour

Out of 228 drivers who have driving experience of less than two years, 60.09 per cent of drivers opined that the level of self reported speeding behaviour

at moderate level followed by low level (20.61 per cent) and high level (19.30 per cent).

Out of 148 drivers who have driving experience of 2 – 5 years, 58.11 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (29.73 per cent) and high level (12.16 per cent).

Out of 73 drivers who have driving experience of 5 – 10 years, 78.08 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (21.92 per cent).

Out of 51 drivers who have driving experience of more than 10 years, 80.39 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (15.69 per cent) and high level (3.92 per cent).

In order to study the association between driving experience of drivers and self reported speeding behaviour, the Chi-Square test has been used and the results are presented in Table 5.26.

Table-5.26. Association between Driving Experience and Self Reported Speeding Behaviour

Particulars	Value	df	Sig
Pearson Chi-Square	30.486	6	.000

Source: Primary Data

The Chi-Square value of 30.486 is significant at one per cent level indicating that there is significant association between driving experience of drivers and self reported speeding behaviour. Hence, the null hypothesis of there is no significant association between driving experience of drivers and self reported speeding behaviour is rejected.

5.9.5 Vehicles Used by Drivers and Self Reported Speeding Behaviour

The relationship between vehicles used by drivers and self reported speeding behaviour was analysed and the results are presented in Table 5.27.

Table-5.27. Vehicles Used by Drivers and Self Reported Speeding Behaviour

Sl. No.	Vehicles Used by Drivers	Level of Self Reported Speeding Behaviour			Total
		Low	Moderate	High	
1.	Car	46 (20.18)	132 (57.89)	50 (21.93)	228 (45.60)
2.	Van	32 (27.12)	74 (62.71)	12 (10.17)	118 (23.60)
3.	Bus	12 (21.05)	45 (78.95)	0 (0.00)	57 (11.40)
4.	Lorry	19 (31.15)	42 (68.85)	0 (0.00)	61 (12.20)
5.	Auto	6 (16.67)	28 (77.78)	2 (5.55)	36 (7.20)
	Total	115 (23.00)	321 (64.20)	64 (12.80)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between type of vehicles and self reported speeding behaviour.

Out of 228 drivers who have used car, 57.89 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by high level (21.93 per cent) and low level (20.18 per cent).

Out of 118 drivers who have used van, 62.71 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (27.12 per cent) and high level (10.17 per cent).

Out of 57 drivers who have used bus, 78.95 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (21.05 per cent).

Out of 61 drivers who have used lorry, 68.85 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (31.15 per cent).

Out of 36 drivers who have used auto, 77.78 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (16.67 per cent) and high level (5.55 per cent).

In order to study the association between vehicles used by drivers and self reported speeding behaviour, the Chi-Square test has been used and the results are presented in Table 5.28.

Table-5.28. Association between Vehicles Used by Drivers and Self Reported Speeding Behaviour

Particulars	Value	df	Sig
Pearson Chi-Square	40.832	8	.000

Source: Primary Data

The Chi-Square value of 40.832 is significant at one per cent level indicating that there is significant association between vehicles used by drivers and self reported speeding behaviour. Hence, the null hypothesis of there is no significant association between vehicles used by drivers and self reported speeding behaviour is rejected.

5.10. Propensity for Aggression

The propensity for aggression of drivers was analysed and the results are presented in Table 5.29.

The results show that the drivers disagree with felt frustrated by other road users, felt angry and aggressive towards another road user, indicated their hostility towards another road user by whatever means they could, gave chase when angered by another rider or road user, physically attacked another vehicle or rider

or road user and ridden especially close to car in front as a signal to its driver to go faster or get out of the way.

Table-5.29. Propensity for Aggression

Sl. No.	Propensity for Aggression	Mean	Standard Deviation
1.	Felt frustrated by other road users	2.88	1.49
2.	Felt angry and aggressive towards another road user	2.87	1.40
3.	Indicated your hostility towards another road user by whatever means you could	2.93	1.36
4.	Gave chase when angered by another rider or road user	3.22	1.39
5.	Physically attacked another vehicle or rider or road user	2.93	1.40
6.	Ridden especially close to car in front as a signal to its driver to go faster or get out of the way	2.89	1.38

Source: Primary Data

5.11. Socio-Economic Profile of Drivers and Propensity for Aggression

The propensity for aggression is varying with socio-economic profile of drivers. The relationship between socio-economic profile of drivers and propensity for aggression was analysed and the results are hereunder presented. The distribution of drivers on the basis of propensity for aggression was analysed and the results are presented in Table 5.30. The responses of drivers about propensity

for aggression has been classified into low level, moderate level and high level based on “ Mean \pm SD” criterion. The mean score is 17.72 and the SD is 5.14.

Table-5.30. Distribution of Drivers on the Basis of Propensity for Aggression

Sl. No.	Level of Propensity for Aggression	Number of Drivers	Percentage
1.	Low	93	18.60
2.	Moderate	341	68.20
3.	High	66	13.20
	Total	500	100.00

Source: Primary Data

The results indicate that 68.20 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (18.60 per cent) and high level (13.20 per cent).

5.11.1 Age Group and Propensity for Aggression

The relationship between age group of drivers and propensity for aggression was analysed and the results are presented in Table 5.31.

Table-5.31. Age Group and Propensity for Aggression

Sl. No.	Age Group	Level of Propensity for Aggression			Total
		Low	Moderate	High	
1.	Less than 20 years	7 (18.92)	29 (78.38)	1 (2.70)	37 (7.40)
2.	20 – 29 years	36 (18.27)	119 (60.41)	42 (21.32)	197 (39.40)
3.	30 – 39 years	21 (14.68)	102 (71.33)	20 (13.99)	143 (28.60)
4.	40 – 49 years	19 (26.76)	50 (70.42)	2 (2.82)	71 (14.20)
5.	More than 50 years	10 (19.23)	41 (78.85)	1 (1.92)	52 (10.40)
	Total	93 (18.60)	341 (68.20)	66 (13.20)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between age and propensity for aggression

Out of 37 drivers in the age group of less than 20 years, 78.38 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (18.92 per cent) and high level (2.70 per cent). Out of 197 drivers in the age group of 20 – 29 years, 60.41 per cent of drivers opined that the

level of propensity for aggression at moderate level followed by high level (21.32 per cent) and low level (18.27 per cent).

Out of 143 drivers in the age group of 30 – 39 years, 71.33 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (14.68 per cent) and high level (13.99 per cent).

Out of 71 drivers in the age group of 40 – 49 years, 70.42 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (26.76 per cent) and high level (2.82 per cent).

Out of 52 drivers in the age group of more than 50 years, 78.85 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (19.23 per cent) and high level (1.92 per cent).

In order to study the association between age group of drivers and propensity for aggression, the Chi-Square test has been used and the results are presented in Table 5.32.

Table-5.32. Association between Age Group and Propensity for Aggression

Particulars	Value	df	Sig
Pearson Chi-Square	30.986	8	.000

Source: Primary Data

The Chi-Square value of 34.643 is significant at one per cent level indicating that there is significant association between age group of drivers and

propensity for aggression. Hence, the null hypothesis of there is no significant association between age group of drivers and propensity for aggression is rejected.

5.11.2 Educational Qualification and Propensity for Aggression

The relationship between educational qualification of drivers and propensity for aggression was analysed and the results are presented in Table 5.33.

Table-5.33. Educational Qualification and Propensity for Aggression

Sl. No.	Educational Qualification	Level of Propensity for Aggression			Total
		Low	Moderate	High	
1.	Illiterate	35 (19.77)	114 (64.41)	28 (15.82)	177 (35.40)
2.	Primary	31 (16.76)	121 (65.40)	33 (17.84)	185 (37.00)
3.	Intermediate	12 (19.67)	47 (77.05)	2 (3.28)	61 (12.20)
4.	Secondary	8 (17.02)	37 (78.72)	2 (4.26)	47 (9.40)
5.	University	7 (23.33)	22 (73.33)	1 (3.34)	30 (6.00)
	Total	93 (18.60)	341 (68.20)	66 (13.20)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

H₀: There is no association between education and propensity for aggression

Out of 177 drivers who are illiterates, 64.41 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (19.77 per cent) and high level (15.82 per cent).

Out of 185 drivers who have primary education, 65.40 per cent of drivers opined that the level of propensity for aggression at moderate level followed by high level (17.84 per cent) and low level (16.76 per cent).

Out of 61 drivers who have intermediate education, 77.05 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (19.67 per cent) and high level (3.28 per cent).

Out of 47 drivers who have secondary education, 78.72 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (17.02 per cent) and high level (4.26 per cent).

Out of 30 drivers who have university education, 73.33 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (23.33 per cent) and high level (3.34 per cent).

In order to study the association between educational qualification of drivers and propensity for aggression, the Chi-Square test has been used and the results are presented in Table 5.34.

Table-5.34. Association between Educational Qualification and Propensity for Aggression

Particulars	Value	df	Sig
Pearson Chi-Square	16.640	8	.034

Source: Primary Data

The Chi-Square value of 16.640 is significant at five per cent level indicating that there is significant association between educational qualification of drivers and propensity for aggression. Hence, the null hypothesis of there is no significant association between educational qualification of drivers and propensity for aggression is rejected.

5.11.3 Occupation and Propensity for Aggression

The relationship between occupation of drivers and propensity for aggression was analysed and the results are presented in Table 5.35.

H0: There is no association between occupation and propensity for aggression

Out of 188 drivers who have occupation of sedentary, (61.17 per cent of drivers opined that the level of propensity for aggression at moderate level followed by high level (21.28 per cent) and low level (17.55 per cent).

Out of 173 drivers who have occupation of manual, 69.36 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (17.92 per cent) and high level (12.72 per cent).

Out of 62 drivers who are businessmen, 75.81 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (19.35 per cent) and high level (4.84 per cent).

Table-5.35. Occupation and Propensity for Aggression

Sl. No.	Occupation	Level of Propensity for Aggression			Total
		Low	Moderate	High	
1.	Sedentary	33 (17.55)	115 (61.17)	40 (21.28)	188 (37.60)
2.	Manual	31 (17.92)	120 (69.36)	22 (12.72)	173 (34.60)
3.	Business	12 (19.35)	47 (75.81)	3 (4.84)	62 (12.40)
4.	Student	10 (23.81)	32 (76.19)	0 (0.00)	42 (8.40)
5.	Retired	7 (20.00)	27 (77.14)	1 (2.86)	35 (7.00)
	Total	93 (18.60)	341 (68.20)	66 (13.20)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 42 drivers who are students, 76.19 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (23.81 per cent).

Out of 35 drivers who are retired persons, 77.14 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (20.00 per cent) and high level (2.86 per cent).

In order to study the association between occupation of drivers and propensity for aggression, the Chi-Square test has been used and the results are presented in Table 5.36.

Table-5.36. Association between Occupation and Propensity for Aggression

Particulars	Value	df	Sig
Pearson Chi-Square	24.534	8	.002

Source: Primary Data

The Chi-Square value of 24.534 is significant at one per cent level indicating that there is significant association between occupation of drivers and propensity for aggression. Hence, the null hypothesis of there is no significant association between occupation of drivers and propensity for aggression is rejected.

5.11.4 Driving Experience and Propensity for Aggression

The relationship between driving experience of drivers and propensity for aggression was analysed and the results are presented in Table 5.37.

H0: There is no association between experience and propensity for aggression

Out of 228 drivers who have driving experience of less than two years, 65.79 per cent of drivers opined that the level of propensity for aggression at moderate level followed by high level (19.74 per cent) and low level (14.47 per cent).

Table-5.37. Driving Experience and Propensity for Aggression

Sl. No.	Driving Experience	Level of Propensity for Aggression			Total
		Low	Moderate	High	
1.	Less than 2 years	33 (14.47)	150 (65.79)	45 (19.74)	228 (45.60)
2.	2 – 5 years	33 (22.30)	95 (64.19)	20 (13.51)	148 (29.60)
3.	5 – 10 years	16 (21.92)	57 (78.08)	0 (0.00)	73 (14.60)
4.	More than 10 years	11 (21.57)	39 (76.47)	1 (1.96)	51 (10.20)
	Total	93 (18.60)	341 (68.20)	66 (13.20)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

Out of 148 drivers who have driving experience of 2 – 5 years, 64.19 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (22.30 per cent) and high level (13.51 per cent).

Out of 73 drivers who have driving experience of 5 – 10 years, 78.08 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (21.92 per cent).

Out of 51 drivers who have driving experience of more than 10 years, 76.47 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (21.57 per cent) and high level (1.96 per cent).

In order to study the association between driving experience of drivers and propensity for aggression, the Chi-Square test has been used and the results are presented in Table 5.38.

Table-5.38. Association between Driving Experience and Propensity for aggression

Particulars	Value	df	Sig
Pearson Chi-Square	27.857	6	.000

Source: Primary Data

The Chi-Square value of 27.857 is significant at one per cent level indicating that there is significant association between driving experience of drivers and propensity for aggression. Hence, the null hypothesis of there is no significant association between driving experience of drivers and propensity for aggression is rejected.

5.11.5 Vehicles Used by Drivers and Propensity for Aggression

The relationship between vehicles used by drivers and propensity for aggression was analysed and the results are presented in Table 5.39.

Table-5.39. Vehicles Used by Drivers and Propensity for Aggression

Sl. No.	Vehicles Used by Drivers	Level of Propensity for Aggression			Total
		Low	Moderate	High	
1.	Car	30 (13.16)	149 (65.35)	49 (21.49)	228 (45.60)
2.	Van	27 (22.88)	78 (66.10)	13 (11.02)	118 (23.60)
3.	Bus	16 (28.07)	38 (66.67)	3 (5.26)	57 (11.40)
4.	Lorry	16 (26.23)	44 (72.13)	1 (1.64)	61 (12.20)
5.	Auto	4 (11.11)	32 (88.89)	0 (0.00)	36 (7.20)
	Total	93 (18.60)	341 (68.20)	66 (13.20)	500 (100.00)

Source: Primary Data

The figures in the parentheses are per cent to total

H0: There is no association between type of vehicles and propensity for aggression

Out of 228 drivers who have used car, 65.35 per cent of drivers opined that the level of propensity for aggression at moderate level followed by high level (21.49 per cent) and low level (13.16 per cent).

Out of 118 drivers who have used van, 66.10 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (22.88 per cent) and high level (11.02 per cent).

Out of 57 drivers who have used bus, 66.67 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (28.07 per cent) and high level ((5.26 per cent).

Out of 61 drivers who have used lorry, 72.13 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (26.23 per cent) and high level (1.64 per cent).

Out of 36 drivers who have used auto, 88.89 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (11.11 per cent).

In order to study the association between vehicles used by drivers and propensity for aggression, the Chi-Square test has been used and the results are presented in Table 5.40.

Table-5.40. Association between Vehicles Used by Drivers and Propensity for Aggression

Particulars	Value	df	Sig
Pearson Chi-Square	39.249	8	.000

Source: Primary Data

The Chi-Square value of 39.249 is significant at one per cent level indicating that there is significant association between vehicles used by drivers and propensity for aggression. Hence, the null hypothesis of there is no significant association between vehicles used by drivers and propensity for aggression is rejected.

5.12. Structural Relationship between Of Errors, Lapses, Violations, Traffic Awareness, Self Reported Speeding Behaviour, Propensity for Aggression, Dula Dangerous Driving Index and Driving Behaviour of Drivers

In order to examine the structural relationship between of errors, lapses, violations, traffic awareness, self reported speeding behaviour, propensity for aggression, Dula dangerous driving index and driving behaviour of drivers, the Structural Equation Model (SEM) has been applied and the results are presented in Table 5.41.

Table-5.41. Standardized Structural Path Coefficients

Path	Standardized Coefficients	CR	P-Value
DDDI ←VIO	.377	4.627	***
DDDI ←TAWA	-.432	4.976	***
DDDI ←SRSB	.608	6.466	***
DDDI ←PFA	.342	4.036	***
DDDI ←ERR	.362	4.524	***
DDDI ←LAP	.258	1.427	.670
DB ←DDDI	-.750	8.904	***

Source: Primary Data

Note: *** indicates significant at one per cent level

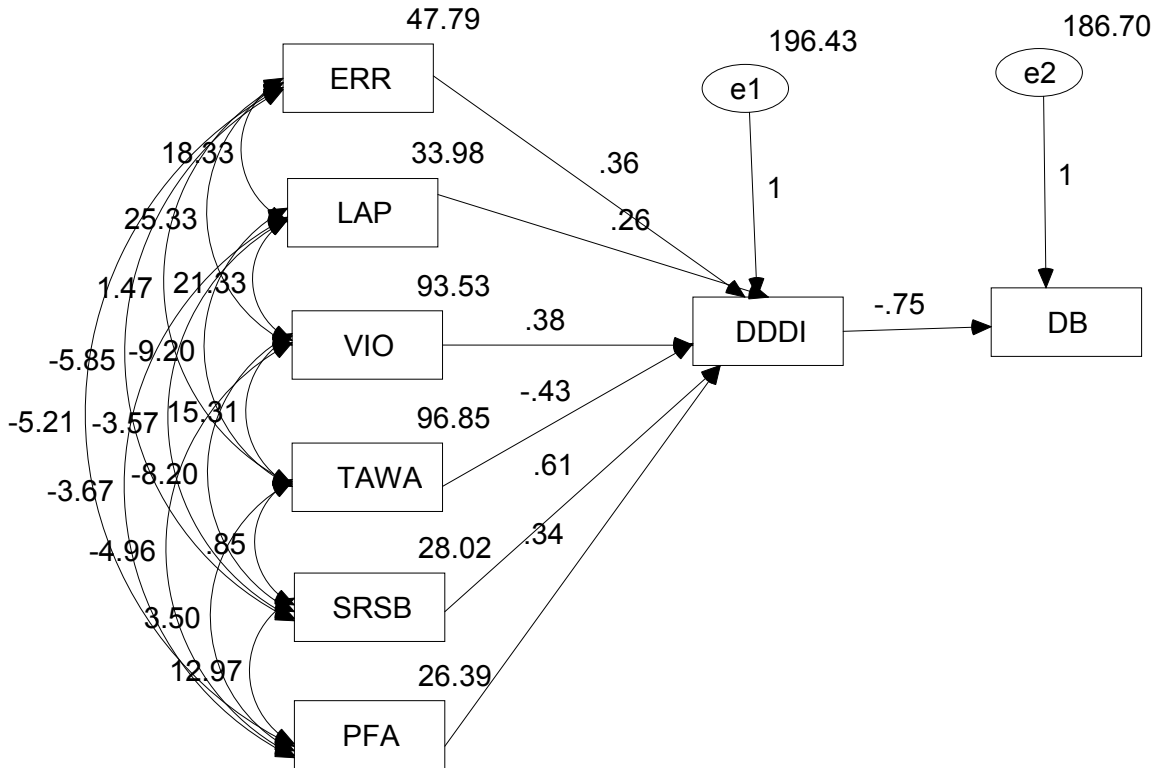
The results show that the standardized coefficient for Dula Dangerous Driving Index (DDDI) against Violations (VIA) is 0.377 and the standardized coefficient for Dula Dangerous Driving Index (DDDI) against Self Reported Speeding Behaviour (SRSB) is 0.608 and the standardized coefficient for Dula Dangerous Driving Index (DDDI) against Propensity For Aggression (PFA) is 0.342 and the standardized coefficient for Dula Dangerous Driving Index (DDDI) against Errors (ERR) is 0.362 and these values are significant at one per cent level. Therefore, it is inferred that violations, self reported speeding behaviour, propensity for aggression and errors are directly and positively influencing the Dula dangerous driving index of drivers. Meanwhile, the standardized coefficient for Dula Dangerous Driving Index (DDDI) against Traffic Awareness (TAWA) is

-0.432 and it is significant at one per cent level. It reveals that traffic awareness is directly and negatively influencing the Dula dangerous driving index of drivers.

Besides, the standardized coefficient for Driving Behaviour (DB) against Dula Dangerous Driving Index (DDDI) is -0.750 and it significant at one per cent level. Hence, it is inferred that Dula dangerous driving index is directly and negatively influencing the driving behaviour of drivers.

Hence, the null hypothesis of there is no significant structural relationship between errors, lapses, violations, traffic awareness, self reported speeding behaviour, propensity for aggression, Dula dangerous driving index and driving behaviour of drivers is rejected. The path diagram for driving behaviour of drivers is presented in figure 5.1.

Figure- 5.1. Path Diagram for Driving Behaviour of Drivers



The model fit parameters are presented in Table 5.52.

Table- 5.42. Model Fit Parameters

Chi-Square Value	P-Value	GFI	CFI	RMR	RMSEA
1.94	0.000	0.97	0.95	0.05	0.07

Source: Primary Data

It indicates an excellent fit with chi-square value of 1.94. The Goodness of Fit Index (GFI) is 0.97 and Comparative Fit Index (CFI) is 0.95. These GFI and CFI indicate perfect fit. The standardized Root Mean Residual (RMR) is 0.05 and

Root Mean Square Error of Approximation (RMSEA) is 0.07 indicating excellent fit.

5.13. Reasons for Alcohol Consumption

The alcohol consumption by drivers was analysed and the results are hereunder presented.

5.13.1. Reasons for Consuming Alcohol

The reasons for consuming alcohol by drivers are presented in Table 5.43.

Table-5.43. Reasons for Consuming Alcohol

Sl. No.	Reasons	Number of Drivers	Percentage
1.	Peer pressure	203	40.60
2.	Curiosity	170	34.00
3.	Felt like it (bored)	85	17.00
4.	Influence of an adult	42	8.40
	Total	500	100.00

Source: Primary Data

The results show that 40.60 per cent of drivers opine that peer pressures is the main reason for consuming alcohol followed by curiosity (34.00 per cent), felt like it (bored) (17.00 per cent) and influence of an adult (8.40 per cent). It is inferred that majority of drivers opine that peer pressures is the main reason for consuming alcohol.

5.13.2. Frequency of Consuming Alcohol

The frequency of consuming alcohol by drivers is presented in Table 5.54.

Table-5.44. Frequency of Consuming Alcohol

Sl. No.	Frequency	Number of Drivers	Percentage
1.	Everyday	117	23.40
2.	3-5times a week	249	49.80
3.	Only on weekends	81	16.20
4.	On special occasions	53	10.60
	Total	500	100.00

Source: Primary Data

The results indicate that 49.80 per cent of drivers consume alcohol 3-5times a week followed by every day (23.40 per cent), only on weekends (16.20 per cent) and on special occasions (10.60 per cent). It reveals that most of drivers consume alcohol 3-5times a week.

5.13.3. Number of Drinks Consumed by Drivers

The number of drinks consumed by drivers is presented in Table 5.45.

It is clear that 28.80 per cent of drivers have 5-6 drinks followed by 3-4 drinks (28.00 per cent), 7-9 drinks (19.00 per cent), 1-2 drinks (14.80 per cent) and more than nine drinks (9.40 per cent). It is inferred that majority of drivers have 5-6 drinks.

Table-5.45. Number of Drinks Consumed by Drivers

Sl. No.	Number of Drinks	Number of Drivers	Percentage
1.	1-2	74	14.80
2.	3-4	140	28.00
3.	5-6	144	28.80
4.	7-9	95	19.00
5.	More than 9	47	9.40
	Total	500	100.00

Source: Primary Data

5.13.4. Number of Times Having 5 or More Drinks at a Sitting

The number of times having 5 or more drinks at a sitting by drivers is presented in Table 5.46.

Table-5.46. Number of Times Having 5 or More Drinks at a Sitting

Sl. No.	Number of Times Having 5 or More Drinks at a Sitting	Number of Drivers	Percentage
1.	0	110	22.00
2.	1-3	142	28.40
3.	3-5	148	29.60
4.	5-7	59	11.80
5.	More than 7	41	8.20
	Total	500	100.00

Source: Primary Data

It is observed that 29.60 per cent of drivers have 3-5 times having 5 or more drinks at a sitting followed by 1-3 times(28.40 per cent), zero times(22.00 per cent), 5-7 times(11.80 per cent) and more than seven times(8.20 per cent). It reveals that most of drivers have 3-5 times having 5 or more drinks at a sitting.

5.13.5. Ability of Drivers to Stop Drinking

The ability of drivers to stop drinking when they want is presented in Table 5.47.

Table-5.47. Number of Times Having 5 or More Drinks at a Sitting

Sl. No.	Ability of Drivers to Stop Drinking	Number of Drivers	Percentage
1.	Yes	294	58.80
2.	No	206	41.20
	Total	500	100.00

Source: Primary Data

It is apparent that 58.80 per cent of drivers have ability to stop drinking when they want, while, the remaining of 41.20 per cent of drivers have no ability to stop drinking when they want. It is inferred that majority of drivers have ability to stop drinking when they want.

5.13.6. Ever Passed Out or Experienced Memory Loss Due To Drinking

The ever passed out or experienced memory loss due to drinking by drivers is presented in Table 5.48.

Table-5.48. Ever Passed Out or Experienced Memory Loss Due To Drinking

Sl. No.	Ever Passed Out or Experienced Memory Loss Due To Drinking	Number of Drivers	Percentage
1.	Yes	293	58.60
2.	No	207	41.40
	Total	500	100.00

Source: Primary Data

The results show that 58.60 per cent of drivers are ever passed out or experienced memory loss due to drinking, while, the rest of 41.40 per cent of drivers are ever passed out or experienced memory loss due to drinking. It reveals that most of drivers are ever passed out or experienced memory loss due to drinking.

5.13.7. Driving After Drinking

The driving after drinking by drivers is presented in Table 5.49.

Table-5.49. Driving After Drinking

Sl. No.	Driving After Drinking	Number of Drivers	Percentage
1.	Yes	333	66.60
2.	No	167	33.40
	Total	500	100.00

Source: Primary Data

The results indicate that 66.60 per cent of drivers are driving after drinking, while, the remaining 33.40 per cent of drivers are not driving after drinking. It is inferred that majority of drivers are driving after drinking.

5.13.8. Number of Drinks Consumed by Drivers before Driving

The number of drinks consumed by drivers before driving is presented in Table 5.50.

Table-5.50. Number of Drinks Consumed by Drivers before Driving

Sl. No.	Number of Drinks Consumed by Drivers before Driving	Number of Drivers	Percentage
1.	One drink	62	18.62
2.	Two drinks	138	41.44
3.	3-5 drinks	87	26.13
4.	More than 5 drinks	46	13.81
	Total	333	100.00

Source: Primary Data

Out of 333 drivers who drive before drinking, it is clear that 41.44 per cent of drivers have two drinks followed by 3-5 drinks (26.13 per cent), one drink (18.62 per cent) and more than five drinks (13.81 per cent). It reveals that most of drivers have two drinks before driving.

5.13.9. Drink to Feel Good/ To Function Better

The drink to feel good/ to function better by drivers is presented in Table 5.51.

Table-5.51. Drink to Feel Good/ To Function Better

Sl. No.	Drink to Feel Good/ To Function Better	Number of Drivers	Percentage
1.	Yes	304	60.80
2.	No	196	39.20
	Total	500	100.00

Source: Primary Data

It is observed that 66.80 per cent of drivers have drink to feel good/ to function better, while, the rest of 39.20 per cent of drivers have drink not to feel good/ to function better. It is inferred that majority of drivers have drink to feel good/ to function better.

5.13.10. History of Alcohol or Drug Problems in Family

The history of alcohol or drug problems in the family of drivers is presented in Table 5.52.

It is apparent that 51.80 per cent of drivers have history of alcohol or drug problems in their family, while, the remaining 48.20 per cent of drivers have not history of alcohol or drug problems in their family. It reveals that most of drivers have history of alcohol or drug problems in their family.

Table-5.52. History of Alcohol or Drug Problems in Family

Sl. No.	History of Alcohol or Drug Problems in Family	Number of Drivers	Percentage
1.	Yes	259	51.80
2.	No	241	48.20
	Total	500	100.00

Source: Primary Data

5.13.11. Violent or Aggravated While Drinking

The violent or aggravated while drinking by drivers is presented in Table 5.53.

Table-5.53. Violent or Aggravated While Drinking

Sl. No.	Violent or Aggravated While Drinking	Number of Drivers	Percentage
1.	Yes	305	61.00
2.	No	195	39.00
	Total	500	100.00

Source: Primary Data

The results show that 61.00 per cent of drivers are violent or aggravated while drinking, while, the remaining 39.00 per cent of drivers are not violent or aggravated while drinking. It is inferred that majority of drivers are violent or aggravated while drinking.

5.13.12. Drink to Escape Pain, either Physical or Emotional

The drink to escape pain, either physical or emotional by drivers is presented in Table 5.54.

Table-5.54. Drink to Escape Pain, either Physical or Emotional

Sl. No.	Drink to Escape Pain, either Physical or Emotional	Number of Drivers	Percentage
1.	Yes	317	63.40
2.	No	183	36.60
	Total	500	100.00

Source: Primary Data

The results indicate that 63.40 per cent of drivers drink to escape pain, either physical or emotional, while, the rest of 36.60 per cent of drivers to escape pain, either physical or emotional. It reveals that most of drivers drink to escape pain, either physical or emotional.

5.13.13. Ended Up At the Hospital As A Result of Drinking

The ended up at the hospital as a result of drinking by drivers is presented in Table 5.55.

It is clear that 59.40 per cent of drivers end up at the hospital as a result of drinking, while, the remaining 40.60 per cent of drivers end up at the hospital as a result of drinking. It is inferred that majority of drivers end up at the hospital as a result of drinking.

Table-5.55. Ended Up At the Hospital As A Result of Drinking

Sl. No.	Ended Up At the Hospital As A Result of Drinking	Number of Drivers	Percentage
1.	Yes	297	59.40
2.	No	203	40.60
	Total	500	100.00

Source: Primary Data

5.13.14. Arrested, Even For A Few Hours Because of Drunken Behaviour

The arrested, even for a few hours because of drunken behaviour of drivers is presented in Table 5.56.

Table-5.56. Arrested, Even For A Few Hours Because of Drunken Behaviour

Sl. No.	Arrested, Even For A Few Hours Because of Drunken Behavior	Number of Drivers	Percentage
1.	Yes	313	62.60
2.	No	187	37.40
	Total	500	100.00

Source: Primary Data

It is observed that 62.60 per cent of drivers are arrested, even for a few hours because of drunken behaviour, while, the rest of 37.40 per cent of drivers are not arrested, even for a few hours because of drunken behaviour. It reveals that most of drivers are arrested, even for a few hours because of drunken behaviour,

5.13.15. Arrested For Drunk Driving (DUI or DWI)

The arrested for drunk driving (DUI or DWI) of drivers is presented in Table 5.57.

Table-5.57. Arrested For Drunk Driving (DUI or DWI)

Sl. No.	Arrested For Drunk Driving (DUI or DWI)	Number of Drivers	Percentage
1.	Yes	320	64.00
2.	No	180	36.00
	Total	500	100.00

Source: Primary Data

It is apparent that 64.00 per cent of drivers are arrested for drunk driving (DUI or DWI), while, the remaining 36.00 per cent of drivers are not arrested for drunk driving (DUI or DWI). It is inferred that majority of drivers are arrested for drunk driving (DUI or DWI).

5.14 CONCLUSION

The results reveal that 49.80 per cent of drivers opined that the level of driving behaviour (Critical) at low level followed by moderate level (33.40 per cent) and high level (16.80 per cent). There is significant difference between socio-economic profile of drivers and their driving behaviour (Critical).

The results indicate that traffic awareness, errors and violation are significantly and positively influencing the driving behaviour (Critical) at one per

cent level, while, lapses is negatively and significantly influencing the driving behaviour (Critical).

The results show that 70.60 per cent of drivers opined that the level of Dula dangerous driving index at moderate level followed by low level (17.20 per cent) and high level (12.20 per cent). There is significant difference between socio-economic profile of drivers and Dula dangerous driving index of drivers except age group of drivers and Dula dangerous driving index.

The errors and lapses are moderately and positively associated with each other and the errors and violations are moderately and positively correlated with each other. The lapses and violations are moderately and positively associated with each other and the lapses and traffic awareness is poorly and negatively correlated with each other. The violations and traffic awareness is poorly and negatively associated with each other.

The results reveal that 64.20 per cent of drivers opined that the level of self reported speeding behaviour at moderate level followed by low level (23.00 per cent) and high level (12.80 per cent). There is significant association between socio-economic profile of drivers and self reported speeding behaviour of drivers.

The results show that 68.20 per cent of drivers opined that the level of propensity for aggression at moderate level followed by low level (18.60 per cent) and high level (13.20 per cent). There is significant association between socio-economic profile of drivers and propensity for aggression of drivers.

The violations, self reported speeding behaviour, propensity for aggression and errors are directly and positively influencing the Dula dangerous driving index of drivers and traffic awareness is directly and negatively influencing the Dula dangerous driving index of drivers. Besides, Dula dangerous driving index is directly and negatively influencing the driving behaviour of drivers.

Majority of drivers opine that peer pressures are the main reason for consuming alcohol and most of drivers consume alcohol 3-5times a week. Majority of drivers have 5-6 drinks and most of drivers have 3-5 times having 5 or more drinks at a sitting. Majority of drivers have ability to stop drinking when they want and most of drivers are ever passed out or experienced memory loss due to drinking.

Majority of drivers are driving after drinking and most of drivers have two drinks before driving. Majority of drivers have drunk to feel good/ to function better and most of drivers have history of alcohol or drug problems in their family. Majority of drivers are violent or aggravated while drinking and most of drivers drink to escape pain, either physical or emotional. Majority of drivers end up at the hospital as a result of drinking and most of drivers are arrested, even for a few hours because of drunken behaviour. Majority of drivers are arrested for drunk driving (DUI or DWI).