Young novice drivers – whassup?

Dr Bridie Scott-Parker, Research Fellow
What’s the issue?
How have I explored the issue?
• Queensland-wide online surveys
  • 761 tertiary students, 17-25 years, with a Provisional licence
  • 1170 young drivers when passed practical driving assessment (pre-Licence and Learner experiences)
  • 390 young drivers six months after getting Provisional 1 (P1) licence
• Small group interviews, Morayfield Shopping Centre
  • 21 young drivers with Learner or Provisional licence
Bandura’s Reciprocal Determinism Model (RDM)
Bandura’s Reciprocal Determinism Model
The Behaviour

• No young-driver specific, reliable, self-report instrument which measures behaviour

  **Solution:** Develop an instrument which is valid, reliable, able to be used around the world

**Behaviour of Young Novice Drivers Scale (BYNDS)**

1. Transient violations – speeding, mobile phones
2. Fixed violations – alcohol, seatbelts
3. Misjudgements – exiting too fast, overtaking
4. Risky exposure – on weekend nights, friends
5. Driver mood – faster if angry
The Behaviour

• Other behaviours
  • 12% of Learners reported pre-Licence driving
  • 11% of Learners reported driving unsupervised
  • Driving tired reported by 75% of P1 (6 months)
  • 78% of drivers have their own car after 6 months
  • Speeding (developing unsafe habits?)

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<tr>
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<th>&lt; 10 km/hr</th>
<th>10-20 km/hr</th>
<th>&gt; 20 km/hr</th>
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<tbody>
<tr>
<td>Learners</td>
<td>69%</td>
<td>32%</td>
<td>13%</td>
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<tr>
<td>Provisional 1</td>
<td>80%</td>
<td>50%</td>
<td>24%</td>
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Bandura’s Reciprocal Determinism Model (RDM)
The Person

• Sociodemographic characteristics of risky drivers
  • Male
  • Younger
  • More crashes in urban areas, rural more Police-avoidance
  • Employed
  • Not studying
  • In a relationship
  • Depressed
  • Anxious
  • High sensation seeking propensity
Bandura’s Reciprocal Determinism Model (RDM)
The *Structural* Environment

- Graduated driver licensing (GDL)
  - Program changed considerably July 2007
  - What was the impact of these changes?
    - *Practising* more (average now 92 hrs, was 63 hrs)
    - *Mum and Dad supervising most* (was 53 hrs, now 84 hrs)
    - *Longer Learner period* (was 12 mnths, now 16.5 mnths)
    - *Less difficult* to get practice (35% reduced to 23%)
  - BUT 50% males and 60% females *practice right before test*
- 13% identified as ‘*problem young drivers*’
The *Social* Environment

- **Parents and peers**
  - Models to imitate or ignore
  - Sources of punishments and rewards
    - Dependent upon *outcome* of behaviour: ‘bad’ vs ‘not bad’
- **Parents**
  - Unlikely to impose additional punishments
  - Some facilitated punishment avoidance
  - Some low-quality supervision of Learner driving
- **Peers**
  - Likely to encourage and to reward risky behaviour
  - Can effectively punish/ discourage risky behaviour but unlikely to do so (age of friends appeared important)
Questions?

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Publications arising from research

Scott-Parker, B., Watson, B., King, M. J., & Hyde, M. K. (in press, paper accepted 22 February 2013). Delaying licensure for two or three years is associated with risky driving behaviour while learning and difficulty becoming licensed. *Transportation Research Record: Journal of the Transportation Research Board of the National Academies*.


Publications arising from research


Scott-Parker, B., Watson, B., & King, M. J. (Under review). "If they say go faster or something I'll probably go faster" - Peer influence upon the risky driving behaviour of young novices. Manuscript in preparation for the non-peer-reviewed Australasian Road Safety, Research, Policing and Education Conference, Brisbane August 2013. To be submitted for peer-review at Transportation Research Part F: Traffic Psychology and Behaviour.

