

Adolescent Risk Research Unit

Rise, and shine.

Validation of the Behaviour of Young Novice Drivers Scale (BYNDS) in a New Zealand young driver population

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The full article is accessible at - <http://bit.ly/29hI9jc>



Why do this research?

See also:

[Confirmatory factor analysis of the Behaviour of Young Novice Drivers Scale \(BYNDS\)](#)

[Orange light versus yellow light: Validation of the Behaviour of Young Novice Drivers Scale \(BYNDS\) in a New Zealand young driver population](#)

Intervening effectively in young driver road safety requires us to understand exactly the nature, the variety, and the extent to which young drivers are engaging in risky driving behaviour. However, many of these behaviours cannot be detected by objective means such as speed cameras or random breath tests. Therefore, the Behaviour of Young Novice Drivers Scale (BYNDS) was created to inform our understanding of risky young driver behaviour. The BYNDS was created in Australia, however. Therefore, to use the BYNDS to intervene effectively in young driver road safety in other jurisdictions around the world, it must first be validated with the target population(s).

What did we do?

We reworded 21 items to reflect the cultural context of New Zealand, which were refined with a group of 14 young New Zealand drivers aged 16 to 24 years (e.g., the term yellow light is in the Australian vernacular and this was changed to orange light to be relevant to the New Zealand cultural context). The BYNDS was applied in a sample of 325 young drivers aged 16 to 24 years so that the factor structure of the BYNDS could be examined.

What did we find?

The BYNDS retained its original five factor structure with young drivers reporting considerable risky driving exposure (e.g., driving at night), moderate engagement in transient violations (e.g., speeding in excess of posted speed limits), and mood related driving (e.g., driving faster if in an angry mood), with relatively fewer fixed violations (e.g., driving after drinking alcohol) and driving misjudgements (e.g., turning right into the path of an oncoming vehicle).

Risky driving exposure was directly related to self-reported crash involvement.

What does it mean?

Targetted and intervention for young drivers in New Zealand can be guided by their self reported engagement in risky driving behaviour as captured by the refined BYNDS. The high prevalence of risky driving exposure suggests that graduated driver licencing could target particularly risky circumstances such as driving at night and driving with peer-aged passengers, especially given the relationship between such risky driving exposure and crash involvement.