

Abstract

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Keywords

ABSTRACT

Abstract

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1. Introduction

Introduction

... (, 2007).
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 ... (, 1998; , 1998; & , 2004).
 ... (, & , 2007),
 appraisals (, 1968).
 ...
 ... & , 2002).
 ... (, , & , 2005)
 ... (, & , 2008).
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1.2. Risky driving: perception and attitude

... (2001)
 ...
 ... (, , & , 2000;
 & , 2004).
 ... (& , 2009; & , 2007;
 , & , 2012).
 ... (, 1996).
 (2004)
 ... (& , 1993).
 ... (& , 2009).
 ... (, 1991).
 ... (, 2004;
 2003; & , 1997; & , 2004).

1.3. Emotion and risky driving: through perception and attitude

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 ... ?
 ... (, 2003).
 ... () (, 1995),
 ... (1983)
 ... (2008).
 ... (2007).
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... (2005) ... (2007) ... (2006) ... (2004) ... (2003) ... (41), ... (42) ... (1) ... (2) ...

1.4. Current study

... (2005) ... 1, ... 1, ... 1 ...

2. Study 1

... (1987; & , 2003). ...

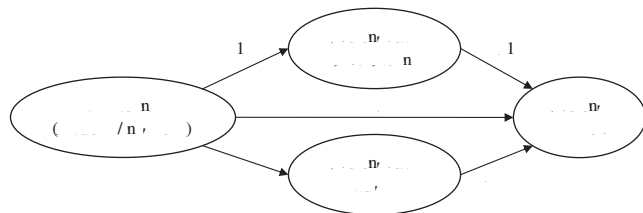


Fig. 1. A path diagram illustrating the relationships between variables.

2.1. Method

2.1.1. Participants

218 participants were recruited from a university in China. They were randomly assigned to three groups: 73 (33.5%) in the control group, 104 (47.7%) in the low-risk group, and 41 (18.8%) in the high-risk group. The participants were aged between 18 and 30 years old, with a mean age of 20.56 (SD = 5.46). The majority of participants were male, with 130 (60.1%) males and 88 (40.4%) females. The majority of participants were students, with 204 (93.6%) students and 14 (6.4%) non-students. The majority of participants were from the city, with 20 (9.2%) from the city and 198 (90.8%) from the countryside. The majority of participants were from the city, with 20 (9.2%) from the city and 198 (90.8%) from the countryside. The majority of participants were from the city, with 20 (9.2%) from the city and 198 (90.8%) from the countryside.

2.1.2. Materials of emotion induction

The materials of emotion induction were divided into three groups: control, low-risk, and high-risk. The control group was presented with neutral stimuli, the low-risk group was presented with low-risk stimuli, and the high-risk group was presented with high-risk stimuli. The stimuli were presented for 6 seconds. The stimuli were presented for 6 seconds. The stimuli were presented for 6 seconds.

2.1.3. Measures

2.1.3.1. Emotion.

The emotion measure was the State-Trait Anger Expression Inventory (STAXI; Spielmann, Gorsuch, Lushene, Vagg, & Jacobs, 1995). The STAXI is a self-report measure of anger. It consists of 45 items that assess the frequency and intensity of anger. The STAXI has a Cronbach's alpha of .89.

2.1.3.2. Driving risk perception.

The driving risk perception measure was the Driving Risk Perception Scale (DRPS; Wang, 2005). The DRPS is a self-report measure of driving risk perception. It consists of 10 items that assess the perceived risk of driving. The DRPS has a Cronbach's alpha of .80 (84, .83, .83). In general, the DRPS is a self-report measure of driving risk perception. It consists of 10 items that assess the perceived risk of driving. The DRPS has a Cronbach's alpha of .80 (84, .83, .83).

2.1.3.3. Driving risk attitude.

The driving risk attitude measure was the Driving Risk Attitude Scale (DRAS; Wang, 2002; Wang, 2008). The DRAS is a self-report measure of driving risk attitude. It consists of 5 items that assess the attitude towards driving risk. The DRAS has a Cronbach's alpha of .82. In general, the DRAS is a self-report measure of driving risk attitude. It consists of 5 items that assess the attitude towards driving risk. The DRAS has a Cronbach's alpha of .82.

¹ A... (2002).
² A... (2008).



Fig. 2. A

2.1.3.4. Risky driving behavior.

... (.2 ...).

2.1.4. Procedure

... 25 ...

2.2. Result

2.2.1. Emotion induction

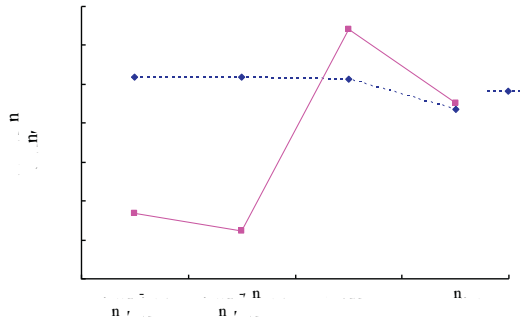
... (F(3,211) = 51.26, p < .001, $\eta^2 = .42$). ... (F(3,212) = 77.84, p < .001, $\eta^2 = .52$). ... (ps < .001) ... (p = ...).

2.2.2. Driving risk perception

... (F(3,214) = 2.68, p < .05, $\eta^2 = .04$). ... (p < .05) ... (F(3,213) = 2.57, p = .055, $\eta^2 = .04$). ... (p < .01) ...

2.2.3. Driving risk attitude and risky driving behavior

... (F(3,207) = 2.79, p < .05, $\eta^2 = .04$).



$t(69) = 1.941, p = .056, \eta^2 = .05;$ $t(54) = 2.270, p = .027, \eta^2 = .09$
 (... .5). (... 1).

2.3. Discussion

... ..

Table 1

	Model 1 (β)	Model 2 (β)
Δ	-.199*	-1.720
Δ	-.105	-1.497
Δ	.019	-.316
Δ	.000	.288
F	2.349	3.482**
Δ	.027	.080

* $p < .05$.
** $p < .01$.

... (...) ... (... , ... , & ... , 2007; ... , 1987). ...

... (... , 2007) ... (... , 1985), ...

... (2012) ... (... , 1946). ...

... (5.49 ... 2.53, $F(1,216) = 234.23, p < .001, \eta^2 = .52$). ...

... (... , 2012). ...

... (...) ... (... , 2005). ...

... (... , 2005). ...

3. Study 2

1, ... 2.

3.1. Method

3.1.1. Sample

The sample consisted of 700 drivers, 570 (81.4%) were male and 130 (18.6%) were female. The age range was 18–74 years (M = 37.86, SD = 9.85). The driving experience ranged from 2 to 28 years (M = 10.19, SD = 5.17). The sample was recruited from a driving school in Beijing, China.

3.1.2. Measures

3.1.2.1. Mood. The mood was measured using the Profile of Mood States (POMS) (McNair et al., 1995). The POMS consists of 65 self-rated adjectives (e.g., "tired", "angry", "calm", "energetic", "relaxed", "stressed") rated on a 5-point Likert scale (1 = "not at all", 5 = "very much"). The POMS scores are calculated based on eight dimensions: Tension-Anxiety, Hostility, Irritability, Depression, Fatigue, Confusion, Boredom, and Anger. In this study, the Cronbach's alpha coefficients for the eight dimensions were .94, .86, .82, .81, .83, .85, .84, and .82, respectively. The overall Cronbach's alpha for the POMS was .91.

3.1.2.2. Driving risk perception and driving risk attitude. Driving risk perception and driving risk attitude were measured using the Driving Risk Perception and Attitude Scale (DRPAS) (Hu et al., 2011).

3.1.2.3. Driving behavior. Driving behavior was measured using the Driving Behavior Questionnaire (DBQ) (Strayer et al., 1990) and the Driving Behavior Inventory (DBI) (Wilde, 2008). The DBQ consists of 21 items (e.g., "I often drive too fast", "I often tailgate") rated on a 5-point Likert scale (1 = "never", 5 = "always"). The DBI consists of 21 items (e.g., "I often drive too fast", "I often tailgate") rated on a 5-point Likert scale (1 = "never", 5 = "always").

3.1.3. Procedure

The data were collected from a driving school in Beijing, China.

3.2. Result and discussion

The results of the study are presented in Table 2. The results show that the drivers had a high level of driving risk perception and driving risk attitude. The mean scores for the DRPAS were 4.38 (SD = 2.43) for driving risk perception and 2.43 (SD = 1.88) for driving risk attitude. The results also show that the drivers had a high level of driving behavior. The mean scores for the DBQ were 3.93 (SD = 3.62) for driving behavior and 2.38 (SD = .66) for driving behavior. The results also show that the drivers had a high level of mood. The mean scores for the POMS were 1.91 (SD = .74) for mood and 1.91 (SD = .74) for mood.

The results of the correlation analysis are presented in Table 3. The results show that there were significant correlations between driving risk perception and driving risk attitude ($r = .79, p < .001$), driving risk perception and driving behavior ($r = .30, p < .001$), driving risk attitude and driving behavior ($r = .20, p < .001$), driving risk perception and mood ($r = .25, p < .001$), driving risk attitude and mood ($r = .11, p < .05$), and driving behavior and mood ($r = .14, p < .05$). The results also show that there were significant correlations between driving risk perception and driving risk attitude ($r = .79, p < .001$), driving risk perception and driving behavior ($r = .30, p < .001$), driving risk attitude and driving behavior ($r = .20, p < .001$), driving risk perception and mood ($r = .25, p < .001$), driving risk attitude and mood ($r = .11, p < .05$), and driving behavior and mood ($r = .14, p < .05$).

Table 2

	1	2	3	4	5	6	7	8	
1. Driving risk perception	0	1							
2. Driving risk attitude	0	1	.79**						
3. Driving behavior	0	1	-.30**	-.08					
4. Driving risk perception	4.38	2.43	.05	.13**	.06				
5. Driving risk attitude	1.58	1.88	.25**	.20**	-.08	.30**			
6. Driving behavior	3.93	3.62	.11*	.14**	.10	.21**	.28**		
7. Mood	2.38	.66	.27**	.23**	-.06	-.04	.15**	-.02	
8. Driving risk perception	1.91	.74	.58**	.53**	-.10*	.04	.28**	.12**	
								.38**	
									.94

* $p < .05$.
** $p < .01$.

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