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人格特征对驾驶人驾驶行为的影响研究*

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【摘要】 为了解驾驶人不安全驾驶行为背后的人格特征影响因素,回顾自2000年以来国内外人格特征与驾驶行为关系的相关研究,采用系统评价和Meta分析的优先报告项目(PRISMA)标准在国内外知名数据库检索到17 688篇文献,剔除重复文献3 160篇、不相关文献14 263篇、非优秀文献198篇,最终将67篇优秀文献纳入研究,归纳并梳理文献中不同人格特征与不安全驾驶行为的关系。结果表明:大五人格的5个人格维度与驾驶行为的关系研究结果均存在不一致;感觉寻求和冲动性各自均为不安全驾驶行为的优秀预测因子,但相较之下后者的预测能力更强;驾驶愤怒对不安全驾驶行为的直接预测能力不强;无规范感、特质焦虑、利他及自恋对均不安全驾驶行为有不同程度的影响,但相关研究较少;依恋、特质情商、集体主义和异常人格特质等人格特征受关注较少,需要更多检验;中国人样本的一些研究结果与多数研究结果存在不一致,需开展跨文化研究。

【关键词】 人格特征; 驾驶人; 驾驶行为; 大五人格; 感觉寻求; 驾驶愤怒

Study on influence of personality traits on drivers' driving behavior

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Abstract: In order to understand the influences of personality traits behind drivers' unsafe driving behavior, relevant studies on the relationship between personality traits and driving behavior at home and abroad since 2000 were reviewed. Using Preferred Reporting Items for Systematic Reviews and Meta-Analyses (PRISMA) standard, 17 688 articles were retrieved from well-known domestic and foreign databases. After removing 3 160 duplicate articles, 14 263 irrelevant articles and 198 non-excellent articles, 67 excellent articles were finally included in this study. The relationships between different personality traits and unsafe driving behavior in these articles were summarized and sorted out. The results show that the five personality dimensions of the Big Five personality have different relationships with

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driving behavior. While sensation-seeking and impulsivity are both strong predictors of unsafe driving behavior, the latter has a stronger predictive ability. The direct predictive ability of driving anger on unsafe driving behavior is not strong. Additionally, factors such as normlessness, trait anxiety, altruism and narcissism have influence on unsafe driving behavior, although there is limited research on these. Furthermore, attachment, trait emotional intelligence, collectivism and abnormal personality traits need more tests. Some research results from Chinese samples diverge from the broader body of research, suggesting a need for cross-cultural studies.

Keywords: personality traits; driver; driving behavior; big five personality; sensation-seeking; driving anger

0 引言

人因是交通事故的主导因素,根据交通事故发生机制,道路交通中“人-车-路”是一个闭环系统,核心环节是驾驶人。驾驶人的因素在交通系统诸构成因素中占比最大,驾驶人的不当驾驶行为是造成车祸的主要原因之一^[1-2],研究显示,93%以上的交通事故与人的因素有关^[3]。因此,在驾驶行为的相关研究中,驾驶人的人格特征越来越受到广大研究者关注。

人格特征在一定程度上可以预测个体行为^[4],驾驶中,人格特征往往会影响驾驶人,导致一些不安全驾驶行为,甚至引发交通事故。宏观来看,人格特征对驾驶行为有影响,但一些研究结果存在争议,二者的具体关系还需进一步探索。同时,国内对于此领域的研究进展较为缓慢,纵深不够,研究内容和方法也较单一,且目前还未有回顾探讨前人研究成果的综述研究。

鉴于此,笔者拟综述自2000年以来国内外相关研究,对于文献的来源、收集、筛选与评价,采用系统评价和Meta分析的优先报告项目(Preferred Reporting Items for Systematic Reviews and Meta-Analyses, PRISMA)标准进行,最终将67篇高质量文献纳入研究,探讨对比不同人格特征对不安全驾驶行为的影响,分析不同研究对同一人格特征存在争议的研究结果,以期了解不安全驾驶行为背后的人格特征成因。

1 综述研究方法

1.1 文献检索策略

通过文献检索,使用“驾驶 AND 人格”为检索词,在中国知网、万方知识平台、维普期刊资源整合平台进行中文文献检索;使用“driving AND personality”为检索词,在Web of Science、Pubmed、

Science Direct、IEEE/IEL、EI、Ebsco、Scopus进行英文文献检索。由于各数据库检索项不统一,检索项至少包含主题、标题、关键词、摘要这4个检索项中的3个;检索时间均为2000年1月1日—2022年1月11日;其他检索条件皆为默认选项。

1.2 纳入与排除标准

由于部分文献在题目及摘要中未体现相关信息,所以纳入与排除标准(简称纳排标准)贯穿题目与摘要阅读和全文阅读2个阶段。纳入标准为:①数据完整;②指标明确;③样本大小明确;④探讨了人格特征与机动车驾驶行为的关系;⑤拥有完整明确的研究问题、方法及过程。排除标准为:①非实证性研究;②存在非机动车的驾驶行为;③存在职业驾驶人员的驾驶行为;④同一作者发表的内容重复的文献;⑤未揭示驾驶与人格关系或内容与此相关度低的;⑥无法获取全文的;⑦外文但非英文。

1.3 文献质量评估

由于文献质量不一,存在研究偏倚风险,据此提出10个对文献质量有影响的指标,用以评估文献质量,见表1。每个指标1分,总分10分。文献达不到指标要求得0分,基本达到得0.5分,达到得1分。得分在8分及以上界定为优秀,6~8分为及格(含6分),6分以下为不合格。阅读初筛后保留265篇文献,并进行2轮打分,文献按题名从中文到英文,从A—Z排序,第1轮正序阅读,第2轮倒序阅读,不一致的打分结果取均值。根据打分结果,选取优秀文献最终纳入研究。

表1 文献质量评价指标

Tab.1 Literature quality evaluation indicators

研究阶段	文献质量评价指标
研究设计	研究意义、背景、目标明确陈述
研究设计	研究问题明确陈述
研究设计	研究/测量方法及步骤科学、合理
研究过程	明确说明被试样本信息

续表 1

研究阶段	文献质量评价指标
研究过程	数据采集过程合理、明确
研究过程	统计数据呈现清晰
研究过程	统计分析方法恰当、充分
研究结论	全面解释统计分析结果
研究结论	研究结论全面充分地讨论
研究结论	具有不足及展望

1.4 文献筛选过程

共检索到文献 17 688 篇,其中,中国知网 258 篇、万方知识平台 267 篇、维普期刊资源整合平台 69 篇、Web of Science 5 438 篇、Pubmed 573 篇、Science Direct 391 篇、IEL 167 篇、EI 8 681 篇、Ebsco 392 篇、Scopus 1 452 篇。文献筛选流程如图 1 所示。

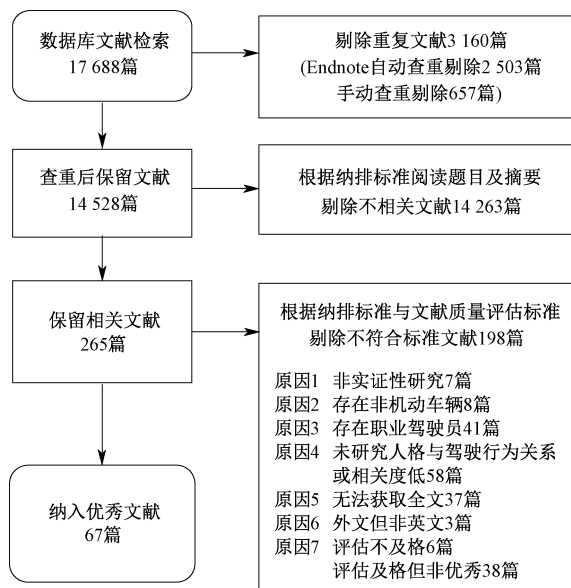


图 1 文献筛选流程

Fig. 1 Flow diagram of the literature screening process

2 人格特征对驾驶行为的影响

2.1 大五人格

对于大五人格与驾驶行为的关系研究,多从以特质为中心的研究路径出发,独立探讨每个特质对驾驶行为的影响。

5 个维度中,外向性和尽责性被提及最多,危险驾驶行为或攻击性驾驶行为与外向性呈正相关,与尽责性呈负相关。具体来说,刘玲莉等^[5]发现不安全驾驶行为中的违规行为与外向性呈正相关,与尽责性呈负相关;SâRBESCU 等^[6]同样证明了外向性

和尽责性与危险驾驶行为相关,且外向性与攻击性驾驶行为的相关度更高;BARAN 等^[7]将尽责性作为研究对象,发现尽责性与危险驾驶中刻意的冒险行为呈负相关;HUBICKA 等^[8]发现低尽责性的驾驶人更容易酒后驾车。

对于外向性,有 2 项研究与上述研究结果相反,ABELE 等^[9]通过模拟驾驶试验发现,高外向性的驾驶人在驾驶时并不会通过语言来表达攻击性;SHEN Biying 等^[10]发现积极驾驶行为与外向性呈正相关。另外,SWEEN 等^[11]研究表明:外向性与分心驾驶无关;JOVANOVIC^[12]研究表明:外向性与攻击性驾驶行为的相关性可以忽略不计。

在尽责性上,有 3 项研究也与多数研究结果不一致,MILES 等^[13]发现交通违规者与普通学生在尽责性水平上并无显著差异;PARR^[14]与 BRAINTMAN^[15]等研究都发现,外向性与分心驾驶显著相关。但在尽责性中,PARR 等^[14]发现,尽责性越高的青少年越容易在开车时分心玩手机;而 BRAINTMAN 等^[15]则发现尽责性与分心驾驶无关,对于这一结果,猜测是与因变量的指标选取有关。如 PARR 等采用的 3 个分心驾驶指标都与手机相关,而 BRAINTMAN 等采用的 14 个指标不只与手机相关,还包括与人交谈、吃喝、播放音乐等,其中,频率最高的分心驾驶行为是与乘客交谈、播放音乐、吃喝和使用导航,相较之下手机的使用不那么普遍。

宜人性和神经质可以预测攻击性和危险驾驶行为^[5,12,16-18]。但也有 2 项研究^[6,19]显示,宜人性与危险驾驶行为无关。具体来说,SÂRBESCU 等^[6]纵向研究表明:在大五人格中只有宜人性与危险驾驶行为无关。另一项研究说明了宜人性与危险驾驶行为无关,但在加入了晨晚型偏好变量后,发现宜人性水平高的驾驶人更喜欢夜晚,也更容易危险驾驶或情绪驾驶,但宜人性水平较低的驾驶人,则没有类似倾向^[19]。

开放性与危险驾驶行为呈负相关^[6,14,16,20],但有 2 项研究^[5,12]表明开放性与攻击性驾驶行为和危险驾驶行为无关。

现大多数对于大五人格的跨领域研究都是从以特质为中心的研究路径出发,对于 5 个特质之间的交互作用,则可从以个体为中心的人格剖面视角予以解释。如 HERZBERG^[21]发现,在 3 种常见的人格剖面中,控制不足型的驾驶人最容易危险驾驶,此类驾驶人神经质和开放性水平较高,尽责性和宜人性水平较低。

2.2 感觉寻求与冲动

在感觉寻求维度上,RIENDEAU等^[22]在3个年龄组样本中发现感觉寻求对青年驾驶人的危险驾驶行为预测能力最强。DAHLEN等^[16]研究学生样本发现,在驾驶愤怒、大五人格和感觉寻求中,感觉寻求对攻击性驾驶行为和事故卷入的预测表现最好。IVERSEN等^[23]研究表明:高感觉寻求的人更容易进行超速驾驶与攻击性驾驶行为,也更容易发生事故。多项研究对比了感觉寻求和其他人格特征,均发现感觉寻求更能预测不安全驾驶行为^[24-26]。另外,在中国人样本中,2项研究均未显示出感觉寻求的预测能力^[27-28]。

在冲动性研究上,STARKEY等^[29]在对比成年和青年驾驶人样本中发现,后者冲动水平更高。OWSLEY等^[30]研究表明:冲动性对老年人样本同样具有预测能力。

BACHOO等^[31]采用UPPS冲动行为量表证明预谋、毅力、紧迫感和感觉寻求都与危险驾驶行为显著相关。TRELOAR等^[32]同样采用UPPS评估上述4个特征,结果显示,所有的冲动性特征都与饮酒驾驶相关,并且紧迫感比感觉寻求更能显著预测饮酒驾驶。CYDERS等^[33]发现紧迫感不仅包括消极紧迫感,还包括积极紧迫感,以此形成了包含5个因素的UPPS-P量表。PEARSON等^[34]采用UPPS-P,将这5个因素概念化为冲动性特征特质,发现积极紧迫感是危险驾驶行为最有力的预测因子。CORDELIER等^[35]也探讨了以上5个因素,与PEARSON等^[34]得到了一致的结论。

2.3 特质愤怒和驾驶愤怒

特质愤怒^[36]对攻击性驾驶行为的解释力不强,但另一个与愤怒有关的概念——驾驶愤怒更能预测不安全驾驶行为。与感觉寻求相比,文献显示,驾驶愤怒与危险驾驶行为显著相关,但预测能力并不如感觉寻求^[16,23,25]。另一项研究发现,驾驶愤怒与攻击性驾驶行为间并没有直接关系,但它预示着攻击性表达,与感觉寻求等其他人格特征可共同预测攻击性驾驶行为^[37]。需要说明的是,特质愤怒与驾驶愤怒虽在定义上是2种人格特质,但二者具有相关性^[38],特质愤怒水平高的人也可能会有高水平的驾驶愤怒。

2.4 其他人格维度

除了上述几个讨论度较高的人格特征外,另有一些人格特征较少被研究者关注,但也在一定程度上对于驾驶行为有影响。多个研究结果表明:无规

范感对不安全驾驶行为有影响^[23-24,27],但影响没有其他人格特征大。特质焦虑^[38]与危险驾驶行为负相关,即越紧张焦虑的人越倾向于减少驾驶中的危险行为。还有研究表明:特质焦虑受态度的中介作用间接影响危险驾驶行为^[39]。在自我控制中,BEAVIER等^[40]发现低水平的自我控制可以预测危险驾驶行为。也有研究表明:自我控制对危险驾驶行为并无直接影响,但可通过态度的中介作用间接预测危险驾驶行为^[28]。在控制点中,IVERSEN等^[23]在蒙太格驾驶内外控量表上发现其与危险驾驶行为无关,而另一项研究在Levenson量表上显示内控的人更容易危险驾驶^[41]。利他可以预测攻击性驾驶行为^[42]、危险驾驶行为^[24,27]和超速驾驶行为^[43],研究则表示利他与超速驾驶行为无关^[44]。在自恋中,高度的自恋会加强防御倾向,表现出更多的攻击性驾驶行为^[45],另一项研究发现,自恋中的显性自恋人格与攻击驾驶行为无关,但隐性自恋可以预测攻击性驾驶行为^[46]。

另有几项研究主题较独特。在依恋类型中,GILLATH等^[47]发现回避型依恋可以预测事故卷入,焦虑型依恋与危险驾驶行为呈正相关;SMORTI等^[48]将情绪智力概念化为一种人格特质,发现特质情商并不能预测危险驾驶行为;研究发现,个人主义人格可以显著预测不友善驾驶行为^[49]。BEANLAND等^[50]脱离正常人格特质,从异常人格特质出发,采用基于《精神障碍诊断与统计手册(第5版)》(Diagnosis and Statistics of Mental, DSM-5)的人格调查表(Personality Inventory for DSM-5, PID-5),发现对抗、脱抑制和负性情感与危险驾驶行为显著相关,敌意可以显著预测攻击性驾驶行为。

3 结论

1) 大五人格是最受关注的人格特征,现存在2种研究路径,即以特质为中心和以个体为中心。前者一直是主流的研究路径,但5个人格维度与不安全驾驶行为的关系均存在争议。后者是一种近年兴起的研究视角,且3种人格剖面对驾驶行为具有较强解释力。

2) 感觉寻求对不安全驾驶行为的预测能力优秀,所有研究不存在与此结果相反的现象;感觉寻求与冲动性相比,后者对不安全驾驶行为的解释力比前者更强。

3) 驾驶愤怒对不安全驾驶行为的直接预测能力不强,多与其他自变量放置一起探讨,或作为中介

变量间接影响驾驶行为。

4) 无规范感、特质焦虑和利他都是受关注较少的人格特征,但均对不安全驾驶行为有不同程度的影响。自恋可以正向预测攻击性驾驶行为,但要考虑其亚型维度。依恋、特质情商、集体主义和异常人格等较独特的人格特征需进行更多考察。

5) 中国人样本的一些研究结果与多数外国人

样本研究结果不一致,或不如预期显著,这种差异可能与集体主义的文化背景有关,对于中国人样本的研究结果还需进行重复验证与跨文化研究。

6) 当前研究大多着眼于不安全驾驶行为,很少关注安全驾驶行为。后者可在另一维度上完善对道路交通的认知,只有综合考虑这2个方面,才能全面理解驾驶行为及交通事故背后的原因。

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