

Sensation Seeking and Angry Thoughts among Drivers in Chennai City

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ABSTRACT

The present study entitled as, “sensation seeking and angry thoughts among drivers in Chennai City”, aim to assess the relationship between sensation seeking and drivers angry thoughts of adults while driving in Chennai city. The present study follows an Ex post Facto design. Convenience sampling method was used to draw the samples from the population. A total of 200 male and female drivers (two-wheel and four-wheel), who are driving in Chennai city were selected for the present study. The tools used to collect data for the present are Driver’s Angry Thoughts Questionnaire (Deffenbacher, J. L., Petrilli, et.al, 2003) and Arnett Inventory of Sensation Seeking (Arnett, J.1994). Parametric statistical techniques such as t-test and Carl Pearson correlation were used to analyse data. Mean and standard deviation also used to describe the data. The result revealed that there is a significant relationship between sensation seeking and angry thoughts ($p < 0.01$), Judgmental and Disbelieving Thinking (angry thoughts) and Sensation seeking ($p < 0.01$), Pejorative Labeling and Verbally aggressive Thinking (angry thoughts) and Sensation seeking ($p < 0.01$), Coping Self- Instruction (angry thoughts) and sensation seeking ($p < 0.05$), Intensity scale (sensation seeking) and angry thoughts ($p < 0.01$), Novelty scale (sensation seeking) and angry thoughts ($p < 0.01$) and angry thoughts and the driver who had met and not met with accident earlier ($p < 0.05$) while driving in Chennai city.

Keywords: *Sensations seeking, angry thoughts, Judgmental and Disbelieving Thinking, Coping Self-Instruction, Intensity scale, Pejorative Labeling and Verbally aggressive Thinking, Novelty scale*

Driving is the navigation of a vehicle along a pathway such as roads and railways. Driving can be used for any vehicles that are capable of traveling from one place to another. The most common form of traveling is the land where most people use as an important form of lifestyle when going to different places. In this position, the influence of driving is based on a person's discipline on how they navigate the roads while traversing a certain locality in their area. This means that they are responsible for their own safety or with their passenger's safety as

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they are currently traveling at a required speed by the authorities. However, if there are accidents that happen along the streets or roads, this is usually caused by either drunk driving or aggressive driving.

Drunk driving is where a person drank too much alcohol while they are driving across the street. When a driver is usually under the influence of an alcoholic material such as beer or spirits, the driver is considered not in their proper cognitive state. Their visual perception is temporarily impaired due to the influence of alcohol in their body that they are unable to control. The muscle coordination is poor because as a drunken person, their psychomotor response is also temporarily impaired due to the influence of alcoholic beverage in their body. It will take at least six hours before the person can normalize their proper cognitive and emotional behavior because the whole body will synthesize the alcohol.

On the other hand, aggressive driving is based more on the psychological functioning of an individual. This is because being aggressive when driving is based on the personality of the person and not by the influence of an edible material. The behavior when driving a vehicle goes beyond the control of the driver if their decision risks the lives of the passenger or the driver. Aggressive driving is dangerous because it can cause serious injuries not only towards the driver but also with other cars that have a close distance to the driver. In this case, the driver's safety is at risk, which could lead to accidents, damages, injuries, or even fatalities.

Road rage seems to be an increasing phenomenon in urban life. Sensitivity to frustration by slower driving in some drivers can result in furious reactions of impatient, angry drivers. These exchanges have resulted in deliberate aggressive acts by using their cars as weapons or shooting from their cars. It would not be surprising to find that aggressiveness as a trait is also related to fast and reckless driving. Zuckerman and Kuhlman (2000) found that aggression-hostility was related to reckless driving in both male and female college students. Arnett et al. (1997) reported that both sensations seeking and trait aggressiveness correlated with reports of driving over 80 mph or 20 mph over the speed limit and racing another car. Adolescents were higher than adults on both personality traits. Jonah et al. (2001) found that not only did high sensation seekers drive faster (over 72 mph on an expressway) and well over the legal speed limit, they also reported a variety of aggressive behaviors like swearing at other drivers, beating drivers at getaways, reporting fun in weaving through traffic and passing other cars, using their horn when annoyed, making rude signs, and being easily provoked and losing their tempers. All of the Sensation Seeking Scale (SSS) subscales except Experience Seeking (ES) correlated significantly with aggressive driving. Both aggression and sensation seeking were related to convictions for speeding and dangerous driving, as well as other types of convictions in a Japanese sample of drivers (Matthews, Tsuda, Xin, & Ozeki, 1999). (Zuckerman, sensation seeking and risky behavior, 1976)

Road accidents are unfortunate mishaps wherein either two vehicles or a person with a vehicle collides. This may result in casualties, loss of property and even serious injuries. In 2016, a report on road accidents in India revealed that Chennai, the capital of Tamil Nadu, is among the two major cities that have accounted for the maximum number deaths in road accidents. The study went on to mention Chennai as the city with most dangerous roads and has recorded 7,486 accidents in 2016. In 2011-2012, a total of 19,436 accident cases were filed in Tamil Nadu, while Chennai, accounted for 3,855 cases of it. (The Hindu, 2016)

Two wheelers inch their ways to every space available, climbing over the footpath as they brush past the rare-view mirror, drivers heading out of the window out of anger, trying to call

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out the as much an abusive words they could, horns from all sides causing humongous amount of noise pollution, air pollution on the other end which are no less; accidents that can encounter with anytime; policeman's standing in midst attempting to bring anarchy. This is an everyday nightmare to put with by a local resident of Chennai city. (The news minute, 2016).

The personality of the driver may impact on the driving style, which the researcher is interested in analyzing. Sensation seeking- a thrill, adventure seeking novelty, boredom susceptibility, disinhibition, experience seeking may influence one's driving skill and speed of driving. Anger is an intense emotional response; it is a strong uncomfortable and hostile reaction to hurt, threat and provocations.

Regardless of any road safety awareness, the condition remains the same. In an environment like this, it is relevant to make a study like this to understand if the driver's anger and sensation seeing behaviors are one of the major factors resulting in reckless driving habits.

METHODOLOGY

Sample

The sample consists of 200 male and female adulthood (18 - 45 years) drivers, from Chennai city. Samples with and without driving license were included. All responses were collected by asking the samples to fill out questionnaire. Convenience sampling method was used to draw the samples from the population.

Instruments

Two measures were used in this study,

1. Arnett Inventory of Sensation Seeking by Arnett, J. (1994): The inventory consists 20 items, which was designed to assess the personality trait of sensation seeking, which is presumed to contribute to risk preferences.. It's a four point rating scale (A=describes me very well, B=describes me somewhat, C= does not describe me very well and D=does not describe me at all), consist of two subscales: Novelty scale: which refers to one's openness to experience and Intensity Scale: which assesses the intensity of stimulation of the senses.

2. Deffenbacher's Driver's Angry Thoughts Questionnaire (2003): The inventory consists of 65 items, which is measured in a five-point rating scales, which was designed to assess the driver's angry thoughts. There are 5 sub-scales involved in Driver's Angry Thoughts Questionnaire (DATQ), they are: Judgmental and Disbelieving Thinking, Pejorative Labelling and Verbally Aggressive Thinking, Revenge and Retaliatory Thinking, Physically Aggressive Thinking and Coping Self-Instruction.

Procedure

Samples are collected from all around Chennai; samples with and without driving license are included in the study. The respondents were made aware about the confidentiality of their responses. It was instructed to the respondents that there are no right or wrong answers to any questions. All responses collected by instructing the samples to fill out both the questionnaires and samples are also asked not to omit any questions. Doubts were clarified by the investigator. On an average the respondents took nearly half an hour to complete the questionnaire. The respondents were thanked for their cooperation.

RESULTS

Table 1: Pearson’s Product Moment correlation between sensation seeking and angry thoughts among drivers in Chennai city.

Variable	N	Correlation Coefficient
Sensation seeking	200	0.323**
Angry thoughts	200	

P<0.01

The table 1 shows the sample size (N) and correlation coefficient among sensation seeking and angry thoughts among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.323, which indicates the presence of a significant relationship between sensation seeking and angry thoughts at 0.01 levels.

The statistics suggest that the drivers who had higher sensation seeking have higher angry thoughts while driving, whereas drivers who have low sensation seeking has low angry thoughts while driving. Driving in Chennai city is often the most challenging task one can ever encounter with, everybody is busy and only focuses on getting to their destination not much concern about the way they choose, to reach one point. People high in sensation seeking tend to drive fast, due to the heavy traffic and number of vehicles, pedestrians etc., to encounter with, might provoke angry thoughts. This maybe the reason for the significant relationship between angry thoughts and sensation seeking while driving in Chennai city.

Table 2: Pearson’s Product Moment correlation between Judgmental and Disbelieving Thinking (angry thoughts) and sensation seeking among drivers in Chennai city.

Variable	N	Correlation Coefficient
Judgmental and Disbelieving Thinking	200	0.307 **
Sensation seeking	200	

P<0.01

The table 2 shows the sample size (N) and correlation coefficient judgmental and disbelieving thinking and sensation seeking among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.307, which indicates the presence of a significant relationship between judgmental and disbelieving thinking and sensation seeking at 0.01 levels.

The statistics suggests that, the drivers who are high in judgemental thinking or disbelieve thinking, have higher sensation seeking and divers who are lower in judgemental and disbelieve thinking have low sensation seeking. High-anger drivers report more judgmental and disbelieving thoughts about other drivers than low-anger drivers do. They may indulge in behaviours like insulting other drivers or state disbelief about the way others drive, which results in higher sensation seeking and vice versa.

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Table 3: Pearson's Product Moment correlation between Pejorative Labelling and Verbally aggressive Thinking (angry thoughts) and sensation seeking among drivers in Chennai city.

Variable	N	Correlation Coefficient
Pejorative Labelling and Verbally aggressive Thinking	200	0.329 **
Sensation seeking	200	

P < 0.01

The table 3 shows the sample size (N) and correlation coefficient Pejorative Labelling and Verbally aggressive Thinking (angry thoughts) and sensation seeking among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.329, which indicates the presence of a significant relationship between Pejorative Labelling and Verbally aggressive Thinking (angry thoughts) and sensation seeking at 0.01 levels.

The statistics suggests that, the drivers who are high in Pejorative Labelling and Verbally aggressive Thinking, have higher sensation seeking and drivers who are lower in Pejorative Labelling and Verbally aggressive Thinking have low sensation seeking. High-anger drivers report more Pejorative Labelling and Verbally aggressive Thinking towards other drivers than low-anger drivers do.

Table 4: Pearson's Product Moment correlation between Revenge and Retaliatory Thinking (angry thoughts) and sensation seeking among drivers in Chennai city.

Variable	N	Correlation Coefficient
Revenge and Retaliatory Thinking	200	0.131 NS
Sensation seeking	200	

NS Non significant

The table 4 shows the sample size (N) and correlation coefficient Revenge and Retaliatory Thinking (angry thoughts) and sensation seeking among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.131, which indicates the presence of a non-significant relationship between Revenge and Retaliatory Thinking (angry thoughts) and sensation seeking.

Table 5: Pearson's Product Moment correlation between Physically Aggressive Thinking (angry thoughts) and sensation seeking among drivers in Chennai city.

Variable	N	Correlation Coefficient
Physically Aggressive Thinking	200	0.127 NS
Sensation seeking	200	

NS Non significant

The table 5 shows the sample size (N) and correlation coefficient Physically Aggressive Thinking (angry thoughts) and sensation seeking among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.127, which indicates the presence of a non-significant relationship between Physically Aggressive Thinking (angry thoughts) and sensation seeking.

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Table 6: Pearson's Product Moment correlation between Coping Self-Instruction (angry thoughts) and sensation seeking among drivers in Chennai city.

Variable	N	Correlation Coefficient
Coping Self-Instruction	200	0.145*
Sensation seeking	200	

P < 0.05

The table 6 shows the sample size (N) and correlation coefficient Coping Self-Instruction (angry thoughts) and sensation seeking among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.145, which indicates the presence of significant relationship between Coping Self-Instruction (angry thoughts) and sensation seeking at 0.05 levels. The statistics suggests that, the drivers who are high in coping self-instruction who have high adaptive and constructive anger expression seem to have a positive correlation with sensation seeking.

Table 7: Pearson's Product Moment correlation between Intensity scale (sensation seeking) and angry thoughts among drivers in Chennai city.

Variable	N	Correlation Coefficient
Intensity scale	200	0.234 **
Angry thoughts	200	

P < 0.01

The table 7 shows the sample size (N) and correlation coefficient Intensity scale (sensation seeking) and angry thoughts among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.234, which indicates the presence of a significant relationship between Intensity scale (sensation seeking) and angry thoughts at 0.01 levels.

The result suggests that as the intensity level of sensation seeking increases, there is an increase in angry thoughts in drivers, which may results to destructive behaviours among the drivers driving in Chennai city.

Table 8: Pearson's Product Moment correlation between Novelty scale (sensation seeking) and angry thoughts among drivers in Chennai city

Variable	N	Correlation Coefficient
Novelty scale	200	0.224 **
Angry thoughts	200	

P < 0.01

The table 8 shows the sample size (N) and correlation coefficient Intensity scale (sensation seeking) and angry thoughts among drivers (Male and female) in Chennai city. The correlation coefficient value between the two variables is observed as 0.224, which indicates the presence of a significant relationship between Intensity scale (sensation seeking) and angry thoughts at 0.01 levels.

The result suggests that as the 'novelty' level of sensation seeking increases, there is an increase in angry thoughts in drivers. This may result in drivers trying out new ideas, which can results into destructive behaviours and angry thoughts.

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Table 9. Showing the Mean, Standard Deviation, 'CR' value on sensation seeking between male and female driver.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Sensation seeking	Male drivers	88	41.26	11.55	0.446NS
	Female drivers	112	40.58	9.56	

NS Not significant

The table 9 shows the sample size (N), mean, standard deviation and C.R value on sensation seeking between male and female drivers. The mean value of sensation seeking of male drivers is 41.26 and female drivers is 40.58, the standard deviation of male drivers is 11.55 and female drivers is 9.56 and the C.R value is 0.446, which indicates the presence of a non-significant relationship between sensation seeking of male and female drivers.

In the result, mean value of male drivers have marginally higher sensation seeking score than the female drivers, though statistically insignificant, which shows that males in general have the tendency to engage in novel or intense activity than females.

Table 10. Showing the Mean, Standard Deviation, 'CR' value on angry thoughts between male and female drivers

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Angry thoughts	Male drivers	88	219.40	40.98	0.974 NS
	Female drivers	112	213.61	42.37	

NS Not significant

The table 10 shows the sample size (N), mean, standard deviation and C.R value on angry thoughts between male and female drivers. The mean value of angry thoughts of male drivers is 219.40 and female drivers is 213.61, the standard deviation of male drivers is 40.98 and female drivers is 42.37 and the C.R value is 0.974, which indicates the presence of a non-significant relationship between angry thoughts of male and female drivers.

In the result the mean value of angry thoughts of male drivers is marginally higher than the angry thoughts of female drivers, but statistically insignificant, which signifies that Men tend to have higher angry thoughts and experiences of impulsively dealing with their anger. Women, on the other hand, tend to be, more resentful and less likely to express their anger, compared with men. This result is supported by the study by, DiGuseppe (2004), which revealed that women used indirect aggression by "writing off" a higher number of people--intending to never speak to them again because of their anger. But, in general male and female doesn't have any huge difference in angry thoughts; only difference is in the way they express.

Table 11. Showing the Mean, Standard Deviation, 'CR' value on sensation seeking based on number of years of driving.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Sensation seeking	5 & below	124	40.68	9.63	0.335 NS
	5 above	76	41.19	11.77	

NS Not Significant

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The table 11 shows the sample size (N), mean, standard deviation and C.R value on sensation seeking based on number of years of driving in Chennai city. The mean value of sensation seeking of drivers who have been driving for 5 years and below is 40.68 and drivers' driving for 5 years and above is 41.19, the standard deviation is 44.95 and 11.77 respectively. The C.R value is 0.335, which indicate the non-significant relationship between sensation seeking and the number of years of driving (5 years and below and above 5 years) in Chennai city.

In the result mean value of sensation seeking of drivers who are driving above 5 years is marginally higher than drivers who are driving for 5 years and below but statistically insignificant which indicate that during initial years of driving fear of getting into accidents, anxiety less experience on roads and may have promoted a feeling that they are not skilled enough. After certain period of driving, the driver may feel that they are more skilled and they have the urge to trial or enact what they seen on media or by fellow drivers.

Table 12. Showing the Mean, Standard Deviation, 'CR' value on angry thoughts based on number of years of driving.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Angry Thoughts	5 & below	124	216.74	40.28	0.249 NS
	5 above	76	215.22	44.32	

NS Not Significant

The table 12 shows the sample size (N), mean, standard deviation and C.R value on angry thoughts based on number of years of driving in Chennai city. The mean value of sensation seeking of drivers belong to the drivers driving 5 years and below is 216.74 and above is 215.22, the standard deviation of drivers belong to 5 years and below is 40.28 and drivers belong to above 5 years is 44.32 and the C.R value is 0.249, which indicate the non-significant relationship between angry thoughts and the number of years of driving in Chennai city.

In the result, mean value of angry thoughts of drivers who are driving for 5 years and below are marginally higher than drivers who are driving for above 5 years but statistically insignificant, which shows that, new drivers may find it hard to adjust to the harsh driving, noises, road rages, violation of traffic rules etc., as they are newly encountering it towards them, which may generates angry thoughts within themselves. But experience drivers on the other sides, have already gone through this problems and they might be adapted to the facts.

Table 13. Showing the Mean, Standard Deviation, 'CR' value on sensation seeking based on listening to music while driving.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Sensation seeking	Yes	84	40.91	10.91	0.042 NS
	No	116	40.85	10.18	

NS Not Significant

The table 13 shows the sample size (N), mean, standard deviation and C.R value on sensation seeking and listening to music while driving in Chennai city. The mean value of sensation seeking of drivers who listens to music while driving is 40.91 and drivers doesn't listen to music while driving is 40.85, the standard deviation of drivers who listen to music while driving is 10.91 and drivers who doesn't listen to music while driving is 10.18. The C.R

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value is 0.042, which indicates the presence of a non-significant relationship between sensation seeking and listening to music while driving.

In this study, the type of music listened by the drivers while driving was not controlled. They could either be listening to melody or jazz. Though there are studies, which show a significant relationship but music and driving, no such relationship is established in this study.

Table 14. Showing the Mean, Standard Deviation, 'CR' value on angry thoughts based on listening to music while driving.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Angry Thoughts	Yes	84	220.15	37.642	1.151 NS
	No	116	213.27	44.448	

NS Not Significant

The table 14 shows the sample size (N), mean, standard deviation and C.R value on angry thoughts and listening to music while driving in Chennai city. The mean value of angry thoughts of drivers who listens to music while driving is 220.15 and drivers doesn't listen to music while driving is 213.27, the standard deviation of drivers who listen to music while driving is 37.642 and drivers who doesn't listen to music while driving is 44.448. The C.R value is 1.151, which indicates the presence of a non-significant relationship between angry thoughts and listening to music while driving.

In the result, the mean value of angry thoughts of drivers who were listening to music is slightly higher than drivers who don't listen to music, but statistically insignificant, which shows that music seems to play a role in provoking angry thoughts. Though the type of music they listen was not controlled, the inability to peacefully listen to the music while driving or probably listening to fast pace music or, associated emotions to the music could have triggered angry thoughts.

Table 4.15. Showing the Mean, Standard Deviation, 'CR' value on sensation seeking based on driver who had met and not met with accident while driving previously.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Sensation seeking	Met	101	41.92	10.77	1.424 NS
	Not met	99	39.81	10.09	

NS Not Significant

The table 15 shows the sample size (N), mean, standard deviation and C.R value on sensation seeking based on driver who had met and not met with accident while driving in Chennai city. The mean value of sensation seeking of drivers who had met with accident is 41.92 and drivers who doesn't met with accident is 39.81, the standard deviation of drivers who met with accident is 10.77 and drivers who doesn't met with accident is 10.09 and the C.R value is 1.424, which indicates the presence of a non-significant relationship between sensation seeking based on driver who had met and not met with accident previously while driving in Chennai city.

In the result mean value of sensation seeking of drivers who met with accident is slightly higher than the drivers who don't met with accident, but statistically insignificant, which is supported by a study by, Dr.Ashish Verma, Dr.Neelima Chakrabarty, et.al, (2017), conducted a study entitled as, "Sensation Seeking Behaviour and Crash Involvement of Indian Bus

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Drivers”, the result of the study was that acute levels of Sensation seeking increased crash involvement rate in the tested drivers. Risk of severe crashes (major and fatal) was observed to be high in drivers with high levels of sensation seeking. So there is a higher chance of meeting with accident in drivers who have higher sensation seeking than the other. But in the present study, there was a statistical insignificance.

Table 16. Showing the Mean, Standard Deviation, ‘CR’ value on angry thoughts based on the driver who had met and not met with accident while driving previously.

Variable	Sample	N	Mean	Standard Deviation	C.R. value
Angry Thoughts	Met	101	223.29	40.23	2.470 *
	Not met	99	208.88	42.24	

*P<0.05

The table 16 shows the sample size (N), mean, standard deviation and C.R value on angry thoughts based on driver who had met and not met with accident while driving in Chennai city. The mean value of angry thoughts of drivers who had met with accident is 223.29 and drivers who doesn't met with accident is 208.88, the standard deviation of drivers who met with accident is 40.23 and drivers who doesn't met with accident is 42.24 and the C.R value is 2.470, which indicates the presence of significant relationship between angry thoughts based on driver who had met and not met with accident previously while driving in Chennai city at 0.05 level.

People, who are high in angry thoughts, have the tendency to take more risk on road, engage in more hostile and aggressive activities, experience more impulsivity etc., so there high probably to encounter road accident than others, on the other side driver who doesn't met with accident might be more focused on their driving and may make sure they follow traffic rules etc.

DISCUSSION

The aim of the study is to find the relationship between sensation seeking and angry thoughts among drivers in Chennai city. The objective of the study is to assess the relationship between sensation seeking and its areas and angry thoughts among drivers in Chennai city. Sensation seeking is a trait defined by the need for varied, novel, and complex sensations and experiences and the willingness to take physical and social risks for the sake of such experience (Marvin Zuckerman, 1979). Angry thoughts are thought patterns in which they encounter anger-provoking situations and the potential consequences of such thoughts are often destructive and harmful to oneself and others.

A total of 200 male and female drivers (two-wheel and four-wheel), who are driving in Chennai city were selected for the present study. Convenience sampling was used and ex post Facto design research design was used. The tools used to collect data for the present are Driver's Angry Thoughts Questionnaire (Deffenbacher, J. L., Petrilli, et.al, 2003) and Arnett Inventory of Sensation Seeking (Arnett, J.1994). SPSS package was used, where parametric statistical techniques such as t-test and Carl Pearson correlation were used to analyse the data. Mean and standard deviation also used to describe the data.

Results show that there is significant relationship between sensation seeking and angry thoughts, the drivers those who had higher sensation seeking seems to have higher angry thoughts while driving, whereas drivers who have low sensation has low angry thoughts while driving. Driving in Chennai city is often the most challenging task one can ever

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encounter with, everybody is busy and only focuses on getting to their destination not much concern about the way they choose, to reach one point. People high in sensation seeking tend to drive fast, due to the heavy traffic and number of vehicles, pedestrians etc., to encounter with, might provoke angry thoughts.

It is also observed a significant relationship between Judgmental and Disbelieving Thinking (angry thoughts) and Sensation seeking ($p < 0.01$), Pejorative Labelling and Verbally aggressive Thinking (angry thoughts) and Sensation seeking ($p < 0.01$), Coping Self-Instruction (angry thoughts) and sensation seeking ($p < 0.05$), Intensity scale (sensation seeking) and angry thoughts ($p < 0.01$), Novelty scale (sensation seeking) and angry thoughts ($p < 0.01$) and angry thoughts and the driver who had met and not met with accident earlier ($p < 0.05$) while driving in Chennai city.

The result of the study shows that the drivers in Chennai city tend to have high sensation seeking and angry thoughts. These two factors might be the strongest predictors of the risk/unsafe driving behaviours in Chennai city leading to accidents or reckless driving.

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Conflict of Interest

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