

# High-risk driving in Ontario, Canada: A review on street racing and stunt driving

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# High-risk driving

- Operating a vehicle in a dangerous and irresponsible way
- May result in injuries, fatalities, & property damage

## Legislation

- Prohibited in Canada  
Ontario, September 2007  
*Street Racers, Stunt and Aggressive Drivers Leg.*
- Wheelies, ghost riding, excessive speeding, etc.  
(Highway Traffic Act, 2009)

# Legislation (cont`d)

## Penalties include;

- 7-day vehicle impoundment
- 7-day driver's licence suspension
- Fine from \$2,000 to \$10,000
- Loss of 6 demerit points  
(Highway Traffic Act, 2009)

## Prevalence

- Ontario residents  
1% reported street racing
  
- High school students  
20.4% reported street racing at least once

(Smart et al., 2011; Vingilis et al., 2011)

# Prevalence (cont`d)

- Car and racing enthusiasts  
Over 80% never engaged  
in stunt driving

- *However,*

*Excessive speeding (never = 64.5%)*

*Doing doughnuts (never = 60.7%)*

(Vingilis et al., 2013)

## Aim

To summarize research studies examining street racing and stunt driving behaviours and their correlates in Ontario

## METHOD

### A review of;

1. How effective is the law?
2. What are the correlates of engaging in high risk driving?
3. Are high-risk driving tendencies transferred to on-road driving as violations?

# 1. Effectiveness of the law

## Extreme speeding convictions

- Speeding 50 kph and over
- Two periods compared;

January 1, 2003 to September 30, 2007  
October 1, 2007 to December 31, 2011

- A significant reduction in convictions of male drivers but not female drivers

(Meirambayeva, et al., 2014a)

# 1. Effectiveness (cont`d)

## Speed-related causalities

- Monthly speeding-related collision casualties
- Two periods compared;
  - January 1, 2002 to September 30, 2007
  - October 1, 2007 to December 31, 2010
- The casualties involving young male drivers decreased
  - 58 less causalities for young males
  - (Meirambayeva, et al., 2014b)

# 1. Effectiveness (cont`d)

## Median speed in highways

- The median average speed decreased after September 30, 2007

(Meirambayeva, et al., 2014b)

## 2. Correlates of high-risk driving

Stunt drivers vs. non stunt drivers

Variables	No Stunt driving %	Stunt driving %
<b>Age (p&lt;.001)</b>		
16-34	37.0	54.6
35 and older	63.0	45.4
<b>Weekly driving average (NS)</b>	M=3.44	M=3.59
<b>Personality variables</b>		
Driver Thrill Seeking	M=29.21	M=37.84
Competitive Attitude Toward Driving	M=6.48	M=8.46

## 2. Correlates (cont`d)

### Stunt vs. non stunt drivers

<b>Attitudes (agree/strongly agree)</b>	<b>No stunt %</b>	<b>Stunt %</b>
<i>Ontario's Stunt Driving Law subsections:</i>		
50 km over speed limit	48.6	20.1
Ghost riding	82.2	70.5
Prevent car from passing	61.1	46.4
Driving with person in trunk	71.3	61.1
Driving close as possible to other	70.0	56.0
Performing wheelies	66.1	40.9
Performing doughnuts/ burnouts	51.7	22.7
<b>Attitude towards street racing/stunt driving</b>	<b>M=29.73</b>	<b>M=41.7</b>

## 2. Correlates (cont'd)

### Stunt vs. non-stunt drivers

<b>Driver Behaviours</b>	<b>No stunt %</b>	<b>Stunt %</b>
Driver Behaviour Q.	M=6.29	M=11.34
Self Report Driver Aggression Q.	M=3.56	M=5.86
Risk-Taking Driving Scale	M=7.60	M=9.99
Driver in collision in past 5 years (NS)	17.8	23.3
Stopped for traffic offence in past year	11.7	31.1

## 2. Correlates (cont`d)

### Predictors of stunt driving

- Driver thrill seeking
- Competitive attitudes toward driving
- Attitudes towards Ontario's stunt driving legislation
- Attitudes towards street racing and stunt driving

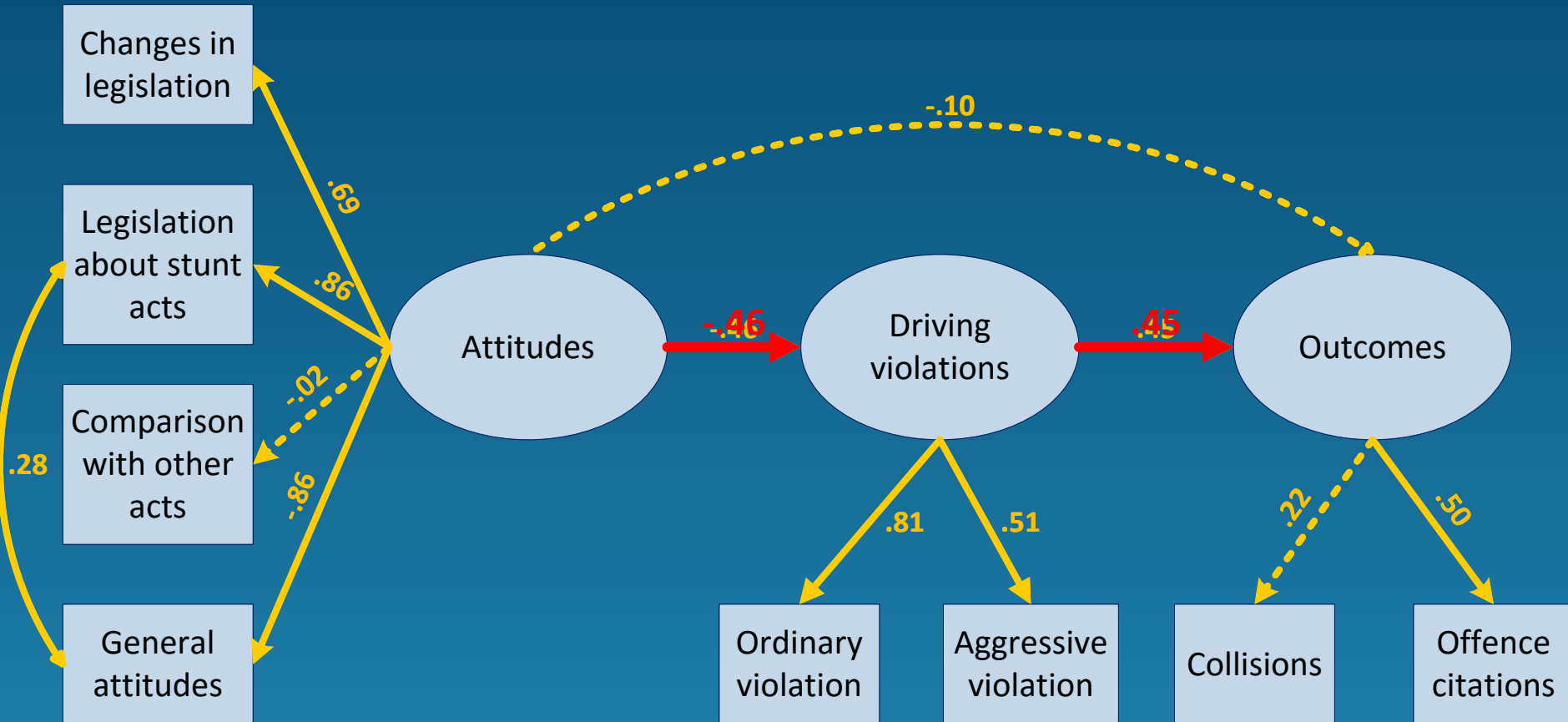
(Vingilis et al., 2013)

### 3. High-risk driving tendencies & everyday violations

#### Everyday violations

- Ordinary violation (i.e., breaking traffic rules)
- Aggressive violation (i.e., aggressive acts toward another road user)

# Findings



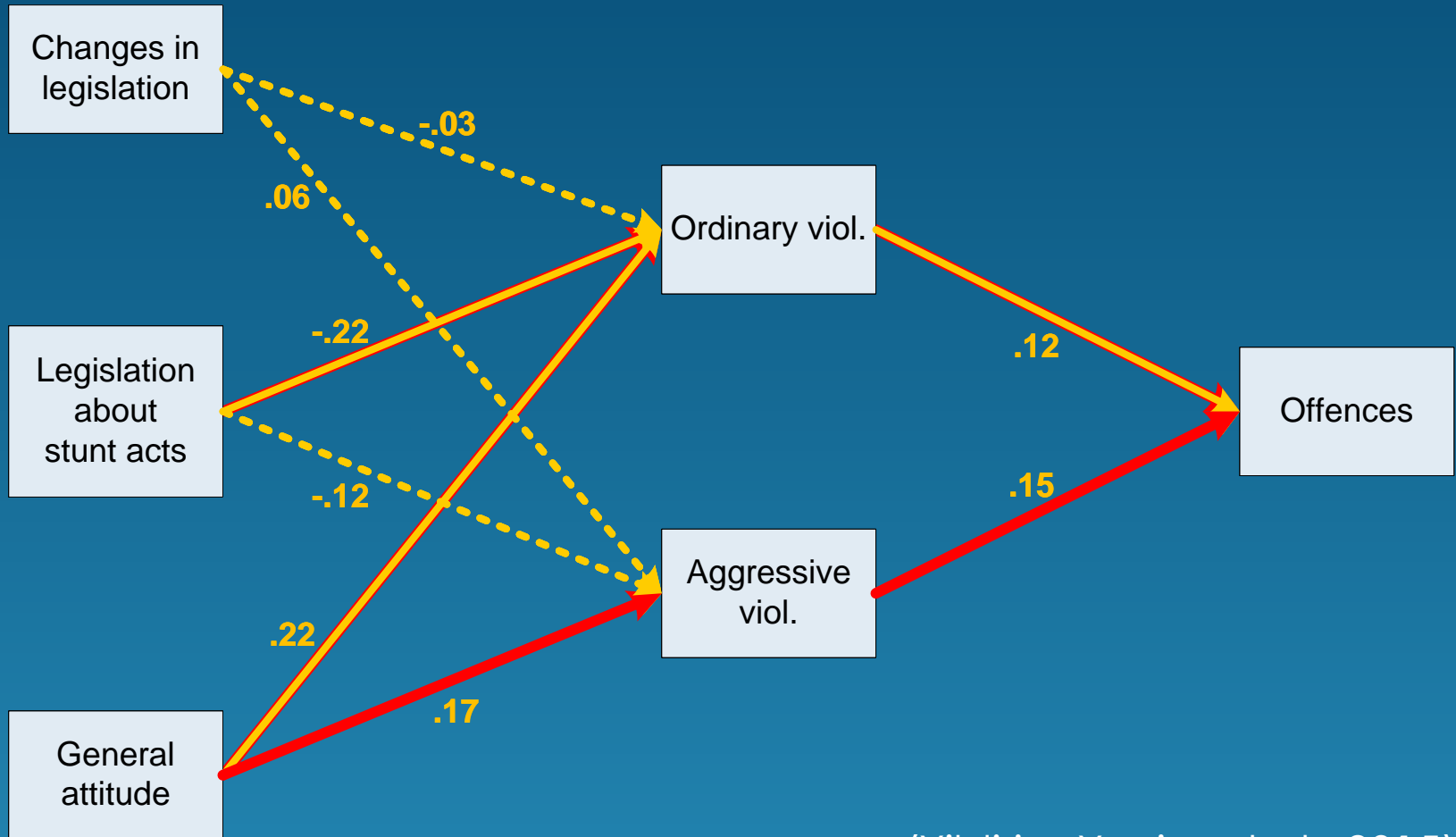
$\chi^2/df=30.03/16$

RMSEA=.05

SRMR=.04

CFI=.98

# Findings



(Yildirim-Yenier et al., 2015)

## DISCUSSION

- Deterrent impact of the concerned laws
- Correlates of high-risk driving identified
- Transferred to everyday driving

**THANK YOU!**