

学術講演会予稿集正誤表

(Errata of Proceedings/Summarized Papers)

学術講演会セッション 番号・セッション名 (SessionNo.-Session Name)	【セッション No.】 21 【セッション名】 ドライバ行動の分析とモデル化
講演タイトル (Title)	運転に関する簡易型質問紙 CCDC を用いた高齢ドライバの分類と特徴
講演者名 (Speaker name) 所属名 (Affiliation)	小嶋理江 名古屋大学 未来社会創造機構 モビリティ社会研究所
誤 (Incorrect)	「4.まとめ」の 1) 第 1 軸のプラス側(プロット図の右側)は補償行動意識が <u>高く</u> , 第 2 軸のマイナス側(プロット図の下側)は, 安全運転適性が高い. Table 掲載ページが抜け落ちておりました
正 (Correct)	「4.まとめ」の 1) 第 1 軸のプラス側(プロット図の右側)は補償行動意識が <u>低く</u> , 第 2 軸のマイナス側(プロット図の下側)は, 安全運転適性が高い. Table 掲載ページを追加いたします

学術講演会運営事務局 jsae@gakkai-web.net 宛にご提出ください。
(Please send to jsae@gakkai-web.net)

Table 1 Relation between calculated ranks and clusters on the CCDC subscales (Ratio per column)

		C1 (11.8%)	C2 (20.1%)	C3 (14.6%)	C4 (25.8%)	C5 (27.6%)	Total	<i>P</i>	Cramer's V [95% CI]
Safe Driving	R1	28.74	3.97 ▼	7.46 ▼	54.75 Δ	49.23 Δ	33.70	.000	.456 [.414, .497]
	R2	24.71 ▼	27.78 ▼	28.36 ▼	39.66	45.92 Δ	35.73		
	R3	46.55 Δ	68.25 Δ	64.18 Δ	5.59 ▼	4.85 ▼	30.57		
Anxiety about Causing Traffic Accidents	R1	83.91 Δ	56.35	10.45 ▼	86.03 Δ	58.93	61.58	.000	.507 [.466, .545]
	R2	16.09 ▼	43.65	89.55 Δ	13.97 ▼	41.07	38.42		
Coping with Adverse Conditions	R1	64.37 Δ	6.35 ▼	1.49 ▼	62.57 Δ	17.09 ▼	30.65	.000	.547 [.509, .583]
	R2	28.16 ▼	45.63	33.33 ▼	37.43 ▼	77.30 Δ	48.51		
	R3	7.47 ▼	48.02 Δ	65.17 Δ	0.00 ▼	5.61 ▼	20.84		
Coping with Passengers	R1	70.69 Δ	24.21 ▼	8.96 ▼	46.09 Δ	17.35 ▼	31.59	.000	.464 [.421, .504]
	R2	18.97 ▼	33.73 ▼	16.42 ▼	53.07 Δ	62.24 Δ	42.48		
	R3	10.34 ▼	42.06 Δ	74.63 Δ	0.84 ▼	20.41 ▼	25.93		
Cognitive Decline	R1	92.53 Δ	26.59	0.00 ▼	25.98	0.00 ▼	23.31	.000	.601 [.567, .634]
	R2	7.47 ▼	66.67 Δ	31.34 ▼	72.91 Δ	62.76 Δ	54.54		
	R3	0.00 ▼	6.75 ▼	68.66 Δ	1.12 ▼	37.24 Δ	22.15		
Self-Awareness of Functional Declines	R1	94.83 Δ	41.27	3.98 ▼	62.29 Δ	3.32 ▼	37.25	.000	.554 [.516, .590]
	R2	4.60 ▼	43.65 Δ	20.40 ▼	31.28 ▼	61.22 Δ	37.11		
	R3	0.57 ▼	15.08 ▼	75.62 Δ	6.42 ▼	35.46 Δ	25.64		
Perception of Workload	R1	94.83 Δ	24.60 ▼	0.50 ▼	68.44 Δ	16.58 ▼	39.07	.000	.571 [.534, .605]
	R2	5.17 ▼	53.57 Δ	27.36 ▼	28.21 ▼	69.39 Δ	41.54		
	R3	0.00 ▼	21.83	72.14 Δ	3.35 ▼	14.03 ▼	19.39		
Emotional Controllability Difficulties	R1	61.49 Δ	45.63 Δ	9.45 ▼	5.03 ▼	0.77 ▼	19.03	.000	.468 [.425, .508]
	R2	37.36 ▼	45.63	41.79	61.73 Δ	37.24 ▼	45.82		
	R3	1.15 ▼	8.73 ▼	48.76 Δ	33.24	61.99 Δ	35.15		

Note. As a result of the residual analysis, the numerical values of cells where a discrepancy between expected and observed frequencies was found are shown in italic bold. Δ is statistically significantly more, ▼ is statistically significantly less.

Table 2 Relation between face items and clusters (Ratio per column)

		C1 (11.8%)	C2 (20.1%)	C3 (14.6%)	C4 (25.8%)	C5 (27.6%)	Total	<i>P</i>	Cramer's V [95% CI]
Gender and age group	60s male	41.38 Δ	16.67 ▼	8.46 ▼	43.02 Δ	28.32	28.76	.000	.188 [.136, .238]
	70s male	26.44 Δ	14.29 ▼	14.93 ▼	22.63	21.17	20.04		
	80s male	5.75	5.16	4.48	4.19	6.12	5.16		
	60s female	15.52 ▼	27.78	33.83 Δ	18.44 ▼	26.79	24.40		
	70s female	10.34 ▼	32.14 Δ	30.85 Δ	9.78 ▼	15.05 ▼	18.52		
	80s female	0.57 ▼	3.97	7.46 Δ	1.96	2.55	3.12		
Experience of road traffic accidents	Yes	93.10 Δ	91.27 Δ	89.55 Δ	87.71 Δ	89.54 Δ	89.83	.351	.057 [.004, .109]
	No	6.90	8.73	10.45	12.29	10.46	10.17		
Experience of traffic offences	No experience	83.33 Δ	86.90 Δ	90.05 Δ	82.68 Δ	83.42 Δ	84.82	.021	.076 [.023, .128]
	1 time yes	12.64	11.90	7.46	12.57	11.73	11.47		
	2 times yes	4.02	0.40 ▼	0.50	3.63 Δ	2.30	2.25		
	More than 3 times Yes	0.00	0.79	1.99	1.12	2.55 Δ	1.45		
Degree of importance of the car	Not important at all	0.00	1.19	1.49	0.84	0.00	0.65	.011	.079 [.026, .131]
	Not of little importance	7.47	7.54	8.96	5.03	6.12	6.68		
	Slightly important	21.26 ▼	28.57	35.82 Δ	27.09	33.16	29.63		
	Very important	71.26 Δ	62.70 Δ	53.73 ▼	67.04 Δ	60.71 Δ	63.04		
Degree of attachment to the car	None	0.57	1.19	2.99 Δ	1.68	0.77	1.38	.000	.113 [.060, .165]
	Not much	5.17 ▼	11.11	12.94	8.94	12.50	10.46		
	A little	32.18 ▼	42.46	44.78	45.25	53.83 Δ	45.46		
	Very much	62.07 Δ	45.24	39.30	44.13	32.91 ▼	42.70		
Frequency of driving a car	A few times a year	1.15	4.37	6.97 Δ	2.23	3.83	3.63	.000	.115 [.063, .167]
	Once every few months	1.72	1.98	3.98	2.23	2.55	2.47		
	Several times a month	10.92	14.68	23.88 Δ	9.22 ▼	14.54	14.09		
	A few times a week	48.85	50.79	48.76	41.34 ▼	46.68	46.62		
	Almost every day	37.36	28.17	16.42 ▼	44.97 Δ	32.40	33.19		
Mainly the car you drive	Mainly the car I drive	89.66 Δ	78.57 Δ	65.67 ▼	84.92 Δ	81.63 Δ	80.61	.000	.108 [.056, .160]
	Mainly car driven by family members	6.32 ▼	16.67	31.34 Δ	11.17 ▼	14.80	15.54		
	Rental car	1.15	3.17	1.49	2.51	2.04	2.18		
	Shared car	0.57	1.19	1.00	0.28	0.77	0.73		
	Company-owned car	2.30 Δ	0.40	0.50	1.12	0.77	0.94		
Size of car you often drive driving a car	E-segment or larger equivalent	13.22 Δ	7.54	3.48 ▼	7.26	4.85	6.83	.000	.092 [.039, .144]
	D-segment equivalent	31.03 Δ	18.25 ▼	19.40	28.77 Δ	19.13 ▼	23.02		
	B or C-segment equivalent	29.31 ▼	36.90	38.31	35.75	39.03	36.46		
	A-segment equivalent	4.02	5.56	6.47	5.31	5.10	5.30		
	Kei car	22.41	31.75	32.34	22.91 ▼	31.89	28.40		

Note. As a result of the residual analysis, the numerical values of cells where a discrepancy between expected and observed frequencies was found are shown in italic bold. Δ is statistically significantly more, ▼ is statistically significantly less.