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Psycho-social Correlates of Driving Behavior: A Masculinity Perspective

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ABSTRACT

The goal of the current study was to examine the relationship between identity traits, manliness, and aggressive driving in young male drivers. Manliness was hypothesized to mediate the relationship between identity traits and aggressive driving. It is generally agreed that there will likely be a relationship between identity features, manliness, and forceful driving in young male drivers, and that manliness will probably operate as an intermediary in that relationship. It is a cross-sectional co-relational research study. A total of 150 young male drivers made up the sample. Purposive sampling was used to gather the sample from various Lahore institutions. The Doing Masculinity Composite Scale (DMCS), the Ten-Item Personality Inventory (TIPI), and the Aggressive Driving Behavior Questionnaire (ADBQ) are among the measures. Structural Equation Modelling (SEM) was used to examine the mediating effect of masculinity between aggressive driving behavior and personality factors. Pearson product moment correlation was utilized to evaluate the relationship between the study variables. The goal of this study is to identify any potential psycho-social causes of aggressive driving in order to develop a strategy to curb this behavior while improving men's social perception.

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1. Introduction

Driving has risen to prominence in society in the modern era. Driving represents independence, control, and freedom for the majority of Homo sapiens. Every person needs a car if they need to go anywhere, whether they are heading to or from an office. Unfortunately, we have developed an anxious attitude towards driving, which can encourage people to drive aggressively. With an estimated population of more than 170 million, Pakistan, one of the seven nations in South Asia, holds the sixth-highest population in the world (Population 2011). The country has the greatest death rate on the road networks, resulting in about 5565 fatalities annually, or more than 30 accidents for every 10,000 registered vehicles. Lahore, the second-most populous city in Pakistan, is also ranked forty-first in the entire world. (The 2011 World's Largest Cities). According to figures from 2010, the city lost 332 lives and wounded 27,264 people in less than a year as a result of improper turns, speeding, or careless driving, primarily as a result of male aggressive driving. However, there is a strong correlation between the phenomena of aggressive driving behaviour and specific personality qualities as well as several social elements like masculinity, socioeconomic level, ethnicity, and caste rank. Therefore, the primary goal of the current study is to investigate the possibility that psycho-social factors contribute to men's aggressive driving behavior.

Personality traits have also been used to examine the driving behavior. It is said that personality traits are related to the driving behaviors. For example, persons with the low emotional stability have a fretful driving style (Taubman-Ben-Ari & Yehiel, 2012). Similarly another research showed that emotional strength has a negative relationship with the traffic

violation, road accidents and aggressive driving (Dahlen, Edwards, Tubré, Zyphur, & Warren, 2012). It has also been found that driving patterns like reckless driving has also the positive relationship with the extraversion. Extraversion is defined as the person being interactive, outer, energetic, sociable, and pushy (Srivastava, John, Gosling, & Potter, 2003). Another review additionally demonstrated that there is a positive connection between the physical hostility and the extraversion while driving or in movement. However, there is no relationship with the other types of aggression like verbal aggression or the traffic challenges with the extraversion (Benfield, Szlemko, & Bell, 2007).

It has been perceived that the masculinity is very much perilous for the health of the person which is more general in sense and this has been also renowned. In all of the countries which are industrial, the lower life of the men has expectancy which cannot be decreased to the factor of biology but it has been elaborated by the routine of the dicey life (Waldron, 1997). It also has been found that the men try to strive for expressing their masculinity by their risky behavior like driving recklessly and some more studies have shown that the masculinity is related to the good quality of the mortality (Lippa, 2000). There are numerous studies that demonstrate that men are more likely to speed than women (Harré, 2000), that identification with one's gender has an impact on one's driving behaviour, and that identification with a "macho" personality also has an impact on one's tendency to drive aggressively.

Masculinity and aggressive driving Masta, Sieverding, Essence, Graber, and jack (2007) investigated that masculinity is the main cause of speeding in young male drivers. Randomly 83 males were selected in the sample. Results revealed that respondents driving speed were increased from start to end. Additionally, Krahé and Fenske (2002) researched driving conduct and the part macho identity age and energy of auto. The fundamental reason for the study was to investigate macho man identity and forceful driving conduct... The example of two subscales was included on 154 guys with age's scope of 20-67. The unwavering quality sizes of German to quantify macho identity and forceful driving conduct can be viewed as attractive.

Jabbar, Asif, Malik, and Noreen (2014) investigated the dynamics between social factors which are being reflected in driving behaviors of young male car drivers. Findings showed that mostly young males show aggressiveness during driving, racing with other cars on the road and use the road as their personal property because they are more passionate about driving, considered themselves a hero while driving. Class, caste, and status of young males influence their driving from some extent. If a driver belongs to upper class he drives proudly and rashly and on the other hand low class’s driver always prefers to give way that upper class’s driver. Mostly young male drivers do not bother road communication and road safety which leads to road accidents and crashes.

Batool, Carsten, and Jopson (2012) analyzed the factors that deal with the variant driving behaviors in the context of Pakistan. It was an exploratory study that was based on analyzing the general driving behaviors of the individuals, government officials, and semi-structured interviews. The research found out that behavioral issue, operational and physical issues, execution and institutional issues are the reasons for the low road safety in the Pakistan.

2. Theoretical Background

A number of theories relate to aggressive driving behavior such as biological approach, psychoanalytical approach drive theory: frustration-aggression model, social learning theory, and theory of planned behavior. But few of them are reported below.

2.1. Theory of Planned Behavior

This model was presented by Ajzen that focuses on the cognitive and behavioral self-regulation (Ajzen, 1991). The central idea of the theory is that behavior of the individuals depends on the behavioral intentions. The primary tenets of the theory are that attitudes, subjective norms, and perceived behavioral control all have an impact on behavior. This theory is frequently used in decision-making and has been used to highlight different cultural practices see (Johnson, Simons, & Conger, 2004). In terms of regulations, the hypothesis has also been applied to comprehend how those who flout movement norms make decisions (e.g.,(Forward, 2009; Iversen, 2004; Turner, McClure, & Pirozzo, 2004; Zhou, Wu, Rau, & Zhang, 2009).

2.2. Social Learning Theory

Social learning theory explains that aggression is formed in the individuals due to the punishment, rewards, and norms of the individuals rather than due to the internal instinct or drive (Bandura & Walters, 1977). So, according to the theory, aggression driving is linked with the learned behavior to which person was exposed. It depends on the observations and limitations of others in the environment. If the aggressive behavior is reinforced in the individuals, its chances of reoccurrence increase. For instance, if the parents are punishing the children for aggressive behavior, then the behavior might be inhibited in the children in the presence of their parents but they will strongly learn the imitative behavior. So, it is likely that they will show their aggressive behavior in the absence of their parents.

2.3. Rationale

Road accidents and fatalities are often the result of aggressive driving. Around 1.2 million people per year die in street accidents around the world, while 20 to 50 million people suffer minor injuries or are permanently disabled (WHO, 2004). Over the next 20 years, there is expected to be a 60% increase in street movement injuries (WHO, 2004).Street activity injuries are expected to become the third major cause of unbalanced life years lost globally by 2020.

According to the literature, young male drivers are more likely than drivers of any other gender or age group to drive aggressively (citation). Many studies have been conducted by Broughton (2008) which showed that both social i.e., masculinity and psychological i.e., personality characteristics, factors are equally contributing to aggressive driving behavior but some social correlates like caste system ethnicity and social class has not yet been investigated so far. Similarly, there are scars of researchers has been found in Pakistani cultural context which caters both precipitating and predisposing phenomenon in relation to aggressive driving behavior. So it is dire need of this study to fill this vacuum and invite other researchers to work on this dimension as well. This study also postulates other significant models in relation to aggressive driving behavior and pave the way for responsible departments to prevent this growing problem at macro level however in micro level in-person counseling will be provided.

2.4. Aims and Objectives

The study of driving behavior's psycho-social correlates.

- To look into the connection between male adults' driving behavior and psycho-social (Personality, Masculinity) factors.
- To investigate the effects of psycho-social factors (personality, masculinity) on male adults' driving behavior.
- To determine the function of masculinity in mediating the relationship between personality variables and driving behavior.
- To ascertain the effect of driving-related and demographic variables on driving behavior.

2.5. Hypotheses

- There will be a connection between male adults' driving behavior and psyche-social (personality, masculinity) factors.
- Factors related to personality and masculinity (psycho-social) will affect driving behavior
- Masculinity will intervene in the relationship between identity traits and driving behavior.
- Driving behavior will be influenced by demographic and driving-related factors.

3. Research Methodology

3.1. Research Design

For the present research correlation (cross-sectional) research design will be used.

3.2. Sample

Sample will be consisted of 150 males (calculated from G*Power) drivers with the age range of 18 to 24 years. Drivers will be requited from different areas of Lahore.

3.3. Sampling Strategy

To select the sample, a non-probability purposive sampling technique will be used.

3.3.1. Inclusion Criteria

- Only male drivers will be included in the study
- Participants who have at least 6 months of driving experience, will be included
- Participants who has driving license will be included only
- Only car Drivers will be included.

3.3.2. Exclusion Criteria

- Participants who has license of other state or country will be excluded
- Participants who has any physical disability will be excluded
- Participants who cannot read and write English language will be excluded.

3.3.3. Assessment Protocol

Three measures included demographic information sheet will be used in present study.

- Ten Item Personality Inventory (TIPI)
- Doing Masculinity Composite Scale (DMCS)
- Aggressive Driving Behavior Questionnaire (ADBQ)
- Demographic Information Sheet

3.3.4. Ten Item Personality Inventory (TIPI)

With the aid of the Ten Item Personality Inventory (TIPI-10; (Gosling, Rentfrow, & Swann, 2003), character traits were examined. This review contains 10 announcements that cover the five primary personality traits: enthusiastic security, extraversion, openness to new experiences, charm, and dependability. Each statement is rated from "1 = strongly disagree" to "7 = vehemently agree" on a scale of 1 to 7. For the measures measuring emotional stability, extraversion, agreeableness, conscientiousness, and openness to experience separately, the Cronbach's alpha values were.68,.40,.50,.73, and.45.

3.3.5. Doing Masculinity Composite Scale (DMCS)

Doing Masculinity Composite Scale (DMCS) is produced by (Williams & Sheehan, 2005). The scale comprised of 12 things measuring two noteworthy measurements which legitimate practices e.g., "having an occupation, having an auto, having a place to live". What's more, illicit or introverted practices e.g.," taking, taking an auto, drinking and battling" Responses extended from 1 = Disagree to 10 = Agree. The Cronbach’s alpha is adobe .70 for both subscales.

3.3.6. Aggressive Driving Behavior Questionnaire (ADBQ)

Gurda (2012) created the Aggressive Driving Behavior Questionnaire (ADBQ). The scale, which measures aggressive driving behavior, has 20 components. There are four main factors: overt expressiveness, speeding/minor infractions, aggressive behavior related to anger/aggression, and judgment of other drivers. Responses ranged from 1 for never to 6 for very always. The reliability coefficients for anger/aggression, speeding/minor offence, overt expressiveness, and judgment of others are, respectively.76,.67,.61, and.63.

3.3.7. Demographic Information Sheet

This study’s demographic data consists on following important variables: Age, education, driving experience, type of car, caste, living area, class, own licensees.

3.3.8. Procedure

The specialists will be looked for authorizations from the creators of the first measures to utilize them in current review. A professional letter outlining the methodology of the examination study and requesting permission to gather information will be obtained from the Department of Sociology at the University of Management and Technology, Lahore, prior to information gathering. The letter authenticated the researchers’ identity and affiliation with the department as well. These authority letters will be then presented to heads of the educational institutions for their permission to collect data. The researcher will choose the subjects after obtaining consent and using inclusion and exclusion criteria. The purpose of the study will be communicated to participants, and their consent to participate in the study will then be obtained. Participants may be guaranteed that the information is confidential. The participants will also be given the assurance that their information will only be used for research purposes and that they can withdraw from the study at any moment while it is still in progress. After receiving all the

measurements in a random order, participants will also receive a sheet with demographic data. Questionnaires will be graded and objectively measured after data collection.

3.4. Results

The consequences of the ebb and flow research are exhibited for identity characteristics, manliness and forceful driving conduct in men. Turn around coding of the pertinent things of identity qualities was done to achieve homogeneity among acquired scores. Five major steps were used to analyze the information. The first step was doing a reliability analysis that produced a Cronbach's Alpha and figuring out expressive metrics for scales and subscales. In the next phase, Pearson Product Moment Correlation was used to analyze the relationship between masculinity traits, aggressive driving behavior, and dental hygiene. Socio-statistic factors were additionally examined in connection with forceful driving behavior. In the third step, various leveled straight relapse was lead to assess the indicators of forceful driving conduct. Indefinite stride, intervention investigation through basic condition demonstrating SEM utilizing AMOS was the rush to look at the interceding part of manliness between identity characteristics and forceful driving conduct. The clear and dependability examinations were done for every appraisal measure and their subscales (see table 1).

Table 1: Cronbach's Alpha and Descriptive Statistics of Study Variables (N=200)

Variables					Ranges		
	k	*M*	*SD*	*Cut-off*	*Actual*	*Potential*	*a*
Personality Traits	10	-	-		-	-	-
Extraversion	2	8.34	3.17	8	2-14	2-14	.42
Agreeableness	2	9.29	2.91	9	3-14	2-14	.45
Conscientiousness	2	10.62	2.96	10	4-14	2-14	.41
Emotional Stability	2	8.85	2.80	9	2-14	2-14	.51
Openness to Experiences	2	9.50	2.92	10	2-14	2-14	.53
Masculinity	20	71.03	10.68	71	41-100	20-100	.76
Aggressive Driving Behaviour	20	60.46	15.30	60	30-104	20-120	.82

Note: k= number of item, cut-off = median points, *a= Cronbach's Alpha*

The aforementioned table shows the descriptive statistics and internal consistency (Cronbach's alpha) of the subscales measuring aggressive driving, masculinity, and personality traits. The score of extraversion agreeableness and conscientiousness were above the cut-off point, while emotional stability and openness to experience were found to be below the cut-off point. Moreover, the scores of masculinity and aggressive driving behavior were also found to be above the cut-off point. As far as Cronbach's alphas of the constructs were concerned masculinity and aggressive driving behavior possessed good internal consistency. While the reliability subscales of the personality traits were observed significantly low. However, Rentfrow, 2011 advocated that these five factors have low internal consistency but the test re-test reliability of these factors is good. Another potential reason is the minimum (two items in each domain) number of items. Clark and Watson. 2002 argued that if a scale has few items then the internal consistency can be observed low.

It was predicted that there would likely be a link between aggressive driving behavior, masculinity, and identity traits such extraversion, agreeableness, conscientiousness, emotional stability, and openness to experiences. Additionally, it was hypothesized that there would likely be a favorable correlation between manliness and aggressive driving behavior. To survey the connection between factors, Pearson item minute relationship examination was done. For results see table 2

Table 2: Intercorrelation between Personality Traits, Masculinity and Aggressive Driving Behaviour (N= 200)

Variables	*1*	*2*	*3*	*4*	*5*	*6*	*7*
Personality Traits	-	-	-	-	-	-	-
1.Extraversion	-	-.29***	-.08	.04	.16*	.47***	.31***
2.Agreeableness		-	.20**	.23**	.33***	.12	.09
3.Conscientiousness			-	.38**	.12	.21**	-.24**
4.Emotional Stability				-	.16*	.35***	-.37***
5.Openness to Experiences					-	.18**	.29***
6.Masculinity						-	.41***
7.Aggressive Driving Behaviour							

*p<.05, **p<.01, ***p<.01

Extraversion, Conscientiousness, Emotional Stability, and Openness to Experiences were found to be distinguishingly fundamentally associated with manliness, while Pleasantness was found to be non-fundamentally associated with manliness, according to the results of a Pearson item minute connection examination. While aggressive driving behavior was shown to be negatively substantially associated with conscientiousness and emotional stability, extraversion and openness to experiences were found to be positively significantly correlated with aggressive driving behavior. Despite this, it was discovered that agreeableness did not significantly predict aggressive driving. Additionally, a substantial positive correlation between masculinity and aggressive driving was discovered. It was hypothesized that there would likely be a correlation between a socio-statistical variable and aggressive driving behavior. A Pearson item minute relationship research was conducted to examine the relationships between the various components. For results see table 3

Table 3: Intercorrelation between Socio-demographic Variables and Aggressive Driving Behaviour (N= 200)

Variables	2	3	4	5	6	7	8	9	10	11	12
1. Age	-.03	.72***	.24**	.26***	.16*	-.12	-.10	-.04	.08	-.24**	-.17*
2. Family income		-.14	.10	.09	-.10	-.04	-.08	-.02	.14	-.12	-.12
3. Marital Status			.10	.10	.05	-.19**	-.09	-.06	.04	-.25***	-.21**
4. Weekly Driving Hours				.31***	.18*	-.05	.12	-.01	-.02	-.09	-.06
5. Weekly Driving in KM					.18*	.11	.03	-.04	.19**	.07	.10
6. No. of Accidents						.12	.14*	.02	.06	.07	.10
7. Ever Been Arrested							-.04	.23**	-.03	.22**	.04
8. Vehicle Value								-.01	-.15*	.03	-.11
9. How Often Car Repair									.01	.02	.06
10. Drive In Stress										.19**	.19**
11. Listen Music											-.22**
12. Aggressive Driving Behaviour											

Note: Marital Status, 1 = Married, 0 = Unmarried. Ever Been Arrested 1 = Yes, 0 = No. Listen Music, 1- Yes, 0 = No.
*p<.05, **p<.01, ***p<.01

The findings indicated that men drive less aggressively as they age, with age being found to be significantly and negatively associated with aggressive driving behavior. While marital status was also discovered to be negatively significantly related with aggressive driving behavior, suggesting that aggressive driving was a trait shared by single men. Additionally, it was discovered that driving aggressively was considerably positively associated with stress. It was discovered that aggressive driving behavior was adversely and significantly connected with listening to music while driving. Moreover, family income weekly driving hours, weekly driving in km, no. of accidents, ever been arrested, vehicle value and how often car repair was found non-significantly correlated with aggressive driving behavior.

Auxiliary condition model was utilized to look at the interceding part of manliness reactions between identity attributes (extraversion, pleasantness, good faith, enthusiastic security, and openness to encounters) and forceful driving conduct in grown-ups. Display fit introduced in table 4.

Table 4: Fit Indices for Personality Traits, Masculinity and Aggressive Driving Behaviour

Model	χ^2	*Df*	χ^2/df	*GFI*	*CFI*	*NNFI*	*RMSEA*	*SRMR*
Initial model	578.53	76	7.61	.82	.81	.54	.11	.09
Model fit	112.43	72	1.56	.95	.97	.92	.04	.04
$\Delta\chi^2$	293.89*							

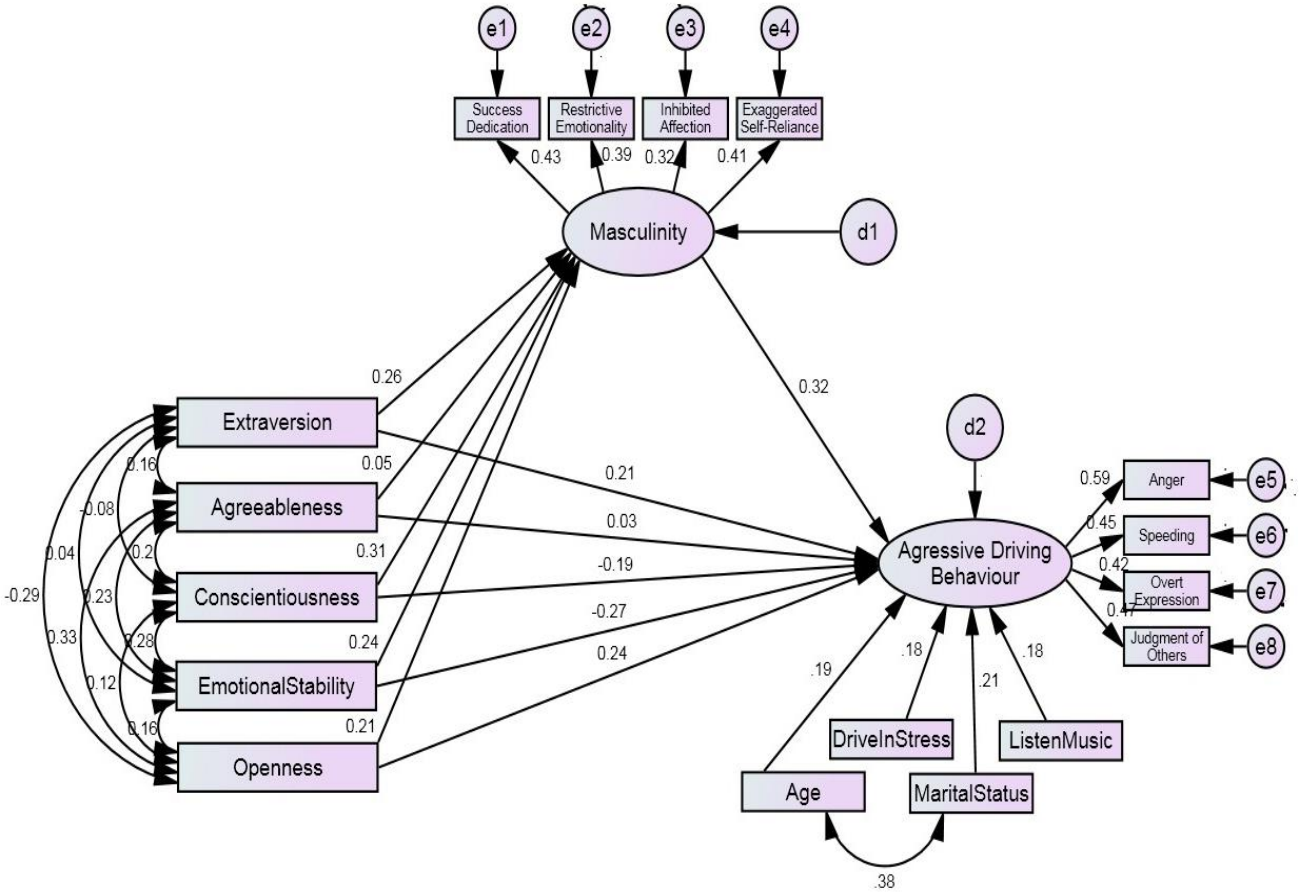
Note: N=200

All change in chi-square values are computed relative to the model, χ^2 >.05., GFI= Goodness of fit index, CFI=comparative fit index, NNFI (TLI) =non-normed fit index; RMSEA=root mean square error of approximation, SRMR=Standardized root means square, $\Delta\chi^2$ = chi-square change.

Some of the results showed above have shown the traits of the personality and masculinity and also the behavior of the driving as shown in table 3.4. There is an absolute fit for the model was χ^2 (72, 200) = 112.43, $p < .001$ and the fir shows the indices which were taken for providing the indication of how good for is for the data which is tested in the model The fir model has been analyzed in one key step and in this the indices of the absolute and the relative fit have been shown and GFI, RMSEA, SRMR were considered as the chi-square test of the absolute model fit is also very much sensitive to the size of the samples and also the parameters and investigations often turn to many of the descriptive fit for accessing the overall fit of the model to the data.

It has been recommended by the Hu and Bentler in the year of 1999 that χ^2/df between the digits 1 and 3, RMSEA along with SRMR values of 0.8 or less then this and then the CFI, TLI or non-normal index of the fix known as NNFI and GFI having values of 0.9 or higher then this are made under the consideration and they are considered as good. As the mean square error of the standardization and the approximation for the initial model were having the value of 0.11 and 0.9 so the GFI and CFI were having the values of 0.82, 0.81 and 0.54 and the value of χ^2/df was 7.61 and the model did not fit well as the measures of the fit.

Figure 1: Empirical Results from a Complex Multivariate Model Representing Standardized Regression Coefficients



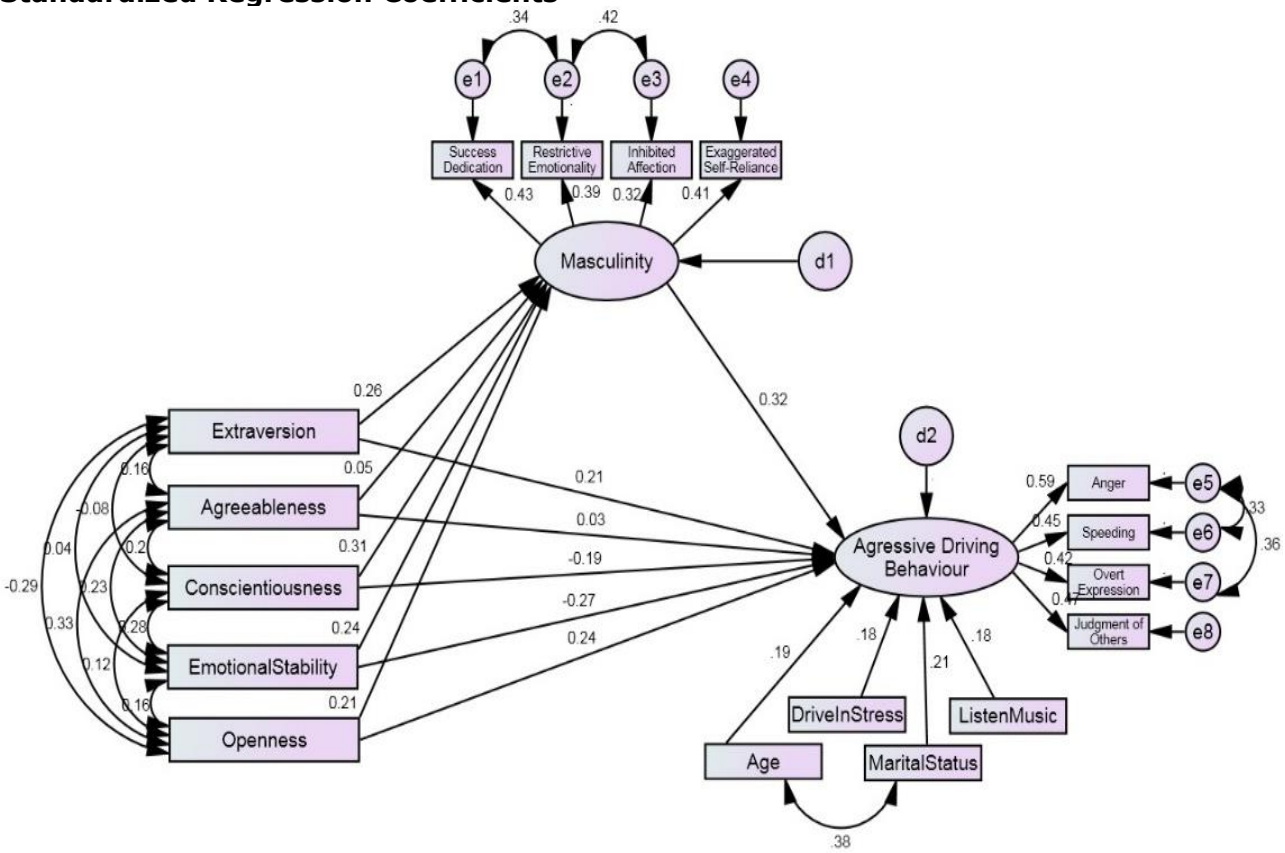
Note: A complex multivariate model of one endogenous variables and six exogenous variables completely standardized maximum likelihood parameter estimates

So the model adjustment handle started as proposed by the change records, Modification records suggested covariance between slip-ups terms of subscales of the masculinity and strong driving behavior since they were similar in substance and setting too close to the covariance between goof terms in study based research can be truly drawn (Tomas & Oliver, 1999).

The criteria of progress records for bungle covariance should be altheas 4.0 (Arbuckle, 2012). So simply that covariance was drawn which chi-square change was at least 4 conspicuous. Again the arrangements of incomparable and relative fit (GFI, CFI, NNFI, and RMSEA) were contemplated. The Root Mean Square Error of estimation (RMSEA) and organized root mean

square outstanding (SRMR) for the model fit ensuing to drawing covariance was .04 and .04 independently however the GFI, CFI, and NNFI qualities were .95 .97, .92 exclusively while χ^2/df was 1.56. These were adequately correct to fit the model as it can be seen from the figure 2.

Figure 2: Observational Results from a Complex Multivariate Model Representing Standardized Regression Coefficients



Note: A complex multivariate model of one endogenous variables and six exogenous variables. Completely standardized maximum likelihood parameter estimates

After done with the model fit the estimates to be analyzed for direct and indirect effects for music engagement, emotional response, peak experience of music and wellbeing in music students and cohorts with 5000 bootstrapped sample (Hayes & Scharkow, 2013). (see table 5 and 6).

Table 5: Standardized Estimates of Direct Effects of the Paths

Predictors	**Masculinity**		**Aggressive Driving Behaviour**	
	β	***SE***	**B**	***SE***
Extraversion	.26**	.08	.21*	**.12**
Agreeableness	.05	.03	.03	.01
Conscientiousness	.31**	.12	-.19*	.08
Emotional Stability	.24**	.09	-.27**	.10
Openness to Experiences	.21**	.08	.24**	.08
Masculinity	-	-	.32***	.14
R^2	.21		.31	

*p<.05, **p<.01, ***p<.01

Consequences of direct impacts uncovered that Extraversion, Conscientiousness, Emotional Stability and Openness to Experiences were observed to be noteworthy positive indicators of manliness, while suitability was observed to be the non-huge indicator of manliness. Which represented 21% of the change for manliness. Though Extraversion and Openness to Experiences were observed to be huge positive indicators of forceful driving conduct, while Conscientiousness and Emotional Stability were observed to be critical negative indicators of forceful driving conduct. While suitability was observed to be the non-altogether indicator of forceful driving conduct. In addition, manliness was additionally observed to be the noteworthy

positive indicator of forceful driving conduct. The over model for clarified 31 of the aggregate change in forceful driving conduct.

Table 6: Standardized Estimates of Indirect Effects through Masculinity

Predictors	**Aggressive Driving behavior**	
	B	***SE***
Extraversion	.13*	.09
Agreeableness	.03	.02
Conscientiousness	.11*	.06
Emotional Stability	.12**	.07
Openness to Experiences	.14**	.09

*p<.05, **p<.01

Maleness was a significant mediator between personality qualities (extraversion, conscientiousness, emotional stability, and openness to experiences) and aggressive driving behavior, according to the findings of the indirect influence of masculinity study. Which demonstrated that extraversion, conscientiousness, emotional stability, and openness to experiences were all favorably associated with masculinity, which in turn was strongly associated with aggressive driving behavior.

4. Discussion

The study is to investigate the connection among the psycho-social variables which drive the behavior in male adults. It has been researched that people who have high scores on agreeableness have the characteristics to be gentle, generous, forgiving, tolerant, empathetic, and altruistic and trusting. According to the authors, people who have high conscientiousness were rarely involved in any accidents. Different researches have been conducted on the topic that focuses on the gender inequality and that how the women are systematically and structurally subordinated and disadvantaged to men (Borg, 2019). In the understanding of the results, manliness is a social idea, which has importance in connection to each other. As arrangements of practice organized by sex relations, masculinities are inalienable authentic and their making and revamping are a political procedure influencing adjust of premiums in the public eye and the heading of social change (Gattario et al., 2015).

Young males engage in certain behaviors to entice females, as well as acting courageously and displaying the capacity to provide protection to get access to mates, claim (Cairns, Harmer, Hopkin, & Skippon, 2014). In turn, the method in this study was systematically integrated with a gender theory. The results in Gender on "masculinity and emphasized femininity" have become the most cited source for the concept of masculinity. In accordance of Gevers, Jama-Shai, and Sikweyiya (2013), the developmental perspective shows the significant milestones where the adult must meet. Accordingly, the formative of acknowledgment and individual personality by companions are vital goes for the age gathering. This shows how close parental supervision and in addition, a steady extension of driving rights is defensive against the contribution. Then again, designs of practice organized by sexual orientation relations, demonstrated that masculinities are inalienable authentic and their making and revamping are a political procedure which may influence adjust of interests in the public arena and the course of social change (Fleming, DiClemente, & Barrington, 2016).

(2012) revealed that openness of the individual has the positive relationship with the careful driving. This demonstrates that there is no relationship between the hostile, aggressive or anxious behavior with the openness of the individual. On the other hand, the social learning theory depends on the observations and limitations of others in the environment. If the aggressive behavior is reinforced in the individuals, the chances of reoccurrence can be increased.

According to the findings of the study, the gender difference begins to disappear when the issues regarding health are serious where adult men make fewer health care visits rather than women. In the study of (Gupta, Goktan, & Gunay, 2014), men are more likely instead of women to have had no recent physician’s contacts. The study's findings indicated that personality characteristics predicted aggressive behavior in traffic. Additionally, the correlation table demonstrates a strong relationship between aggressive driving behavior and personality

attributes. In other words, the study also finds out that individuals with extraversion behaviors had a high number of traffic accidents than those in the control group with clean driving record. Hence, behavioral issue, operational and physical issues, execution and institutional issues are the reasons for the low road safety in the Pakistan. This study also postulate significant models in relation to aggressive driving behavior and pave the way for responsible departments to prevent the growing problem at macro level however in micro level in person counseling was provided (McNeill & Firman, 2014).

According to the correlation outcomes, there is high extroverted and masculinity where there is an agreeable connection with masculinity which is zero. On the other hand, in accordance with the outcome, it is identified that there is a high emotional stability as well as high masculinity in the results which shows openness to experience and demonstrate high masculinity in particular. In the view of personality aggressive driving behavior, if there is a high aggressiveness, there is high extroverted too. On the other hand, the outcomes demonstrate that there is high conscientiousness which shows majority males have low aggressive driving behavior. In other words, the high emotional stability shows low aggressive driving behavior whereas high neurotic is there when there is the high aggressive drive. Hence, it is identified that the outcome of the study reveals that there is high masculinity as well as high aggressive driving behavior. On the other hand, the study also reveals about the gender where drivers have their own style of driving and involve crash (Gattario et al., 2015).

5. Conclusion

The current study's findings add to the body of literature and research on personality traits, masculinity, and aggressive driving behaviour while also filling a gap by examining the significant roles that personality traits and violent driving conduct play in adult masculinity. Therefore, it is concluded that extraversion, conscientiousness, emotional stability and opens to experience have positive impact on masculinity while masculinity in turn has positive impact on aggressive driving behavior. Moreover, extraversion and openness to experience have positive but agreeableness and conscientiousness have negative impact on aggressive driving behavior. Lastly, the agenda of the current research was to present analytical evidence by taking into consideration the psycho-social impact and provided fruitful avenues for future research and shed light on the gender role i.e., masculinity connecting it with aggressive driving behavior with an intention to enthuse people into further delving.

5.1. Limitations

The current study has several limitations.

- Female were not included in the present research study so we could not investigate the gender difference in relation to personality traits and aggressive driving behaviour.
- The sample comprised of literate participants only.
- LTV and HTV drivers were not included in the present study.
- In Pakistan majority of the drivers do not have driving licence. The present study focused only those participants who had driving licence.

5.2. Recommendations

For future research, it is advised to include the female population to study the difference among gender and to gain more information regarding different aspect of personality traits and aggressive driving behaviour. It is also advised to conduct future research with illiterate population so that comparison can be made. Future research includes LTV and HTV drivers with respect to the personality trits, masculinity and aggressive driving behaviour. Lastly, the participants who do not have driving licence will be included in the future research.

5.3. Implications

The current study indicates that salesgirls differently impacted from certain work demand and the study broaden the knowledge about the impact of self-objectification on salesgirls who experience daily routine stressors at the job and it appears to be challenging for them and more research on this topic will emerge intriguing gospel. However, the present study will be beneficial for salesgirls since it will help to endorse sense of self that will ultimately promote better wellbeing. To generate employee’s revenue or turnover, the organizations must organize various seminars and awareness campaigns for enhancing employee’s motivation to work without trailing their individuality and uniqueness; it will not only help them to work effectively and efficiently

but will also reduce the job burnout and increase more job satisfaction and wellbeing. Lastly, the current study will not solely be useful for psychology disciplines but will predominately be beneficial within business disciplines of management and marketing and also the industrial psychologists may use these findings to prevent inconsistencies between self-objectification and mental health and help organizations to make more adaptive strategies.

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