



STUDY ON RELATIONSHIP BETWEEN TYPES OF MUSIC LISTENING AND DRIVING IN KASHMIR VALLEY

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Abstract :

In this paper, we investigate the social practice of music listening and driving in Kashmir valley. From ancient times, music listening in Kashmir is something that has put people in touch with their innermost feelings (Nusrat and Bilal, 2014). Listening to music whilst driving is a common activity, with a number of potentially positive and negative influences on driving performance and safety. Research conducted earlier suggests that music listening is a source of distraction and can influence driver mood, with subsequent effects on driving behaviour. However, latest literature supports that listening to music is commonly mentioned as a counter-measure to driver fatigue and anecdotal evidence suggests that people listen to music while driving provides an enjoyable experience. The most commonly cited reasons for listening to music while driving were its benefits for relaxation and concentration. In order to check any association between music listening practices and driving performance, a sample of 200 respondents who have experience of more than 4 years in driving were selected from Kashmir valley for the study using purposive and simple random sampling techniques. Finally, for the analysis and interpretation of the results suitable statistical tools were used.

Keywords: Music Listening, Kashmir, Attention, Distraction, Driving & Statistics

Introduction:

Music, from times immemorial, has remained the most important medium of expression of human emotions. Kashmir, Banaras and Mathura, in the bygone times, were prominent centres for learning art (Nilamatpurana, Rajatarangini). The valley of Kashmir has a very rich culture heritage and has been a grand arena of arts. There is archeological evidence, which points to the existence of music listening in Kashmir. Recently, Nusrat and Bilal (2014) explained in detail the various forms of Kashmiri music. From ancient times, music is something that has put people in touch with their innermost feelings. A different kind of music works upon different emotions of an individual and releases the various incomplete emotions leading towards a total healing of body and mind. We know human respond music before birth. Sound literally penetrates the human body. It is observed that we can close our eyes if we don't want to see anyone but we can not close our ears in a natural way if we don't like voice. Music is not a natural object and composers are free to flout any tendency that it seems to exhibit. Social neuroscience is now one of the hottest topics in the science of the brain. The general region of the brain that appears particularly involved in inferring mental states is above the ear and probably densely connected with the auditory cortex. We listen music during travelling and experience a range of emotions but feel disturbed when some music is out of our emotional range. We listen to our favourite music over and over again as repeated sounds work magic in our brains. Religious education and

music provide important opportunities for spiritual development (Ofsted 2004). There is a strong relationship between music listening and culture. Music, when used sensitively, can create an atmosphere of worship, though if it is used insensitively the atmosphere can be destroyed.

People have been able to listen to recorded music while driving, since the 1970s, when radios became fitted as standard in many cars. At present, with the inclusion of radios, compact disc, tape and mp3 players in vehicle entertainment systems, the opportunity for self-selected music listening while driving has increased. Listening to music is commonly mentioned as a counter-measure to driver fatigue (Nguyen et al., 1998). It is observed that drivers during driving listen to whatever they like, as loudly as they like, and can even sing along because they feel less observed than at home (DeNora, 2000). A review of previous research reveals that music listening influences driving Performance (Shelton, 2001, Laurier, et al. 2008). Generally, there are four types of driver distraction observed visual, auditory, biomechanical and cognitive. Reeves and Stevens (1996), showed that drivers spent more time looking at a radio, tape player and traffic information system relative to looking at the road, than they spent looking at the speedometer. Biomechanical distraction is caused by physical manipulation of in-car audio equipment since drivers use their hands to tune the radio, or change a tape (Stutts et al., 2003, Stevens and Minton, 2001). Channel surfing on the radio as well as selecting a song takes attention away from the roadway as the human brain is proven to be poor at multi-tasking and can truly only focus on one main concept at a time. The presence of music, along with road noise in vehicles, can mask the sound of auditory warning signals, such as sirens and horns, thereby potentially increasing accident risk, especially for drivers who are older (Slawinski and McNeil, 2002). It is reported that driver distraction involving mobile phones can be due to holding a conversation on a mobile phone, and not merely due to the physical manipulation of the handset (Strayer and Johnston, 2001). Speaking on a cell phone or listening to person accompanying talking is quite different than listening to music, as the former types are examples of a more engaging listening situation. The researchers suggest that the more complex task required more attention, and is therefore more affected by music (Recarte and Nunes, 2002). A study of crash-risk, based on drivers on major rural highways in America, found that drivers with a sound system playing were at a lower risk of crashing than drivers without a sound system playing (Cummings et al., 2001). It is reported that distracted driving is a serious public health issue. There is a stereotyped association between dangerous driving and loud, fast music (Belojevic et al. 2001, Beh and Hirst, 1999, Brodsky, 2002). These studies suggest that extremes of loud noise and tempo can significantly affect driving performance, with the potential to compromise safety on the roads (Shinar, 1998).

In a study conducted by Reyner and Horne (1998), it was observed that listening to a radio is at best a temporary countermeasure which drivers can use to reduce their drowsiness in the short-term while they find a place to stop and avail themselves of more effective countermeasures, such as sleeping. Music listening during driving is often used to reduce stress and improve mood in therapeutic contexts, and it has been shown that individuals in a more positive mood are more likely to be altruistic and display less aggression (Konecni et al., 1976; North et al., 2003). Thus, use of music while driving may reduce driver stress and improve mood, with a subsequent reduction in roadway aggression. Wiesenthal et al. (2000) demonstrated that music listening can reduce negative effects while driving, but that the presence of driver-chosen music only reduces mild driver aggression in conditions of low time urgency (Wiesenthal et al.,

2003, Bull, 2001 and Connell and Joint 1997). These studies shed light on how music influences driving performance, but there is presently in Kashmir little contextual information about how or why drivers use music, or on what kinds of music they are listening to. Furthermore, there is an absence of datasets linking real-world in-vehicle listening practices, the specific music listened to, and driving performance. On the basis of studies done earlier on this topic and the non availability of the literature available in Kashmir valley, we choose this topic for study. The aim of our study is to discover what people of Kashmir are listening to and why, and to further understanding of music's influence on driving performance. The present study can economically help the people of Kashmir valley who are directly or indirectly linked with music industry a fastest-growing sector.

Material and Methods:

In the present study the survey included 200 individuals i.e., persons who have their own car and drive themselves from last 4 years in Kashmir valley of J&K State. To collect information a questionnaire was prepared keeping in view the literature available on the topic, Kashmiriyat and the characteristics of the respondents viz., age, education level, profession, type of family, family income, marital status, liking of music listening etc. Each participant selected at random was asked to fill out a questionnaire which asked their age, cigarette or anyother substance consumption, type of music liked, etc. The participants who participated in this study were given a verbal explanation regarding the purpose of the present study and were assured that confidentiality would be carried out throughout this study. The music that was the focus of this study is classic, religious and western.

Results and Discussion:

The data presented in Table 1 shows the distribution of study population as per the characteristics age, education status, profession, type of family, monthly family income, marital status. It is observed that majority of the respondents were in the age group 31-50 years. Further, majority of the respondents were literate, businessman, married and living in nuclear family. It is, further observed that majority (54%) of the respondents always like to listen music during driving. Further, majority of respondents having monthly family income Rs 20001-40000. It is observed that income and attitude of music listening are positively correlated. It is observed that 14.2% respondents reported that they like smoking and the results are in agreement with the earlier study (Bilal et. Al., 2013).

Table 1: Distribution of the study population as per characteristics understudy

S.No	Study Variable	Characteristics	Age Group (years)		
			21-30 Count (%)	31-50 Count (%)	51-69 Count (%)
1.	Age (years)	Age	58 (29.00)	98 (49.00)	44 (22.00)
2.	Education Status	Literate	52 (26.00)	89 (44.50)	33 (16.50)
		Illiterate	6 (3.00)	9 (4.50)	11 (5.50)
3.	Profession	Business	28 (14.00)	63 (31.50)	27 (13.50)
		Job	19 (9.50)	35 (17.50)	17 (8.50)
4.	Marital Status	Married	19 (9.50)	69 (34.50)	44 (22.00)
		Unmarried	39 (19.50)	29 (14.50)	0 (0.00)
5.	Type of Family	Joint	33 (16.50)	21 (10.50)	5 (2.50)
		Nuclear	25 (12.50)	77 (38.50)	39 (19.50)

6.	Monthly Family Income (Rs)	Upto 20000	10 (5.00)	15 (7.50)	6 (3.00)
		20001-40000	25 (12.50)	45 (22.50)	9 (4.50)
		40001-60000	15 (7.50)	26 (13.00)	20 (10.00)
		Above 60000	8 (4.00)	12 (6.00)	9 (4.50)

The data presented in Table 2 shows the correlation between various study variables in case of respondents. It is observed that Age of respondent is negatively correlated with educational status and Family type ($p>0.05$). Further, Table 2 reveals that education status of respondents is negatively correlated with Monthly Income, Listening Activity and Type of Music liked by the respondent during driving ($p>0.05$). Profession of respondent is negatively correlated with marital status of respondent and type of music listening, marital status is negatively correlated with listening activity and type of music liked during driving, family type of respondents is negatively correlated with listening activity and type of music liked during driving, monthly income is negatively correlated with type of music liked during driving. All other correlations are positive ($p>0.05$) as shown in Table 2 and only one correlation is significant ($p<0.05$). It is concluded that although correlation is low and nonsignificant but we get an idea about the relations between different study variables. The results obtained in our study are in agreement with the earlier studies (Nusrat and Bilal , 2015).

Table 2: Correlations Analysis between various study variables

Study Variables	Age	Education Status	Profession	Marital Status	Family Type	Monthly Income	Listening Activity
Education Status	-0.025 (0.729)						
Profession	0.038 (0.596)	0.061 (0.388)					
Marital Status	0.039 (0.582)	0.041 (0.569)	-0.072 (0.313)				
Family Type	-0.048 (0.497)	0.054 (0.444)	0.164 (0.020)	0.138 (0.051)			
Monthly Income	0.062 (0.380)	-0.007 (0.920)	0.021 (0.768)	0.054 (0.445)	0.035 (0.620)		
Listening Activity	0.026 (0.719)	-0.013 (0.851)	0.089 (0.209)	-0.015 (0.831)	-0.075 (0.290)	0.025 (0.721)	
Type of Music	0.032 (0.651)	-0.046 (0.516)	-0.122 (0.084)	-0.053 (0.454)	-0.165 (0.019)	-0.098 (0.168)	0.041 (0.563)

Cell Contents: Correlation coefficient and values in parenthesis represents P-Value

The data presented in Table 3, reveals that in the age group of 21-30 years, 37.93% respondents like listening to CD/Tapes, 31.03% respondents like to listen Music Radio, 18.97% like to listen Talk Radio, 10.34% respondents like Conversation and 1.72% respondents like silence during driving. In the age group of 31-50 years, it is observed that 35.71% respondents like listening to CD/Tapes, 30.61% respondents like to listen Music Radio, 20.41% like to listen Talk Radio, 10.20 % respondents like to conversation and 3.06% respondents like silence during driving. Further, it is observed that in the age group of 51-70 years, 34.10% respondents like listening to CD/Tapes, 31.82% respondents like to listen Music Radio, 15.91% like to listen Talk Radio, 6.82 % respondents like to conversation and 11.36% respondents like silence during driving. However, statistically it is observed that listening activity while driving and age of

respondent is not associated. The results obtained in our study in general are in agreement with the earlier studies (Furnham and Allass. 1999).

Table 3: Listening Activity of the Respondents during Driving

S.No.	Listening Activity while Driving	Age (years)			Chisquare	P-Value
		21-30	31-50	51-70		
i.	CD/Tapes	22 (37.93)	35 (35.71)	15 (34.10)	6.923	>0.05
ii.	Music Radio	18 (31.03)	30 (30.61)	14 (31.82)		
iii.	Talk Radio	11 (18.97)	20 (20.41)	7 (15.91)		
iv.	Conversation	6 (10.34)	10 (10.20)	3 (6.82)		
v.	Silence During Driving	1 (1.72)	3 (3.06)	5 (11.36)		

The data presented in Table 4, reveals that in the age group of 21-30 years, 44.83% respondents like listening to classical music, 10.34% respondents like to listen Kashmiri music, 13.79% like to listen Gazals, 12.07% respondents like to listen Religious and 17.024% respondents like to listen Western/or any other music during driving. In the age ge group of 31-50 years, it is observed that 45.92% respondents like listening to classical music, 11.22% respondents like to listen Kashmiri music, 15.31% like to listen Gazals, 9.18% respondents like to listen Religious and 18.37% respondents like to listen Western/or any other music during driving. Further, it is observed that in the age group of 51-70 years, it is observed that 29.55% respondents like listening to classical music, 11.36% respondents like to listen Kashmiri music, 31.82% like to listen Gazals, 22.73% respondents like to listen Religious and 4.55% respondents like to listen Western/or any other music during driving. Statistically, it is observed that age and type of the music liked by the respondent during driving are significantly associated ($p < 0.05$).

Table 4: Listening Activity of the Respondents during Driving

S.No.	Type of Music Liked during Driving	Age (years)			Chisquare	P-Value
		21-30	31-50	51-70		
i.	Classical Music	26 (44.83)	45 (45.92)	13 (29.55)	15.986	<0.05
ii.	Kashmiri Music	6 (10.34)	11 (11.22)	5 (11.36)		
iii.	Ghazal	8 (13.79)	15 (15.31)	14 (31.82)		
iv.	Religious	7 (12.07)	9 (9.18)	10 (22.73)		
v.	Western Music/any other	10 (17.24)	18 (18.37)	2 (4.55)		

The data presented in Table 5 shows that in the age group of 21-30 years, majority of the respondents (84.48%) listen music during driving as it is a free stolen time to listen, followed by 81.03% respondents who listen music to entertain themselves, followed by 77.59 % respondents who listen listen music during driving to avoid boredom. Least 10.34% respondents avoid listening music during driving to avoid accidents and disturbances. Further, in the age group of 31-50 years, 88.78%

respondents listen music to entertain themselves, 79.59 % respondents listen music during driving to avoid boredom and 77.57% respondents listen music during driving due to reason that it is a free stolen time to listen. Least 13.27% respondents avoid listening music to avoid accidents and disturbances. In the age group of 51-70 years, majority of the respondents (84.09%) listen music during driving to avoid boredom, 75.00% respondents listen music to relieve tension and 72.73% respondents listen music during driving due to reason that it is a free stolen time to listen. Least 15.91% respondents avoid listening music to avoid accidents and disturbances. Statistically, there is a nonsignificant association between age and reasons for listening or not listening music during driving. Our studies are in partial agreement due to the cultural and religious differences with earlier studies (Cummings et al. 2001, Nguyen, 1998, Slawinski and McNeil 2002).

Table 5: Reasons for Listening or Not Listening To Music during Driving

S.No	Reasons for Listening/Not Listening to Music while Driving	Age (Years)			Chisquare	P-Value
		21-30	31-50	51-70		
i.	To Avoid Boredom	45 (77.59)	78 (79.59)	37 (84.09)	7.354	>0.05
ii.	To Entertain	47 (81.03)	87 (88.78)	31 (70.45)		
iii.	To Relieve Tension	31 (53.45)	72 (73.45)	33 (75.00)		
iv.	To Help Get Through Difficult times	21 (36.21)	29 (29.59)	12 (27.27)		
v.	To Improve General Ability To Concentrate	19 (32.76)	34 (34.69)	11 (25.00)		
vi.	Listen as it is a Distraction from worries	31 (53.45)	65 (66.33)	21 (47.73)		
vii.	Listening Music to Reduce Loneliness	43 (74.14)	72 (73.47)	31 (70.45)		
viii.	Listen Music in a free Stolen Time	49 (84.48)	77 (78.57)	32 (72.73)		
ix.	Avoid Listening Music to Avoid Accidents	6 (10.34)	13 (13.27)	7 (15.91)		

Conclusion:

The present study pertains to Kashmiri people provide an initial insight into the importance of music listening and its relation with driving. It argues that listening to music is practiced by drivers in such a fashion that aims to minimize the discomfort of travel. It is observed in the present study that neither the presence of music nor its volume had any ill effect on the drivers' ability to properly follow the car ahead of them.

Music is a cultural phenomenon and the continuation of the armed conflict in Kashmir valley has resulted in untold sufferings for the Kashmiris and their life style. At present in Kashmir valley around 98% populations is of muslims and majority of people reported that they utilize stolen free time during driving in listening music as per their Islamic/kashmiri culture. Our study due to the difference in cultural identity is in partial agreement with the studies conducted in other parts of the globe. Majority of the respondents believe that spirituality and music listening are closely related. People believe listening classic music can give gentle or intense pleasure. There are strong connections that exist between religion and music and these can be used to help peoples engage with religious themes. The good traffic system or Islamic culture of Kashmir valley people generally do not drink during driving and only 7% respondents reported that they like smoking occasionally during driving. The most commonly cited reasons for listening to music while driving were its benefits for relaxation and concentration. However, the genre of music playing appears to influence driving performance. The present study support evidence that music listening during driving can have both positive and negative effects on driving performance. The dominant use of music listening during driving to relax suggests that future research could explore the psychological processes which enable this to happen. Any future research conducted on music listening and driving with the increase in sample size and average time spend in driving may show some more significant relations. The present study has economic importance also. There are some limitations to the present study. We are just not sure that there is enough information available to recommend listening to music during driving. Who doesn't love to listen music during travelling in the car? But in many states you will be fined for doing just that. The traffic police say that music listening is a distraction for drivers.

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Conflicts Of Interest

All authors declare that we have no conflicts of interest.

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