*Table 5 -* Regression of the empirical validity indicators and single-factor DLoC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Variable** | **Estimate** | **Std.Err** | **z-value** | **p** | **β** |
| Likelihood of using AVs | -0.009 | 0.022 | -0.399 | 0.69 | -0.016 |
| Fewer crashes | -0.018 | 0.034 | -0.521 | 0.603 | -0.029 |
| Less severe crashes | 0.129 | 0.035 | 3.684 | <0.001 | 0.214 |
| Improved safety for pedestrians | 0.068 | 0.036 | 1.887 | 0.059 | 0.119 |
| Improved safety for cyclists | -0.139 | 0.038 | -3.68 | <0.001 | -0.244 |
| Perceived safety - AVs vs. manual | 0.012 | 0.011 | 1.026 | 0.305 | 0.043 |
| Age | 0.005 | 0.001 | 4.261 | <0.001 | 0.163 |
| Gender | -0.042 | 0.037 | -1.134 | 0.257 | -0.041 |
| Education | -0.036 | 0.018 | -2.037 | 0.042 | -0.075 |
| *Note.* n = 852. | | | | | |