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

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Variable** | **Estimate** | **Std.Err** | **z-value** | **p** | **β** |
| Likelihood of using AVs | -0.023 | 0.016 | -1.411 | 0.158 | -0.049 |
| Fewer crashes | -0.028 | 0.024 | -1.16 | 0.246 | -0.057 |
| Less severe crashes | 0.101 | 0.025 | 4.112 | < 0.001 | 0.207 |
| Improved safety for pedestrians | 0.045 | 0.026 | 1.712 | 0.087 | 0.096 |
| Improved safety for cyclists | -0.104 | 0.027 | -3.878 | < 0.001 | -0.225 |
| Perceived safety - AVs vs. manual | 0.02 | 0.008 | 2.64 | 0.008 | 0.091 |
| *Note.* n = 995. | | | | | |