

Next-day effects after a normal night drinking on driving performance and risk taking behavior

Published: 16-07-2010

Last updated: 04-05-2024

Investigate the effects of a normal night drinking on driving performance in a driving simulator and risk taking behavior

Ethical review	Not approved
Status	Will not start
Health condition type	Other condition
Study type	Interventional

Summary

ID

NL-OMON34383

Source

ToetsingOnline

Brief title

Hangover, risk taking and traffic safety

Condition

- Other condition

Synonym

Alcohol hangover

Health condition

alcohol kater

Research involving

Human

Sponsors and support

Primary sponsor: Universiteit Utrecht

Source(s) of monetary or material Support: Ministerie van OC&W

Intervention

Keyword: Alcohol Hangover, Driving, Risk Taking

Outcome measures

Primary outcome

Standard Deviation of Lateral Position (SDLP), i.e. the weaving of the car, is the primary parameter of the test.

Secondary outcome

Other driving test parameters (SD speed, mean speed, and mean lateral position), risk taking (Cambridge Gambling task), heart rate, skin temperature, and subjective assessments of driving, sleepiness and risk taking.

Study description

Background summary

Alcohol hangover is one of the most commonly reported consequences of excessive alcohol consumption. While the acute effects of alcohol on driving performance have been extensively investigated, the next day effects of alcohol intake (hangover) on driving performance have received very little scientific evidence. Research does show however that cognitive and psychomotor performance can be impaired during hangover. In addition, increased risk taking may significantly compromise traffic safety.

Study objective

Investigate the effects of a normal night drinking on driving performance in a driving simulator and risk taking behavior

Study design

Open-label study

Intervention

Each subject performs 3 test days: 1 training day, 1 test day after a normal night of alcohol consumption, 1 test day after a normal night without drinking alcohol

Study burden and risks

The risks are minimal; because the tests are performed in a driving simulator. Participants drink their normal amount of alcohol during a regular night in town. A *hotline* with the investigators is available during the night in case medical assistance is needed. There are 3 visits of approximately 3 hours each. No blood samples are taken. A urine sample is collected for drug screening purposes and a breath alcohol test is performed each day after arrival. Heart rate and skin temperature will be monitored. There are no specific benefits for participants, besides gaining insight in their own driving performance.

Contacts

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Trial sites

Listed location countries

Netherlands

Eligibility criteria

Age

Adults (18-64 years)

Elderly (65 years and older)

Inclusion criteria

He/she is aged between 21 and 35 years old

BMI between 18 and 30,

Social drinker, experienced with drinking more than 5 alcoholic consumptions on a single occasion

Willing (and familiar with) to consume between 5 (minimum) and 15 (maximum) alcoholic consumptions on the alcohol test day

Normal static binocular acuity, corrected or uncorrected

Normal hearing

Possession of a valid driver's license for at least 3 years

- Regular driver (> 5000 km / year)

Exclusion criteria

Current drug use (positive urine drug screen on the presence of amphetamines (including MDMA), barbiturates, cannabinoids, benzodiazepines, cocaine, and opiates) as will be assessed by a urine drug test

Use of psychoactive medication

Pregnancy

Prior enrolment in the same study

Physical or mental illness

Present or past drug or alcohol dependency (according to DSM IV)

Driving simulator sickness

Smoker

Study design

Design

Study type: Interventional

Masking:

Open (masking not used)

Control:

Uncontrolled

Primary purpose: Treatment

Recruitment

NL
Recruitment status: Will not start
Enrollment: 24
Type: Anticipated

Ethics review

Not approved
Date: 16-07-2010
Application type: First submission
Review commission: METC Universitair Medisch Centrum Utrecht (Utrecht)

Study registrations

Followed up by the following (possibly more current) registration

No registrations found.

Other (possibly less up-to-date) registrations in this register

No registrations found.

In other registers

Register	ID
CCMO	NL33016.041.10