*Table 3 –* Driving Locus of Control Scale (DLoC-S).

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| --- | --- | --- | --- | --- | --- | --- |
| **Driving Locus of Control** | **Disagree very much** | **Disagree quite a bit** | **Disagree some** | **Agree a little** | **Agree quite a bit** | **Agree very much** |
| 01. (DE\_01) Driving with no accidents is mainly a matter of luck. | 119 (12.9%) | 154 (16.7%) | 113 (12.3%) | 295 (32.1%) | 178 (19.3%) | 61 (6.6%) |
| 02. (DE\_02) Accidents happen mainly because of different unpredictable events. | 31 (3.4%) | 139 (15.2%) | 168 (18.3%) | 237 (25.8%) | 239 (26.1%) | 103 (11.2%) |
| 03. (DE\_03) The driver can do nothing more than drive according to traffic regulations. | 16 (1.7%) | 52 (5.7%) | 117 (12.7%) | 171 (18.6%) | 215 (23.4%) | 349 (37.9%) |
| 04. (DE\_04) Accidents happen because of so many reasons we will never know the most important one. | 50 (5.4%) | 169 (18.4%) | 161 (17.5%) | 220 (24%) | 208 (22.7%) | 110 (12%) |
| 05. (DE\_05) People who drive a lot with no accidents are merely lucky; it is not because they are more careful. | 147 (16%) | 227 (24.7%) | 193 (21%) | 166 (18.1%) | 145 (15.8%) | 41 (4.5%) |
| 06. (DI\_01) The careful driver can prevent any accident. | 45 (4.9%) | 127 (13.8%) | 161 (17.5%) | 211 (22.9%) | 258 (28%) | 119 (12.9%) |
| 07. (DI\_02) When a driver is involved in an accident, it is because he did not drive as he should. | 39 (4.2%) | 151 (16.4%) | 182 (19.8%) | 238 (25.9%) | 223 (24.2%) | 87 (9.5%) |
| 08. (DI\_03) When a driver is involved in an accident it is because he did not pay attention to his driving. | 54 (5.9%) | 168 (18.2%) | 196 (21.3%) | 207 (22.5%) | 220 (23.9%) | 76 (8.3%) |
| 09. (DI\_04) Accidents are only the result of mistakes made by the driver. | 71 (7.7%) | 207 (22.6%) | 221 (24.1%) | 196 (21.4%) | 161 (17.6%) | 61 (6.7%) |
| 10. (DI\_05) The driver is to be blamed almost always when an accident occurs. | 37 (4%) | 129 (14%) | 187 (20.3%) | 234 (25.4%) | 228 (24.8%) | 105 (11.4%) |
| 11. (DE\_06) It is difficult to prevent accidents in bad conditions such as darkness, rain, narrow roads, curves, and so on. | 37 (4%) | 163 (17.7%) | 198 (21.5%) | 235 (25.5%) | 208 (22.6%) | 79 (8.6%) |
| 12. (DE\_07) Most accidents happen because of bad roads, lack of appropriate signs, and soon. | 54 (5.9%) | 208 (22.6%) | 205 (22.3%) | 254 (27.6%) | 144 (15.7%) | 55 (6%) |
| 13. (DE\_08) It is very hard to prevent accidents involving pedestrians who come out from between parked cars. | 28 (3%) | 82 (8.9%) | 142 (15.4%) | 191 (20.8%) | 226 (24.6%) | 251 (27.3%) |
| 14. (DE\_09) Accidents in which children are involved are hard to prevent because they do not know how to be careful. | 33 (3.6%) | 91 (9.9%) | 135 (14.7%) | 226 (24.6%) | 233 (25.3%) | 202 (22%) |
| 15. (DE\_10) It is very hard to prevent accidents in which old people are involved because they cannot hear nor see well. | 23 (2.5%) | 84 (9.2%) | 109 (11.9%) | 315 (34.5%) | 229 (25.1%) | 154 (16.8%) |
| 16. (DI\_06) Accidents happen because drivers have not learned how to drive carefully enough. | 103 (11.2%) | 241 (26.3%) | 235 (25.6%) | 203 (22.1%) | 110 (12%) | 25 (2.7%) |
| 17. (DI\_07) It is always possible to predict what is going to happen on the road and so it is possible to prevent almost any accident. | 60 (6.5%) | 107 (11.6%) | 232 (25.2%) | 215 (23.4%) | 210 (22.9%) | 95 (10.3%) |
| 18. (DI\_08) Accidents happen when the first driver does not take into consideration all the possible actions of the second driver. | 89 (9.7%) | 182 (19.8%) | 237 (25.8%) | 186 (20.3%) | 185 (20.2%) | 39 (4.2%) |
| 19. (DI\_09) Accidents happen because the driver does not make enough effort to detect all sources of danger while driving. | 103 (11.2%) | 246 (26.8%) | 263 (28.6%) | 169 (18.4%) | 110 (12%) | 27 (2.9%) |
| 20. (DI\_10) Most accidents happen because of lack of knowledge or laziness on the part of the driver. | 60 (6.6%) | 192 (21%) | 253 (27.7%) | 182 (19.9%) | 181 (19.8%) | 47 (5.1%) |
| 21. (DE\_11) If you are to be involved in an accident, it is going to happen anyhow, no matter what you do. | 117 (12.8%) | 188 (20.5%) | 196 (21.4%) | 227 (24.8%) | 127 (13.9%) | 60 (6.6%) |
| 22. (DE\_12) Most accidents happen because the second driver does not pay attention to traffic regulations even when the first driver does. | 30 (3.3%) | 156 (17%) | 172 (18.7%) | 204 (22.2%) | 230 (25%) | 127 (13.8%) |
| 23. (DE\_13) The driver does not have enough control over what happens on the road. | 60 (6.5%) | 199 (21.7%) | 183 (19.9%) | 198 (21.5%) | 198 (21.5%) | 81 (8.8%) |
| 24. (DE\_14) Most accidents happen because of mechanical failures. | 99 (10.8%) | 298 (32.5%) | 217 (23.7%) | 185 (20.2%) | 82 (8.9%) | 36 (3.9%) |
| 25. (DE\_15) There will always be accidents no matter how much drivers try to prevent them. | 33 (3.6%) | 119 (13%) | 160 (17.4%) | 232 (25.3%) | 239 (26%) | 135 (14.7%) |
| 26. (DI\_11) Accidents happen when the driver does not take into consideration all the possible behaviors of pedestrians. | 113 (12.3%) | 226 (24.7%) | 263 (28.7%) | 167 (18.3%) | 124 (13.6%) | 22 (2.4%) |
| 27. (DI\_12) Accident-free driving is a result of the driver's ability to pay attention to what is happening on the roads and sidewalks. | 147 (16%) | 256 (27.9%) | 220 (24%) | 169 (18.4%) | 109 (11.9%) | 17 (1.9%) |
| 28. (DI\_13) The driver can always predict what is going to happen; that is why there is no room for surprises on the road. | 31 (3.4%) | 116 (12.6%) | 214 (23.3%) | 234 (25.5%) | 222 (24.2%) | 101 (11%) |
| 29. (DI\_14) It is possible to prevent accidents even in the most difficult conditions such as narrow roads, darkness, rain, and so on. | 50 (5.5%) | 241 (26.4%) | 262 (28.7%) | 200 (21.9%) | 121 (13.2%) | 40 (4.4%) |
| 30. (DI\_15) Prevention of accidents depends only on the driver and his characteristics rather than on external factors. | 35 (3.8%) | 134 (14.6%) | 245 (26.7%) | 225 (24.6%) | 193 (21.1%) | 84 (9.2%) |

*Note:* n of the sample = 921. “DE” stands for the “Driving Externality” or “External Driving Locus of Control”, “DI” for the “Driving Internality” or “Internal Driving Locus of Control”. As items associated with DE and DI rotate after the count of five, each of the items in the table has attached not only its rank within the method as such, but also in the respective dimension. For example, “DI\_13” represents an item depicting internal DLoC number 13.