



Predicting Safe Driving Behaviors in Intercity Taxi Drivers Using the Theory of Planned Behavior Framework: A Cross-Sectional Descriptive Study

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ABSTRACT

Introduction: Every year, more than 16 thousand people are killed in road accidents in the country, and intercity accidents are one of the important causes of death and physical disability in the world. This study aimed to predict safe driving behaviors in intercity taxi drivers using psychological variables related to the theory of planned behavior.

Methods and Materials: The current research was a cross-sectional study conducted using the random sampling method available to 146 taxi drivers who referred to the taxi terminal in Tehran. The data collection tool included a questionnaire of demographic and demographic characteristics and subscales related to the constructs of the planned theory, along with the Manchester Driving Behavior Questionnaire. To predict safe driving behaviors in the framework of the theory of planned behavior, Lisrel software and chi-square, independent, and paired t-tests, Pearson's correlation coefficient, and path analysis were used.

Results: The average age of the drivers participating in the study was 34.2, with a standard deviation of 10.3 years. The path analysis test results indicated the perceived behavioral control, the predictive attitude, and the intention to perform safe driving behaviors ($p = 0.05$). Positive and significant correlation between positive attitude and high perceived behavioral control with greater probability. It was more strongly associated with engaging in safer driving behaviors. Also, the intention to perform safe driving behaviors and perceived behavioral control were predictors of safe driving behaviors. Consequently, drivers with a higher average intention score and a higher score of perceived behavioral control were more likely to participate and perform safe driving behaviors.

Conclusion and Discussion: The strongest predictors of safe driving behavior in intercity taxi drivers are attitude and perceived behavioral control; therefore, designing intervention programs based on improving the attitude and perceived behavioral control in drivers to improve safe driving and reduce road accidents is suggested.

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