FERENC IRK

Opinions on Traffic Deviance

The most important results and lessons

According to the data for the year 2002 *about 0.7% of the adult population (approximately 56 thousand people) are injured in accidents involving personal injury.* In contrast to it in the official statistics only about 20 thousand injuries are registered.

Every year about 640 thousand adults are involved in minor road accidents. We had no information available about it earlier.

Considering a five-year interval the following seem to be worthy of mentioning:

- Among those involved in accidents there were more than three times as many people who had been under a procedure for a minor offence and had been convicted and twice as many people who had been under a procedure for a minor offence and had not been convicted than among those who had never been involved in such a procedure.
- The closest relationship can be established between a past with or without accidents and victimisation in other crimes.
- The survey proves through many facts that being victimised is not something accidental but it is the consequence of a many-sided predisposition concerning partly one's way life, partly one's behaviour. This is manifested more or less in inadequate behaviour compared to the concrete expectations of society and to one's own abilities. People with a victimisation predisposition can comply with the expectations of the world around them to a smaller extent than the majority. Therefore they become involved more often than the average man not only in intentional crimes but also in crimes committed out of negligence, which are part of everyday life and even in their so-called preliminary acts. *The real dividing line in traffic is not between the person who causes an accident and the victim but between the persons who get involved in accidents and those on the road who are not involved in accidents.*
- The so-called invulnerability myth, which is one of the main dangers leading to victimisation, makes one third of the total Hungarian population unable to defend themselves against unexpected road accidents.
- The people involved in accidents have a higher level of intolerance and anxiety towards their environment than those not involved in accidents. This is projected not only on the past and the present but also on the future expectations.

Statistical overview

Two kinds of approaches can be used best to express the danger that a certain crime or certain groups of crimes pose to society[1]. One of them is the size of quantitatively measurable criteria; the extent of the changes in the quantity. The other is the viewpoint mainly to be detected in public surveys that the public forms of some phenomenon. This is an important aspect because people's opinions sometimes tend to be completely independent of the figures[2]; fear of crime accounts for the way some crime is received in society as the resultant of several different factors. Preferring the exclusive use one single method to gain knowledge can be suitable to prove certain concepts (mostly to ourselves) but it can surely not give a true picture of the examined phenomenon.

In the following, first of all, relying on the instruments mentioned in the first place, we will have an opportunity to get an overview of the main structural and dynamic characteristics of the so-called traffic offences. Knowing them, of course, cannot give us any authentic information about how the public receives the danger of the examined crimes and what impact the changes in the figures have on the general feelings of people.

Our starting point is the scope of crimes described in the Chapter XIII. of the Criminal Law on the one hand, and the Unified Police and Prosecution Crime Statistics (UPPCS) on the other. Before presenting the details, it seems necessary to call attention to some of the basic weaknesses, including the following:

- Criminal statistics can give only a *superficial* picture of traffic security because the causes of accidents that have the highest percentage are shown in the system only through multiple distortions and even then deficiently. Statistics *distort* because some of the accidents are shown independently and some others are shown in the category of drunk-driving, together with crimes not involving police action and not resulting in accidents, included in one figure. Statistics are also *deficient* because – according to the Criminal Law currently in force – causing accidents that involve only minor injuries (the number of which is the highest) does not constitute a crime.

1 The position and the role of the danger crimes pose to society are debated at present. About this issue most recently see Földesi, T: Gondolatok a társadalmi veszélyesség kategóriájának büntetőjogi szükségességéről (Thoughts on the Necessity of the Category of Social Danger in Criminal Law). Belügyi Szemle, 11–12/2003. pp. 115–122 and the literature related to there.

2 In connection with it, see the following study – among others – prepared earlier: Kó J.: Vélemények a bűnözésről (Opinions on Crime). Kriminológiai és Kriminalisztikai Tanulmányok, 35. OKKrI, Budapest, 1998, and the relevant conclusions of this research in other studies in the present volume.

- The number of incidents registered as drunk-driving could express the changes in the basic phenomenon if we supposed that there were no changes in the *intensity of law enforcement*. We have, however, no reasons to suppose this. Therefore we should emphasise the fact instead that the changes that may have taken place in the figures reflect mainly a change in law enforcement practice of the police and not in the basic tendency.
- Finally, we should also mention that UPPCS is so-called *output statistics*, which is suitable to portray structural and dynamic movements through the comparison of long term time sequences. It is, however, unsuitable to provide reliable information on how many crimes were committed in a certain year (or in an even shorter interval).

In view of the above, through a broad approach, we summarised the main characteristics of traffic offences, more specifically the causes of road accidents, in the following.

1) The *total number of crimes that became known* showed a continuously increasing tendency between 1980 and 1998, in the following years a decreasing tendency started, but the *number of traffic offences* that became known was also increasing until the exceptionally high proportion in 1992 and then it was decreasing until 1996 and since then it has been stagnating. Its proportion within criminal statistics was continuously decreasing until 1998 but in recent years, owing to the more favourable changes in the number of other crimes, its share in the total number of crimes has started to increase again *(Table 1. and Chart 1.)*.*
2) Among *traffic offences* road offences constitute the largest category but the role of rail traffic, which is the second largest statistical group, has also strengthened a lot since 1996 and continues to have an increasing tendency *(Table 2.)*.
3) Among *criminal offences against the safety of traffic* the importance of rail and road traffic is approximately the same but the other two (air and water traffic) is insignificant. There has been a growing tendency in the number of crimes against the safety of rail traffic since 1990 and the number of these crimes was more than twice as high in 2002 as ten years earlier. The number of crimes against the safety of road traffic was increasing all throughout the examined period and in the past ten years the number of these crimes has nearly trebled *(Table 3. and Chart 2.)*.
4) Looking at the figures of *road traffic offences* we can see that drunk-driving of a road vehicle has traditionally the highest percentage in this respect, followed by actions falling into the category of negligence leading to road accidents. Hit-and-run accidents are third on the list. We can also see, however, that

* The tables and the charts are on page 137.

– the number of drink-driving incidents reaching top figures in 1991–1993 has been continuously decreasing since then and by now it has dropped to the level it had twenty years ago,
– negligence leading to accidents, after reaching a peak between 1989 and 1993 has dropped to the level it had in the middle of the 1980s (in spite of the highly dynamic spread of motor vehicles since the beginning of the 1990s),
– the number of crimes that are typically intentional – and concerning the method of their commission dangerous – is low compared to the previous category but it was growing all throughout the examined period. The number of crimes against the safety of traffic has become about ten times as much in the past twenty years and the number of hit-and-run accidents has become four times as much in the same period. The number of acts intentionally endangering others has also trebled. Only the number of crimes amounting to the case of drink-driving of a road vehicle remained the same *(Table 4. and Chart 3.)*. All this shows that although with the spread of motor vehicles traffic security has also grown as shown by the number of accidents (although we know from other sources that not at the desirable, Western-European standards), crimes that are not primarily due to negligence but low moral standards and which cannot be controlled through traditional instruments have multiplied. At the same time, the increasing sensitivity of the population to these deviant tendencies may have a role in the higher figures – although it is not known to what extent.

5) The analysis of *road accidents according to the outcome* shows that after the exceptionally high figures between 1990 and 1992 (which were not characteristic of only the category of the crime of causing mass disasters) were followed by a tendency of decreasing figures, dropping to the level of the middle of eighties. As a result of the decreasing tendency in the figures of causing road accidents resulting in deaths, which started in 1992, the figures for 2001–2002 were lower than the ones at the end of the 1970s and the beginning of the 1980s. In view of the fact that *these crimes are strongly related to the number of accidents and their outcomes*, their number can be expected to increase in 2003 compared to the previous years *(Table 5. and Chart 4.)*.

6) The analysis of *causing road accidents and drunk-driving according to outcomes (Table 6.)* shows that negligence leading to accidents as well as the proportion of offences both leading to death and to lasting disability decreased significantly among those who commit the crime of drink-driving road vehicles. This decrease was sharper in the case of drink-driving.

7) Analysing the changes in the number and the proportion of *offenders in general and the perpetrators of traffic offences who become known* we can see a drop in the proportion of the latter. Besides, it is also clear that there has been no significant change in the proportion of detected crimes compared to the number of crimes in contrast to most of the intentional crimes, where this proportion has been declining in the past twenty years *(Table 7. and Chart 5.)*

8) The *number of perpetrators of road offences* follows the changes in the number of crimes. By the end of the decade the high figures of negligence resulting in an accident in 1990 and drink-driving between 1991 and 1993 fell back to the level they were at two decades before. The figures are nearly four times higher in the case of crimes against the safety of traffic, more than twice as high in the case of intentionally endangering others and nearly four times higher in the case of hit-and-run accidents. Drink-driving plays a dominant role in the statistics of perpetrators as about two-third of them are in this category (Table 8., Charts 6. and 7.).

We should make note of the fact that only some of the road accidents are crimes. Accidents can be categorised into two main groups: ones involving personal injuries and ones that involve only material damage. We have no reliable information available about the latter at present in Hungary because only insurance companies have records of them and the information is stored in connection to the particulars of the clients and not in connection to events, locations, offences, etc. The police are informed only if any of the parties involved insists on it but have no statistics of these accidents that have been reported either.

The number of *accidents involving personal injuries* is important because it influences the general feeling of the people as well as the international reputation of Hungary. We can state that the situation of the country has deteriorated recently. Instead of decreasing, the number of deaths resulting from accidents has increased *(Table 9.)*. The goal of the EU for decreasing the number of deaths resulting from accidents by half by 2010 compared to the beginning of the decade seems quite unattainable. With regard to this the information about the situation of the country in comparison to the other countries of Europe is especially worth paying attention to. In this respect there is a special problem in Hungary not generally but concerning the seriousness of the outcomes. An example of it is *Chart 8.*, which shows the number of deaths as the result of accidents compared to the number of motor vehicles[3].

3 The source of this chart and the following ones: Halló, Péter: A hazai közúti közlekedésbiztonság az EU-csatlakozás tükrében (The Safety of Traffic in Hungary in View of the EU Accession). Belügyi Szemle, 1/2004. The additional parts were also prepared relying on the information kindly provided by Péter Halló.

The frequency of the movements of vehicles signifies a connection to those conflicts that the participants in traffic have to solve. In theory, the more often a car is used in traffic the higher the chance that the driver will be involved in a serious accident. *Chart 9.* shows that the statistics in Hungary are bad in this respect, too.

Chart 10 shows that the overall picture in Hungary is unfavourable not only concerning the high number of accidents resulting in deaths but concerning the seriousness of the accidents as well.

As we know from earlier research, people regard accidents common occurrences to some extent. We also know that it is not purely by chance who will cause accidents and who will become victims of them. However, we know relatively little about the individual characteristics of these people, about the attitudes they have towards their closer environment and towards society as a whole. So far it was mainly researchers of behaviour (psychologists, doctors) who have carried out surveys about how the personality (mainly psycho-physical) traits of the people involved in accidents are different from those of the other people on the road who do not get involved in accidents. But it has rarely been discussed, if at all, how these two large groups are embedded in society. Therefore we lack the information about how those involved in accidents are different from those who are not or only rarely involved in accidents[4]. This would be really necessary for us in order to understand better why people who seem perfectly healthy are involved in accidents and why others with much lower psycho-physical performances can stand their grounds on the roads for decades. We know that proper knowledge of the rules can guarantee a safe behaviour in the traffic only to a very small extent and that the breach of rules is an everyday occurrence. Defensive behaviour, which is essentially important on the road, lays the stress not on keeping the rules (even less on forcing others to keep them) but on foreseeing breaches of rules by others and in view of this knowledge on protecting against the results of these breaches of rules. This requires knowledge of the typical forms of behaviour on the road on the one hand and skills of being able and ready to recognise dangerous situations

4 We know the typical attitude of shifting responsibility on the part of people involved in accidents. This means that they try to present themselves as innocent in the eyes of the authorities, friends and others, even in their own eyes although careful examinations clearly show their – often exclusive – responsibility. Therefore we do not attach special importance to what they say when we ask them about their "experiences" of the accident. Earlier research, however, clearly shows that there is a clearly distinguishable group of people who are involved in accidents more often than the average. From a legal aspect this role may be that of the offender or the victim, sometimes partly both. Often the roles are exchanged.

at the right time and to protect against the possible consequences. This is possible only if one is a social being to the fullest extent, having the necessary knowledge with an attitude of not being keen on asserting one's rights against others but on actively contributing to the prevention of trouble resulting from the breaches of the rules by others.

The following analysis will give a somewhat more complex picture about these social aspects than what we know now and this can be used in the prevention of accidents as well. Even more so, as we have known for several decades that the people on the road cannot be divided into the two large groups of those guilty of causing accidents and the rest but into the group of those who get involved in accidents and those who do not.

THE INTERVIEWEES
FACTS

The socio-demographic characteristics of the interviewees

Victimisation in traffic

Have you been the victim of a crime or an accident? (K80)

The professional literature mostly agrees that the majority of people never become victims of crimes in their lives. Opinions, however, differ sharply in their estimates concerning what percentage of the population becomes victimised – and the repeated surveys, similar to this present survey do not really help to decide this question. Several factors play a part in this insecurity. For example, people often cannot distinguish crimes from minor offences and grievances that have no legal consequences from breaches of norms with legal consequences[5]. According to the results of our research *somewhat more than two third of the adult Hungarian population say that they have never been victims of crimes in their lives.*

Taking all the interviewees into consideration, we can conclude that approximately 15% of the adults become (have become) the victims of road accidents *in the course of their lives.*

In the following question we wanted to find out whether the interviewees had been involved in road accidents resulting injuries in the five years before

5 Of course all the comprehensive surveys – including ours – paid great attention to the training of the questioners and tried to make sure that they would have as accurate information as possible, errors and therefore insecurity, however, cannot be totally excluded in this area.

the interview that were – in their opinions[6] – due to the faults of other people (K74_1).

According our examination between 1998 and the middle of 2003 2.3% of the adult population (228 of the 10,020 interviewees) were injured in accidents. For the total adult population of about eight million this means that in five years altogether about 184 thousand adults were injured in road accidents.

According to official statistics[7] this number is about 70 thousand smaller although including the people under 18 who were involved in accidents as well. This is not the main reason for the difference, which seems big only if we examine the issue superficially. Examinations of this issue[8] clearly indicate that especially the accidents involving one vehicle and resulting in minor injuries are not known by the police authorities.

The part of the adult population directly involved in accidents resulting in injuries is relatively small, 2.8%. The harmful consequences of the accidents, however, affect even more people within the family than the beneficial effects of possessing a car. Besides, we have not touched on – and owing to the nature of the survey we will not – the impacts of the approximately 5,500 deaths resulting from accidents in the examined period.

Out of the 228 people who considered themselves to be victims of accidents, 129 reported it to the police. This means that in five years 56.6% of the accidents the authorities came to know about the accidents through the victims as well. We must emphasise, however, that – as the comparative figures mentioned above also show – the police come to know of accidents in a much higher proportion than that, mainly from other sources (such as reports by emergency medical staff, other people involved in the accident and citizens not involved in the accident).

We get more exact information if we ask the interviewees whether they were involved in accidents resulting in injuries *during the last calendar year*.

Altogether 62 people said that they suffered injuries in accidents in 2002. According to the data, three quarter of the people involved in accidents throughout the whole examined period were free of accidents in 2002 and

6 This is an important addition to the question. It is a fact established by experience that people tend to shift the responsibility for the accident even if the authorities (the police, the courts) establish their responsibility finally. Since this survey did not afford any procedural or criminal priority (now it would not even be possible to carry out such survey owing to reasons of the protection of personal data) we have no way of knowing to what extent personal conviction and the judgement of the authorities agreed or differed in this respect.

7 *Közlekedési balesetek 2002* (Road Accidents 2002). KSH, Budapest, 2003.

8 The last survey of this kind in Hungary took place between 1988 and 1989 in Vas county, where we concluded that the police do not know of every fifth road accident resulting in minor injuries.

about one quarter of the interviewees said they were involved in accidents in 2002 as well. This can lead us to conclude that every year about 0.7% of the adult population (approximately 56 thousand people) are injured in accidents. As we can see, this figure is higher than one fifth of the five-year period. This is mainly due to the fact that people can remember the unpleasant events that are nearer to them in time more clearly than the ones that happened earlier.

We also looked at how many people said that they had been involved in accidents not resulting in injuries in the one year period before the survey (K76). Examining the involvement in (minor) accidents not resulting in injuries *in the past one year* we can see that the majority of the people were not involved in such accidents. It can also be seen, however, that 8 out of 100 interviewees were involved in such accidents. Projected to the adult population it means approximately 640 thousand people annually. This figure is rather high although we have no basis for comparison. The police do not keep a record of these cases – even if they take action in a few cases – and insurance companies – usually out of considerations of business policy – also withhold such information.

In a different interpretation, the above figures also mean that 5.8% of the adult population were involved in accidents not resulting in injuries between 1 July 2002 and 30 June 2003. Involvement in accidents resulting in injuries with a proportion of 0.6%, as mentioned above, is added to it. According to this – with not the same probability, of course – we can say that every year every 15th people among the adult population are involved in some kinds of road accidents[9]. Furthermore: involvement in accidents not resulting in injuries is about ten times as frequent as involvement in accidents resulting in injuries: within one year every 167th person has a chance to be involved in an accident resulting in injuries and every 17th person has a chance to be involved in an accident resulting only in material damage.

The connection between victimisation in general and on the road

We received answers to one of the important questions of the survey, the existence or the lack of a *connection between general and special victimisation* if we compared the frequency of victimisation in general and in

9 The actual figure is somewhat lower than that since - as the present survey has also shown - there are several people who are involved in accidents repeatedly within one year. The figures also show that although the majority of the people are involved in only one accident, about 80 thousand adults were involved in two or three accidents and another 16 thousand people were involved in minor accidents more than three times. Relatively many people refused to give information (2.2% of the interviewees, which means approximately 176 thousand people projected to the whole adult population).

road accidents. We conducted the survey from different approaches in this respect as well. We asked the interviewees again whether they had been victims of accidents resulting in injuries in the five years preceding the time of the interviewing and also in certain sections of this period and finally we asked them if they had been victims of accidents not resulting injuries (minor accidents) in the past one year. After receiving the basic information – owing to the number of cases – we found it necessary to have more details about only two questions: had the interviewees been victims resulting in injuries in the past five years and victims of accidents not resulting in injuries in the past one year.

The result confirmed an – although not absolutely surprising, still – important connection that has not been examined empirically for a long time. Comparing the frequency of victimisation in the five years examined with victimisation throughout people's lifetime we came to the conclusion that these two groups are significantly different from each other.

36.4% of the people who have been involved in accidents and 69.2% of those who have not been involved in accidents have been the victims of crimes. The two groups are only slightly different concerning the people who have been victims of crimes only once (16.7% of the people who have and 11.4% of the people who have not been involved in accidents belong to this group). 20.2% of those who have and 10.4% of those who have not been involved in accidents have been victimised twice or three times, while 26.3% of those who have been involved in accidents and 7.3% of those who have not have been victimised more than three times (Chart 11.).

69.2% of those who have not and 36.4% of those who have been victims of road accidents in the examined five years' period have never been victimised. On the other end of the scale, 26.3% of those who have been victims of road accidents more than three times and 7.3% of those who have not been involved in road accidents have been victims of other crimes as well.

We can also say that 98.8% of those who have never been victims of other crimes and 92.2% of those who have been victims of crimes more than three times have not been involved in accidents. From another aspect: 1.2% of those who have never been victims of crimes, 3.3% of those who have been victimised once, 4.4% of those who have been victimised two or three times and 7.8% of those who have been victimised more than three times have been involved in accidents.

In the following, we will analyse only the accidents resulting in injuries in the past five years and the questions about involvement in minor accidents in the past one year.

The role of gender and age

The proportion of men among the victims of road accidents (61.3% in 2002) is much higher than among the victims of other crimes in 2002 (48.7%) (Chart 12.).

If we examine whether the interviewees have been injured in road accidents owing to the fault of others *in the past five years* (SZ2_REC), we find that *involvement in accidents is increasing from the older age groups towards the younger ones.* It is relatively the highest among those born between 1968 and 1977. Almost the half of the victims of accidents in 2002 belongs to this group. From another approach: 32.8% of those aged between 18 and 29 and 34.4% of those aged between 30 and 39 were involved in accidents resulting in injuries in 2002. The involvement of both age groups in other crimes is much lower than the above figure.

If we enquire about involvement in minor road accidents owing to the faults of others *in the past one year* we can see again that proportions are getting higher as we continue from the older age groups (5.8% among those born between 1900 and 1942) towards the younger ones (11.3% among those born between 1978 and 1984).

The role of schooling (SZ15)

Considering the five-year period we can conclude that usually there is no significant difference except for one case: the proportion of those involved in accidents among those who have a schooling not higher than the eight years of primary school is half as high as among those who have a higher schooling than that.

Taking a one-year period into consideration, the higher schooling the interviewees have the higher their involvement in accidents is. The proportion of this involvement is 4.1% among those who have finished the eight years of primary school or less than that and 11.9% among those who have a degree in higher education.

The proportion of those with a basic level of qualifications or without even that is lower among the victims of road accidents compared to the victims of other crimes (9.7% and 15%) and the proportion of those who learnt a trade is higher (32.3% and 21.1%).

The role of family status (SZ3)

In the five-year period *the proportion of people among married couples who live separately and who were involved in accidents was twice as high as* the proportion of those who were not involved in accidents (2.2% and 1.1%). The

proportions are reversed among widowers and widows living on their own (3.5% and 8.6%). The proportion of divorced people is relatively high among those who have been involved in accidents (10.1% and 7.2%).

Looking at the previous year, we can see that divorced people who live separately (12.9%) and those living together with their parents (10.9%) have the highest percentage among those who were involved in accidents – within their own category. Widowed people have the smallest proportion of involvement in accidents (5.3% and 6.2%). There is no significant difference between the two main groups. The proportion of people living in marriages and cohabitation is smaller compared to the victims of other crimes (54.8% and 63.1%) and the proportion of people living in their parents' home as singles (21% and 16.5%) and after a divorce (11.3% and 7.3%) is higher *(Chart 13.)*.

The number of children (SZ4)

There is no difference in the number of children. In the case of the relative majority (46.8% of the victims of accidents and 40.6% of the victims of other crimes) there are no children.

The role of work

Are you in employment at present? (SZ16)

Considering a five-year period *the involvement of those in full-time employment and those in temporary employment in accidents is at least twice as high* as those employed part-time and those not in employment.

Regarding the one-year period, those not in employment are significantly different from those who are employed, whose involvement in accidents (12.5%) is twice as high as the involvement of those who are not in employment (6%). The proportion of people *in full-time employment* is the highest (69.4%) among the victims of road accidents. They are followed by the victims of other crimes (54.4%) and by those who were not victimised in 2002 (48.6%) and finally by those who were not victimised during the five years (41.6%). The order is reversed in the case of those who are not in employment: their proportion is the smallest among the victims of accidents (25.8%) and their proportion is the highest (54.4%) among those who were not victimised during the five years.

Why are you not in employment? (SZ17)

On the basis of this division it is clear that

– *within the five-year period, the favourable distribution of those not in employment is exclusively due to the old-age pensioners,* who has the

highest percentage in this group. The picture is especially unfavourable concerning *students* in this division and also that

– according to the survey the different categories have different characteristics in the one-year period. Students were involved in accidents at the highest proportion (10.2%) and pensioners were involved at the smallest proportion (5.1% and 4.7%). We can also see that the proportion of old-age pensioners is exceptionally low (18.8% in contrast to 41-55% in other categories) and the proportion of the unemployed is exceptionally high (25% in contrast to 10-11.5% in other categories) among those people who were victims of road accidents in 2002 – compared to those who were victims in other crimes in that year, those who were not victimised in that year and those who had not been victimised in the previous five years as well.

The role of the place of residence

The interviewees' places of residence (I3)

There is no difference in the five-year period concerning the type of the residential building.

In the one-year period the people in the two groups were significantly different, which can be primarily explained by the high proportion of people living in modern houses with a garden or in condominiums among those involved in accidents (12.7%) and even more by the low involvement of people living in houses with a garden in villages (5.3%).

The legal title of the interviewees to live in their present home (SZ6)

Examining the five-year period we can see that the proportion of people renting their homes is nearly twice as high among those who have not been involved in accidents than among those who have (4.5% and 2.6%).

There is no difference if we compare the people involved in accidents in the past one year with those who were not involved in accidents in that period. The legal title to live in their homes as relatives of the owners characterises the people involved in accidents more than any other group. (Their proportion is 29% among those involved in accidents in 2002, 21% among the victims of other crimes, 19.2% among the people not victimised in 2002 and 18.4% among those who were not victimised in the five-year period.)

The time spent in the same building (SZ7)

We can see that the proportion of people involved in accidents in the five-year period among those who had spent more than 40 year in the same building is only half as high as among the others (6.1% and 13%).

Concerning the one-year period we can note that the longer people have lived in the same place the smaller their proportion is among those involved in accidents. The proportion of people involved in accidents who have lived in the same place for one to five years is 10.4% while the involvement of those who have lived in the same place for more than 40 years is only 4.8%.

The number of places where the interviewees lived
for longer than six months (SZ5)

There is no difference in the five-year period.

The more often the interviewees have changed their places of residence in their lives the more probable it is that they were involved in accidents in the one-year period. This shows a marked difference especially in the case of six different places of residence they have had: while this proportion is 4.8% among those who were victimised in 2002 and 3.5% among the victims of other crimes it is 2.9% among those who were not victimised in 2002 and only 1.9% among those who had not been victimised in the past five years.

The role of the financial situation

Are you satisfied with your present financial situation? (SZ22)

There is no difference concerning satisfaction with the financial situation.

The situation of your own household compared
to the situation of the country? (O15)

There is no difference between the two groups for the five-year period.

There was a significant difference between the two groups in the one-year period: the dividing line is between the upper and the lower 50%. Those who categorised their financial situation to be among the lower 50% were involved in accidents in smaller proportions and the worse they saw their situation the less they were involved in accidents.

There was no significant difference between the different groups for the year 2002.

Have you got a car? (SZ13)

There is no significant difference concerning the five-year period although *those who drive a car are slighly overrepresented among the people who were involved in accidents (57.5% and 42.1%) (Chart 14.)*. Those who do not have a car are in majority among those who were not involved in accidents.

The two groups are significantly different from each other within the one-year period: those have cars were involved in accidents more often than those who have not. The difference is significant compared to the other groups as well: 37.1% of those *who do not have a car* were involved in accidents in 2002 and 41.5% were the victims of other crimes and 45% were not victims of crimes in 2002 and 59.7% of them had not been the victims of crimes in the previous five years.

The value of your car? (SZ14)

Considering the five-year period there is no significant difference between the people who were injured in accidents and those who were not although the owners of vehicles worth less than 500 thousand HUF tend to have fewer accidents and *the owners of more expensive cars are in majority among the people involved in accidents.*

The two groups are significantly different within the one-year period and we can perceive a general tendency that the more valuable one's car is the more involved they are in accidents not resulting in injuries.

Culture, religion

There were two questions about this topic. We can see that there was no difference between two main groups either in the respect which culture they belonged to (O22_1) or in the respect whether they visited religious meetings or not (SZ24).

The role of deviances

The frequency of alcohol consumption (O1)

First, it seems necessary to refer to the fact that 26.9% of the interviewees representing the whole adult Hungarian population (which means two million people) drink alcohol at least every week, 33.9% considered themselves to be occasional drinkers and 39.2% said that they did not consume alcohol at all.

Following the five-year period: in the sample the percentage of *occasional drinkers* and those who never drink any alcohol is practically the same. In the former group (that is, among the occasional drinkers), however, *twice as many people* said that they *had been involved in accidents in the past five years* than in the latter.

The proportion of those who do not drink any alcohol (39.9%) among those who were not involved in accidents in the one-year period (100%) is higher than the proportions of the regular drinkers (26.6%, that is +13.3%) and of occasional drinkers (33.5%, that is +6.4%). In other words: among the

people involved in accidents not resulting in injuries (100%) the proportion of regular drinkers is 30.6%, of occasional drinker is 39.6% and of those who do not drink any alcohol is 29.7%. We cannot speak of any significant difference here.

We can also state that the proportion of those *who never drink any alcohol* is the smallest among those who were involved in accidents in 2002 (27.9%) and they are followed by the victims of other crimes in the same year (32.4%) and then by those who were not victims of crimes in 2002 (34.1%). The proportion of those who do not drink any alcohol is the highest among those who have not been victims of crimes in the past five years (42.1%).

Have you driven a car after drinking alcohol in the past one year? (O2)

4.3% of the interviewees (projecting it to the whole adult population it means approximately 344 thousand people) admitted driving a car after drinking alcohol in the past one year, while 44.3% (approximately 3.5 million adults) said that they do not drive a car. This means that among the adult population *7.8% of the drivers in the sample drove a car after drinking alcohol in the examined period.*

A significantly higher proportion among the people who *drove a car after drinking alcohol were involved in accidents* in the five-year period than among those who did not drove after drinking. Those who have no cars were involved in accidents in the smallest proportion.

Concerning the one-year period we can say the same as in the case of involvement in accidents resulting in injuries: those who drove a car after drinking alcohol in the past one year were involved in accidents significantly more often than those who did not drive after drinking. Those who do not drive a car were involved in accidents in the smallest proportion here again.

11.6% of those who were involved in accidents in 2002 said that they had driven once, and another 2.3% said that they driven more than once after drinking alcohol. The proportion of those who drove after drinking once is substantially higher among those who were involved in road accidents than in the other categories (Table 10.).

Have you ever been suspected by the police? (O5)

6.3% of the sample in the survey (about half a million adult projected to the whole population) said that they had been suspects in police procedures earlier in their lives.

Almost twice as high proportion of the people who have ever been suspected by the police were involved in accidents in the five-year period than among those who have not taken such a part in a police investigation.

Concerning the one-year period we can see that the same tendency prevails as in the case of accidents resulting in injuries: there was a higher proportion of people (although not significantly higher in this case) involved in accidents in the past one year among those who had been suspects in police procedures (9.7%) than among those who had not (6%).

There were almost four times as many people among the victims of accidents resulting in injuries (16.3%) who had been suspects in police procedures than among those who had not been victims of crimes in the past five years (4.6%). It is worth noting that the proportion of earlier police suspects among those who were victims of other crimes in 2002 is below 10% (9.7%) just as among those who were not victims of crimes in 2002 (8.6%).

Procedures concerning minor offences in the past one year (O16_B)

3.1% of the people in the survey said that in the past 12 months a procedure for a minor offence had been started against them (this means about 250 thousand people projected to the whole population) and 2.2% of the interviewees (about 175 thousand people projected to the whole population) said that they had also been punished in the procedure.

Concerning the five-year period we can make the following statement, which cannot be supported by a mathematical-statistical method owing to the low number of cases but can be accepted as a tendency: *among the people involved in accidents there are more than three times as many who had a procedure started against them for a minor offence and have been punished and more than twice as many who had a procedure started against them for a minor offence and have not been punished* compared to those who have not been involved in such a procedure in the past one year.

There was a significant difference between the two groups, however, concerning the one-year period. Among the people involved in accidents, the proportion of those who were found guilty in a procedure started for a minor offence was 17.9%, the proportion of those who were involved in such a procedure but were not punished was 26.9% and the proportion of those who were not involved in such a procedure was 7.1%.

16.3% of the people involved in accidents in 2002 have been punished in a procedure started for minor offences at least once, while this is true of 1.8% of those victimised in other crimes in 2002, of 3.1% of those not victimised in 2002 and of 1.3% of those who have not been victimised in the past five years.

As a conclusion we can say that examining the past record of individuals in road traffic reinforces connections that have already been known, such as the increased danger threatening young people, the higher vulnerability of

those who go out to work and the higher security of elderly people on roads as well (although – in lack of empirical knowledge – many deny this). There are connections that we did not know of before and that can be regarded as explanations for several accidents: for instance the close connection between habits of drinking alcohol and involvement in accidents[10]. This behaviour, moreover: attitude, which is deviant – at least from the point of view compliance with the law – seems an even more probable cause owing to a past in which these people have broken the law more often than those who have not been involved in accidents. According to the results of our survey that have come to light so far the closest connection can be established between a past with or without involvement in accidents and victimisation in other crimes. The survey dispels all doubt: victimisation does not happen by chance but it is the consequence of a complex predisposition both concerning way of life and behaviour. This is manifested in behaviour more or less inadequate to the expectations of society and one's own behaviour. Individuals with a predisposition for victimisation can comply with the expectations of the outside world less than the majority, which is also proved by the fact that the number of people who have been involved in police procedures is significantly higher among them. Therefore, they are more often involved than the average not only in intentional crimes but also in crimes resulting from negligence that are parts of everyday life and in the so-called pre-acts of these.

OPINIONS

In the following we took a look at some of the important characteristics of people's general feelings and their sense of security, to find out if there is a difference between people who have not been involved in accidents and those who have been involved in accidents resulting in injuries not due to their own faults in the past five years and in 2002 and if yes, where this difference lies.

The role of general feelings (K1A, K1B, K2C)

The opinions of those who have been involved in accidents resulting in injuries in the past five years and those who have not been involved in

10 It may be worth mentioning again that the own opinions of the interviewees were recorded here when they said that they had not been responsible for the accidents they had got involved in. It is an especially often debated question concerning accidents that who is responsible for them. Again, we can refer to the earlier experience of our research: about 70-80% of the pedestrians could have avoided the accident with a bit more that is adequate to the situation and about half of them were guilty in the legal sense as well (they contributed to the accident through breaking rules) although they took part in the criminal procedure as victims.

accidents as well as the those who were the victims of accidents and other crimes in 2002 and those who were not victimised are all perfectly the same (which means the opinions of these different groups do not differ from the opinions of the public in general at all) if we examine their general feelings at present and how these feelings have changed in the past five years and what changes can be expected for the next five years.

Concerning these questions there is no difference between the people who have been involved in minor accidents and those who have not and at the same time the opinions are exactly the same as in the category examined earlier. We can establish a tendency that – in contrast to the group examined earlier – in this respect those who have been involved in minor accidents gave more favourable opinions than those who have not.

Sense of security – in general

We can have a quite complex picture of the general state of the police and public security by comparing the people who were involved in accidents resulting in injuries *in the past five years* and *in 2002* and the people who have not been involved in such accidents. In the following we will discuss this matter.

After answering the following questions we can have our final conclusions:

Can the police guarantee public security at present? (K5)

The tendency on the basis of the five-year period is the following: those who have been involved in accidents tend to think that the police cannot guarantee security more often (37.9%) than those who have not (31.7%), while a higher proportion of those who have not been involved in accidents consider the work of the police average (50.8% and 47.1%) or have a positive view of it (17.5% and 15%).

The connection between the experiences of the year 2002 and the activity of the police is shown by Table 11.

The victims of road accidents in 2002 have the worst opinions about the police, while those people have the least negative opinions who have not been victimised in the past five years.

Public security at present? (K6)

The tendency for the five-year period is the same as above: the majority of those who have been involved in accidents think that public security is bad at present (42.2% and 33%). The proportion of people not involved in accidents is higher among those who think public security is average (53.7% and 48%). Also, most of those who tend to consider it good have not been involved in accidents (13,3% and 9.8%) (Table 12.).

The information acquired about the year 2002 supports the earlier standpoint in essence.

Public security in Hungary in the past five years (K8)

On the basis of the answers given to this question we can conclude that the proportion of people who have been involved in accidents is higher (39.8%) than the proportion of people who have not (35.1%) among those who think public security has become worse in the past five years. The majority of those who think it has not changed have not been involved in accidents (45.6% and 40.3%). The data for 2002 also confirm this statement.

Public security in the next five years (K9)

A higher percentage of those who have been involved in accidents expect public security to get worse (21.8%) than those who have not (19.5%). Also, the majority of those who think the situation will not change have not been involved in accidents (40.4% and 38.4%).

The impact of the accession to the EU on public security (K10)

The analysis of the expected change in public security as the result of Hungary's accession to the EU also showed that the proportion of those who expected a change for the worse was higher among the people who have been involved in accidents (23.4% and 20.7%). There was a slightly higher proportion of people who have not been involved in accidents among those who thought the situation would not change or would change for the better.

Will there be fewer or more crimes after the accession to the EU? (K12_1)

The tendency seen earlier prevailed concerning the question whether fewer or more crimes will be committed after the accession to the EU, with a small difference in the actual figures. There was a higher proportion of people who thought there would be fewer crimes among those who have not been involved in accidents (29.4% and 26.1%), while there was a slightly higher proportion of people who thought the number of crimes would not change or would be higher among those who have been involved in accidents.

Is car theft a problem in Hungary at present? (K21_A)

Although most of the interviewees – whether involved in accidents or not – regard car theft as a problem, a higher proportion among those who have been involved in accidents said a firm yes to this question (79.7%) than among those who have not (72.9%). However, there are a higher proportion of people not involved in accidents among those who said it was a problem

on average (20.6% and 16.3%) and among those who do not find it a problem (6.5% and 4%). There are an exceptionally high proportion of people who think this crime is a very big problem (61.3%) among those who were victims of accidents in 2002 (this proportion does not exceed 44% in the other groups but among those who have not been victims of crimes in the past five years, it is "only" 39.4%.

Is organised crime a problem in Hungary? (K21_C)

In the same way as at the previous question, although the majority of people both involved and not involved in accidents consider organised crime a problem, there are a higher proportion of people among them who have been involved in accidents earlier (74% and 66.9%). However, those who have not been involved in accidents are in majority among those who regard it an average problem (20.6% and 15.4%).

Is violent crime a problem in Hungary? (K21_F)

If we examine the five-year period, we can see the earlier tendencies repeated. There is no difference between the four groups, however, in the comparison for the year 2002.

Are thefts a problem in Hungary? (K21_G)

There is no difference between the two groups.

Finally, we can see that there was no significant difference in the answers given to any of the questions about people's opinions on their general sense of security between those who have been involved in accidents and who have not. Still, we can regard it as an important observation that with the exception of thefts, which concern the widest scope of people, in all the other cases the people who have been involved in accidents consider these issues more serious problems than the people who have not and they also have a more negative view of both the past and the future concerning the situation of crime – including the impact of Hungary's accession to the EU on crime. Besides, when comparing the four groups included in the data for the year 2002 we can come to the conclusion that the level of anxiety among the people who have not been victimised in the past five years is significantly lower than among the people in the other three groups.

There is no difference within this group of questions between the people who have been involved in minor accidents and those who have not, while the picture is exactly the same as in the category we examined earlier. There is only one exception: those who have been involved in minor accidents had

a somewhat more unfavourable opinion on the law enforcement activity of the police than those who have not.

The role of the general feelings in the environment

Basically, the opinions in this group of questions can be divided into two parts from the point of view of motivation. In the first group there are such environmental considerations for which somebody – some other people – can be made responsible according to many.

The second group of questions lists circumstances that the residents in that area have to live together with and they have no or hardly any means or chances to influence this situation.

The following questions were included *in the first group:*

Do you like living in your present place of residence? (K32)

– Problems in the neighbourhood:
  a) *Street noise?* (K36_2)
  b) *Gypsies?* (K36_3)
  c) *Drug abuse?* (K36_4)
  d) *Undisciplined motorists?* (K36_5)
  e) *Homeless people, beggars?* (K36_6)
  f) *Drunks?* (K36_9)

Table 13. gives an overview of the most important results.

It is worth mentioning the following question:

Problem in the neighbourhood: Undisciplined motorists? (K36_5)

In general (among all the interviewees) the proportion of those who do not think it a problem (40%) is basically the same as the proportion of those who have the opposite view (36.6%). The rest (23.3%) did not take a stand in this issue or did not have an emotional attitude toward it.

There were, however, significant differences in the comparison of the data for the year 2002 – especially in the comparison of the extreme values. Table 14. shows this.

The figures clearly show the difference between the *level of tolerance* among the people who were not involved in accidents in 2002 and especially in the past five years. It is not a problem exclusively pertaining to motorists but it is a problem of the level of tolerance toward the unpleasant circumstances in the environment. This is shown by the fact that the same differences that were shown in Table 14. are repeated in connection to the

questions *"Problem in the neighbourhood: homeless people, beggars?"* (K36_6) and *"Problem in the neighbourhood: drunks?"* (K36_9)
The following questions were included *in the second group*:

Problems in the neighbourhood:

- *Bad public lighting?* (K36_7),
- *The lack of job opportunities?* (K36_8),
- *Litter and rubbish in the streets and in the green areas?* (K36_10),
- *Too many foreigners and people seeking asylum?* (K36_11),
- *Bored youngsters?* (K36_12).

The most important results are shown in Table 15.
In conclusion: The first group of questions made it possible for the individual to blame another person for the causes, while on the basis of the second group although it was about persons, it was possible to judge the environment around us.

The distribution of the answers to the questions also shows that the people who have been involved in accidents resulting in injuries *in the past five years* tend to project their problems to another person much more often and besides that – in comparison to the people who have not been involved in accidents – there is a high proportion of them who are hesitant or who cannot or will not decide. In contrast, the people who have not been involved in accidents are more critical of the environment, the "system" than those who have. We must emphasise again that there has been no difference anywhere but – with a few exceptions where there was not any difference between the two groups – the tendency is clear.

Looking at *past one year*, there is no significant difference between those who have been involved in minor accidents and those who have not within this group of questions. It is to be noted that the opposite tendency consistently prevails here as well. Apart from the lack of job opportunities in all the other cases, it is again the people who have been involved in minor accidents among whom we can observe a tendency to project the problems to the environment; however, this cannot be exactly proved with mathematical-statistical means here either.

Sense of security – in the close neighbourhood

A sense of security in the neighbourhood is an especially important factor in the respect how people live their everyday lives and what their attitudes are like toward their environment. It seems highly probable that the impact is mutual, which means that one's behaviour and attitude toward one's environment has a feedback on one's sense of security.

We analysed this issue considering the following questions, according to the answers concerning a five-year period (group I.), a one-year period (group II.) and where justified, victimisation in 2002 (group III.).

Is your neighbourhood secure? (K33)

The proportion of those who gave a positive answer was higher in both intervals among those who have not been involved in accidents (in group I. "yes" answers by 62.7% of those who have been involved in accidents and by 67.3% of those who have not; in group II. "yes" answers by 64% of those who have been involved in accidents and by 67.4% of those who have not).

Do you leave your flat or house after dark? (K38)

Among the members of group I. the more often people leave their homes after dark the higher percentage of them are involved in accidents, and the other way round.

In the case of groups II. and III. again, the people who have been involved in accidents leave their homes after dark much more often and the proportion of those who have not been involved in accidents is higher among those who tend to spend less time out in the evening and at night.

Problem in the neighbourhood: crime? (K36_1)

In group I. the proportion of those who think crime is a problem is higher among those who have been involved in accidents (29.4%) than among those who have not (24.9%). The situation is similar if we compare the people in group II. (those involved in accidents: 30.6%, those not involved: 24.6%). In view of the fact that the number of people who are hesitant and unable to make a decision is also somewhat lower among those who have not been involved in accidents, the difference is even greater among the people who have not been involved in accidents and those who have among those who deny that crime is a problem in the neighbourhood – both in group I. and group II. In group III. – compared to the others – a significantly high proportion of people (32.2%) who have not been victimised in the past five years think that crime is not a problem at all (this proportion varies between 18.5% and 23% in the case of the others).

How many crimes are committed compared to other parts of the country? (K37)

Both in group I. and II. the proportion of people among those who have not been involved in accidents and who think that the situation concerning crime is better in their locality than in the rest of the country is a few percent higher than those who think otherwise. The people involved both in accidents resulting injuries and in minor accidents have worse opinions about crime in their neighbourhood compared to the above.

In conclusion: in view of the data about accidents in the past five years we can say that those who have not been involved in accidents consistently have a greater sense of security although we know that no significant difference can be measured between the two groups in this case either.

The picture we have in connection with minor accidents is rather contradictory. On the one hand, those who have not been involved in accidents are less sensitive to this phenomenon itself and on the other hand, compared to those who have been involved in accidents, they have worse opinions overall about crime and the changes in the situation of crime, while at the same time a smaller proportion of them consider their own locality less secure compared to the rest of the country than in the other group. When comparing the data from 2002, the only thing we took special note of was that those who were not victimised for a longer period are different from the other three groups concerning several indicators.

Our everyday anxieties of crime

A basis for comparison: Have you been the victim of an accident resulting in injuries in the past five years?

Previously, we had the opportunity to have a look at what the two large groups think of crime. In the following we would like to find out if there is a difference between those who have been involved in accidents and those who have not concerning their everyday experience of crime (Table 16.).

- *Is your everyday life influenced by crime?* (K41),
- *Do you ever think of the possibility of your home being burglarised?* (K42),
- *Do you find your neighbourhood secure?* (K46),
- *Would you feel secure alone in your neighbourhood after dark?* (K47),
- *Can you imagine being assaulted in the street in your neighbourhood?* (K48_1),
- *Can you imagine being assaulted in a residential building in your neighbourhood?* (K48_2),
- *Can you imagine your home being burglarised?* (K48_3),
- *Is there a place in your locality where you would not like to go during the day for fear of crime?* (K49),
- *Is there a place in your locality where you would not like to go at night for fear of crime?* (K50),
- *Does it happen that you do not dare to leave your home for fear of crime during the day?* (K51),
- *Does it happen that you do not dare to leave your home for fear of crime after dark?* (K52),

- *Does it happen that you are afraid of criminals at home at night?* (K53),
- *Can it happen that you will be slandered?* (K56_2),
- *Can it happen that you will be the victim of an assault (resulting in a minor injury)?* (K56_3),
- *Can it happen that you will be the victim of an assault (resulting in a serious injury)?* (K56_4),
- *Can it happen that your child will suffer a serious physical injury at school?* (K56_5),
- *Can it happen that you will be harassed or molested?* (K56_6),
- *Can it happen that your home will be burglarised?* (K56_7),
- *Can it happen that your wallet will be stolen with your money in it?* (K56_8),
- *Can it happen that some of your other valuables will be stolen?* (K56_9),
- *Can it happen that you will be overcharged in a shop or in a restaurant?* (K56_10),
- *Can it happen that your car gets stolen?* (K56_11),
- *Can it happen that someone tries to take your life?* (K56_13),
- *Can it happen that your property or valuables get damaged?* (K56_14),
- *Can it happen that you will be bitten by a dog?* (K56_17),
- *Can it happen that you will be disturbed by other people's unpleasant (loud) behaviour?* (K56_18),
- *Do you ever think of the possibility of becoming a victim of a crime?* (K57).

In conclusion: in the case of nearly all the possible incidents listed above that can cause anxiety – wherever there was a difference at all – there was at least a tendency toward a difference between the two groups (in two cases the difference was significant). Both the tendencies and the significant differences suggest that there are a higher proportion people who have anxieties, and mainly people who cannot decide on this issue and cannot form a realistic picture of the size of the danger among those who have been involved in accidents. At the same time, there were a higher proportion of people who have not been involved in accidents among those who reject the possibility of immediate danger. By comparing the answers that analyse victimisation in 2002 we can conclude that those who were involved in road accidents in that year are less afraid of becoming victims of crimes than those who were victimised in other crimes. The following examples serve to illustrate this (Tables 17., 18., 19., 20., 21.).

Special approach: *Can it happen that you will become a victim of an accident resulting in injuries?* (K56_1)

The answers given to the question show the distribution seen in Table 22. The figures show that the adult population of the country can be broadly categorised into three groups consisting of an equal number of people if we

ask them the question "can it happen that you will become a victim of an accident resulting in injuries in the future?" Projected to the total Hungarian population it means that about 2.4 million people think that they may become the victims of accidents. Slightly more than that, about 2.5 million cannot decide (maybe, it might be possible) and approximately three million adults think that such an event will not happen to them.

This opinion is fairly stable and independent of several factors that can influence behaviour. So people's opinion on this question is not influenced by how they feel now in general, how their general feelings have changed in the past five years, how satisfied they are with their lives at present, what their hopes are for the next five years and what they think of public security in the past and in the next five years and after Hungary's accession to the European Union. People's opinion on the possibility of their victimisation is also independent of their relationship with the immediate social environment (K31).

This opinion, which is independent of all the influences of the environment and seems very stable and, of course, determines people's attitudes toward their environment, induces further examinations. We have no doubts that the so-called myth of invulnerability[11], which poses one of the greatest dangers of victimisation, makes one-third of the Hungarian population unable to defend themselves against unexpected road accidents.

This myth of invulnerability can be shattered by stories of victimisation (Table 23.).

The data suggest that those who were victims of road accidents in 2002 find it more probable than the other groups that they can become victims of road accidents again.

We performed the following analyses in search of the possible causes:

Have you got a car? (SZ13)

Although there is a significant difference between the two groups, it can be explained primarily by the confidence of those who do not have a car about avoiding involvement in accidents in the future. They find it less probable that they can get involved in accidents compared to the people who have cars.

The value of your car? (SZ14)

There is no difference concerning the value of the car that the people use if we ask them whether they find it possible that they will be involved in accidents resulting in injuries in the future.

11 Korinek, László: Félelem a bűnözéstől (Fear of Crime). KJK, Budapest, 1995

Problem in the neighbourhood: crime? (K36_1)

Among *problems in the neighbourhood* crime indicates a connection to fear of victimisation in an accident. Among those who experience crime as an everyday problem in the neighbourhood there are more who are afraid of being victimised in an accident.

The same – that is positive – connection can be seen concerning traffic in the street, noise, gypsies, drug users and drug addicts – and to a higher degree - highly undisciplined motorists – and to a smaller degree – homeless people, beggars, inadequate public lighting, the lack of job opportunities, drunks, litter and dirt in public areas, too many foreigners and people seeking asylum and furthermore – to a higher degree – bored and idle youngsters.

Not talking about causative relations in this place yet, we can say that those who find it more difficult to bear the burdens of civilisation and the environment, which is primarily characteristic of an urban environment and – independently of their personal impressions – have worse opinions of it, are more afraid of becoming the victims of accidents – significantly more in all the cases measured.

Among the same people there is a significantly higher number of those who think that more crimes are committed in their locality than in other places.

The more often people leave their homes after dark, the more they feel that they are in danger of becoming victims of accidents as well (K38). Among those who do not install different instruments of security in their homes there is a higher number of people who are not afraid of road accidents. There was no difference between the two groups except in the respect of keeping a watchdog. Consequently, we can say that a higher level of anxiety about attacks by strangers go together with a higher frequency of fear of involvement in road accidents.

The same can be observed about the connection between fear influencing everyday life and involvement in accidents: the two kinds of anxieties indicate a significantly positive connection (K41). This statement characterises the sub-categories of the fear of crime we selected: the distribution of the fear of burglaries and assaults.

Those who think their neighbourhood is secure (both during the day and after dark) are less afraid of becoming victims of accidents. There is a much higher proportion of people with anxieties about road accidents among those who have anxieties about leaving their homes either by day or by night.

Among those who are afraid of becoming victims of accidents resulting in injuries there is also a significantly high proportion of people who worry about the possibility of other crimes as well; including those, of course, who are afraid that they will be slandered, they will be assaulted resulting in a

minor or a serious injury, their children will suffer a serious injury at school, they will be harassed or molested, etc., or even that a dog will attack and bite them. This tendency is clearly present in the case of the people who were the victims of accidents in 2002 as well. Involvement in road accidents, therefore – at least within a certain period of time – destroys the myth of invulnerability, which is present everywhere.

There are a significantly higher proportion of those who think that they will not be victims of road accidents resulting in injuries in the next year among the people who are satisfied with the activity of the police aimed at improving public security and also among those who are more or less satisfied with the present state of public security.

There are a significantly higher proportion of people who do not expect to become victims of accidents in the near future among those who have a positive picture of the security of their locality (K33) on the whole.

The same relationship can be established also when we asked people about their opinions about the change in public security in their neighbourhood in the past (K34) or the next (K35) five years.

There are a smaller proportion of those who make or are planning to make extra efforts for self-defence among those who are less anxious about accidents (K.58).

Those who have been injured in accidents owing to the faults of others in the past five years tend to think more often that the same thing can happen to them again. This connection – although not so markedly – is characteristic in the opposite direction as well: there are a smaller proportion of those who do not think that an accident resulting in injuries can happen to them among those who have not been involved in such accidents in the past five years. As for those who have not told us whether such accidents had happened to them, there is the highest proportion of people among them who cannot or will not talk about their opinions on the possibility of an involvement in accident in the future. (the undecided). There are a slightly higher proportion of the undecided among those who have been involved in accidents than among those who have not.

Usually, there is no difference in the case of minor accidents that happened in the past one year if we look at the different categories within the previous group of questions, including the questions K46, K48_3, K50 and K56_14, in the case of which there were significant differences in the previous category. Here again, there are a higher proportion of people with anxieties among those who were involved in accidents. The proportions are even only in the case of the questions K50, K52, K53.

There is a significant difference in the case of K56_1: there are a higher proportion of people who think that they will not become victims of accidents resulting in injuries among those who have not been involved in accidents (39.0% and 29.9%) than among those who have been involved in minor accidents in the past one year (27.6% and 41.0%).

In conclusion: Fear of involvement in an accident can be regarded as part of the positive relationship with the closer and wider environment, opinions on the environment, a general sense of security or its opposite, a general anxiety. All this indicates a connection to the picture people have with their wider environment, the system of institutions in the environment, the existence or perhaps the lack or the deficient operation of a protecting shield provided by the government.

It is worth remembering here again that in the previous section the dividing line between those who have been involved in accidents and those who have not lied at nearly the same characteristics. There is, however, a significant difference: concerning past events there were only differences that could be regarded as tendencies between the two groups but concerning the future the differences are significant. This is mainly due to the fact that there were a much higher number of interviewees who were not so confident in giving their opinions about the past but had a more definite opinion about the future. It follows from all this that *the higher level of intolerance and anxiety observed among those who have been involved in accidents is projected to the expectations for the future as well.*

Considering the involvement of the interviewees in minor accidents in the past one year it seems clear that the opinions of those who have not had any accidents in this period is significantly different concerning the possibility of involvement in an accident in the future compared to those who have not been involved in accidents resulting in injuries. Among those who have been involved in accidents, the proportion of those who find an involvement in an accident possible is twice as high as the proportion of those who do not expect an accident to happen to them. The proportions are reversed in the case of the people who have not been involved in accidents although the difference is not so marked as in the previous cases. There is no significant difference among those who were undecided.

Increasing security on one's own initiatives

There is no difference within this group between those who have been involved in minor accidents and those who have not, while at the same time there is perfect agreement with the category examined earlier (Table 24.). In this case again – as a tendency – those who have been involved in

accidents resulting in injuries pay more attention to increasing their security. This tendency is not broken even in the case of keeping a watchdog. Furthermore, it should be emphasised that in the case of K58_1 (self-defence course) the same proportion of those involved in injuries (group I.) and those who have been involved in minor accidents (group II.) choose the same strategy. The proportion of those who have been involved in accidents is nearly twice as high as the proportion of those who have not in both groups among those taking part in self-defence courses and those who indicated their intentions to take part. We can also conclude that there is a tendency of different behaviour between those who were victimised in 2002 and those who were not victimised in that year on the one hand and those who have not been victimised in the past five years (group III.) on the other. This is characteristic of their activities aimed both at their protection and precautions. Those who have not been victimised in the past five years take these two issues much more "easily", which is a clear sign of a lower level of anxiety among them. There are only a few exceptions: keeping a dog, for example, and an alarm connected to an emergency centre.

In the case of K58_2 what we observed at accidents resulting in injuries repeats itself: 7.9% of those who have been involved in accidents and 4.1% of those who have not take an instrument of defence with them when going out.

In the case of K58_6, the tendency is the same in the two groups but the differences are not so marked in this case: 40.6% of those who have been involved in accidents and 35.4% of those who have avoid certain streets and places as a precaution.

The analysis of the five-year period shows the following connections:
The questions:

a) Protection against burglaries:
   - *Security lock?* (K39_1),
   - *Locking bars?* (K39_2),
   - *Bars on doors/windows?* (K39_3),
   - *Local alarm?* (K39_4),
   - *Alarm hooked up to an emergency centre?* (K39_5),
   - *Watchdog?* (K39_6),
   - *Other instruments?* (K39_7),

b) Precautions:
   - *Self-defence course* (K58_1),
   - *Instrument of protection when going out* (K58_2),
   - *I do not travel on public transport in the evenings* (K58_4),
   - *I avoid people in gangs in the street* (K58_5),
   - *Avoiding certain streets and places* (K58_6),

– *Keeping a dog* (K58_7),
– *I do not let the child(ren) leave home alone in the evening* (K58_8).

Keeping in touch within the community

The survey (questions evaluated: K31_1 ... K31_5) did not show any connection between having a past with or without an involvement in accidents resulting in *injuries* and the close neighbourhood (exactly the relationship with the neighbours). It is worth noting, however, that the analysis of *minor accidents* showed that although there is no significant difference between the two groups this time either, the difference between the tendencies can be important: social (more exactly: neighbourhood) relationships and cooperation are still more characteristic of those who have not been involved in accidents than those who have. In the case of the questions enquiring about involvement in accidents in 2002 such a connection was observable only in one case: nearly twice as many people who were victims of road accidents in 2002 said that they had no relationships with their neighbours (K31_1). Still, only a minority (11.3) held this view.

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Table 1.
The distribution of crimes and traffic offences that became known
(1980–2002)

year	the number of	
	crimes that became known altogether	traffic offences that became known
1980	130,470	16,906
1981	134,914	17,719
1982	139,795	17,574
1983	151,505	19,492
1984	157,036	19,010
1985	165,816	18,582
1986	182,867	20,187
1987	188,397	19,421
1988	185,344	18,856
1989	225,393	20,568
1990	341,061	25,976
1991	440,370	29,942
1992	447,222	33,130
1993	400,935	29,362
1994	389,451	26,556
1995	502,036	24,633
1996	466,050	20,689
1997	514,403	21,203
1998	600,621	22,423
1999	505,716	20,503
2000	450,673	19,566
2001	465,694	19,561
2002	420,782	21,588

Chart 1.
The number of crimes and traffic offences that became known
(1980–2002)

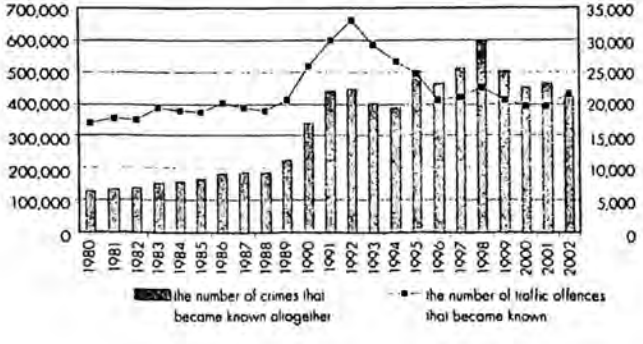

Table 2.
The distribution of traffic offences that became known
(1980–2002)

year	total	rail	air	water	road
		traffic			
1980	16,906	77	10	36	16,783
1981	17,719	89	12	23	17,595
1982	17,574	131	4	31	17,408
1983	19,492	112	9	30	19,341
1984	19,010	82	5	14	18,909
1985	18,582	142	6	24	18,410
1986	20,187	92	7	20	20,068
1987	19,421	89	7	20	19,305
1988	18,856	85	5	21	18,745
1989	20,568	168	5	33	20,362
1990	25,976	474	13	29	25,460
1991	29,942	736	12	34	29,160
1992	33,130	743	7	44	32,336
1993	29,362	539	11	44	28,768
1994	26,556	391	15	50	26,100
1995	24,633	612	22	46	23,953
1996	20,689	988	19	48	19,634
1997	21,203	1,513	21	37	19,632
1998	22,423	1,634	21	65	20,703
1999	20,503	1,136	28	38	19,301
2000	19,566	1,254	22	46	18,244
2001	19,561	1,547	24	68	17,922
2002	21,588	1,513	10	50	20,015

Table 3.
The distribution of crimes against the safety of traffic
(1980–2002)

year	total	crimes against the safety of			
		rail traffic	air traffic	water traffic	road traffic
1980	124	37		1	86
1981	156	40	4	2	110
1982	212	85		2	125
1983	198	60	1	3	134
1984	199	53	1	2	143
1985	214	69	1	1	143
1986	215	50		1	164
1987	215	54	4	2	155
1988	233	56	1	3	173
1989	370	144	3	9	214
1990	833	434	3	9	387
1991	1,179	666	2	20	491
1992	1,180	689	4	22	465
1993	1,068	505	5	24	534
1994	892	363	3	22	504
1995	1,393	580	12	9	792
1996	1,939	954	9	32	944
1997	2,869	1,490	11	23	1,345
1998	3,394	1,610	10	40	1,734
1999	2,225	1,110	6	25	1,084
2000	2,447	1,222	6	25	1,194
2001	2,951	1,522	10	43	1,376
2002	2,618	1,489	2	22	1,105

Chart 2.
Crimes against the safety of traffic
1980–2002

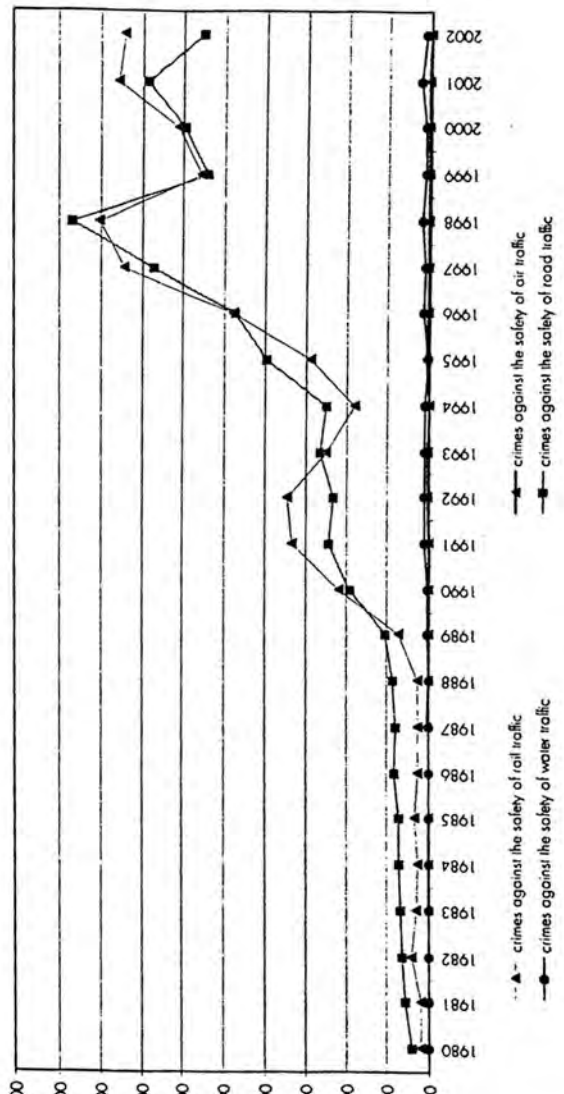

Table 4.
The distribution of road offences
(1980-2002)

year	total	crimes against the safety of road traffic	endangering other on the road	negligence leading to a road accident	drunk-driving of road vehicles	allowing persons not entitled to it to drive one's vehicle	hit-and-run accidents	driving in a drugged state
1980	16,783	86	74	3,824	12,339	257	203	
1981	17,595	110	81	3,920	12,950	280	254	
1982	17,408	125	78	3,637	13,028	284	256	
1983	19,341	134	76	3,934	14,586	362	249	
1984	18,909	143	132	4,080	13,912	354	288	
1985	18,410	143	115	4,271	13,254	310	317	
1986	20,068	164	130	4,279	14,858	350	287	
1987	19,305	155	121	4,474	13,984	338	233	
1988	18,745	173	118	4,615	13,275	326	238	
1989	20,362	214	114	5,474	13,940	311	309	
1990	25,460	387	178	6,382	17,636	334	543	
1991	29,160	491	225	5,857	21,533	391	663	
1992	32,336	465	203	5,745	24,707	445	771	
1993	28,768	534	230	5,336	21,470	416	782	
1994	26,100	504	198	4,529	19,682	415	772	
1995	23,953	792	200	4,616	17,181	387	777	
1996	19,634	944	220	4,257	13,197	270	746	
1997	19,632	1,345	192	4,200	12,912	257	726	
1998	20,703	1,734	266	4,457	13,039	299	908	
1999	19,301	1,084	259	4,205	12,623	250	827	53
2000	18,244	1,194	242	3,995	11,669	228	830	86
2001	17922	1,376	241	3,634	11,621	206	709	135
2002	20,015	1,105	259	4,137	13,318	235	810	151

Chart 3.
Road offences
(1980–2002)

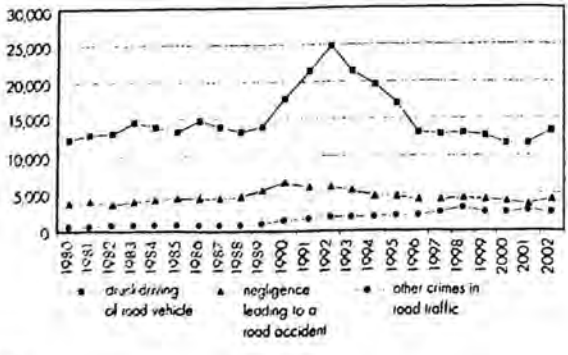

Table 5.
Road accidents according to the outcome
(1980–2002)

year	resulting in severe injuries	resulting in lasting disabilities	resulting in deaths	resulting in deaths on a mass scale
1980	3,450	252	680	24
1981	3,597	282	453	9
1982	3,382	232	628	14
1983	3,654	265	652	21
1984	3,794	244	639	24
1985	3,866	242	761	25
1986	3,912	279	686	21
1987	4,025	269	709	15
1988	4,193	307	673	16
1989	4,918	310	905	29
1990	5,765	413	1,172	39
1991	5,403	426	1,081	35
1992	5,242	398	1,091	37
1993	4,778	303	999	40
1994	4,028	314	791	33
1995	4,154	316	783	20
1996	3,836	296	693	22
1997	3,772	288	628	27
1998	4,074	282	685	22
1999	3,805	218	653	34
2000	3,485	243	635	25
2001	3,355	226	508	17
2002	3,826	199	598	25

Chart 4.
The distribution of road offences
(1980–2002)

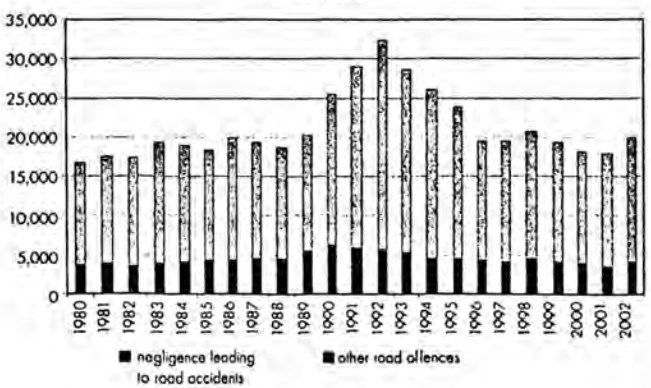

Table 6.

Causing road accidents and drunk-driving according outcomes (1980–2002)

year	negligence leading to road accidents	among which causing				drink-driving of road vehicle	among which causing			
		severe injury	lasting disability	death	accidents resulting deaths on a mass scale		severe injury	lasting disability	death	accidents resulting deaths on a mass scale
1980	3,824	3,023	219	564	18	12,339	418	29	106	5
1981	3,920	3,141	232	540	7	12,950	444	46	105	2
1982	3,637	2,934	186	507	10	13,028	441	42	110	4
1983	3,934	3,184	212	521	17	14,586	462	48	126	4
1984	4,080	3,324	206	528	22	13,912	458	36	103	1
1985	4,271	3,451	196	605	19	13,254	403	43	137	6
1986	4,279	3,480	216	567	16	14,858	414	49	110	5
1987	4,474	3,620	230	611	13	13,984	384	34	90	2
1988	4,615	3,766	266	567	16	13,275	413	36	98	0
1989	5,474	4,419	267	760	28	13,940	490	38	130	1
1990	6,382	5,041	341	967	33	17,636	703	66	192	6
1991	5,857	4,654	344	834	25	21,533	726	74	227	9
1992	5,745	4,519	309	886	31	24,707	699	71	195	6
1993	5,336	4,219	259	828	30	21,470	546	37	159	9
1994	4,529	3,573	263	666	27	19,682	434	46	113	6
1995	4,616	3,675	270	658	13	17,181	453	40	112	5
1996	4,257	3,403	246	590	18	13,197	402	44	93	1
1997	4,200	3,407	242	528	23	12,912	339	42	97	4
1998	4,457	3,632	237	570	18	13,039	406	37	108	4
1999	4,205	3,434	181	562	28	12,623	342	33	87	4
2000	3,995	3,230	195	553	17	11,669	319	36	76	6
2001	3,634	3,002	182	435	15	11,621	324	31	69	1
2002	4,137	3,456	168	494	19	13,318	335	22	94	5

Table 7.
The number of offenders in general and the perpetrators of traffic offences
(1980–2002)

year	the number of		%
	offenders who became known in general	perpetrators of traffic offences who became known	
1980	72,880	15,714	21.6
1981	77,649	16,317	21.0
1982	77,174	16,167	20.9
1983	83,324	17,986	21.6
1984	83,493	17,393	20.8
1985	85,766	17,580	20.5
1986	93,176	18,592	20.0
1987	92,643	17,896	19.3
1988	82,329	17,471	21.2
1989	88,932	18,871	21.2
1990	112,254	23,639	21.1
1991	122,835	26,902	21.9
1992	132,644	30,127	22.7
1993	122,621	26,578	21.7
1994	119,494	24,180	20.2
1995	121,121	21,966	18.1
1996	122,226	17,765	14.5
1997	130,966	17,516	13.4
1998	140,083	18,144	13.0
1999	131,658	17,440	13.2
2000	122,860	16,335	13.3
2001	120,583	15,856	13.1
2002	121,885	18,050	14.8

Chart 5.
The outcomes of traffic road offences
(1980–2002)

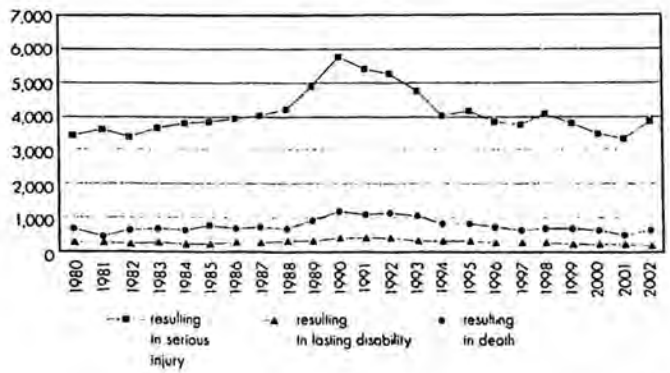

Table 8.
The number of perpetrators of road offences
(1980–2002)

year	total	crimes against the safety of road traffic	endangering other on the road	negligence leading to a road accident	drunk-driving of road vehicles	allowing persons not entitled to it to drive one's vehicle	hit-and-run accidents	driving in a drugged state
1980	15,573	92	60	3,762	11,339	202	118	
1981	16,205	101	62	3,822	11,857	216	147	
1982	16,029	102	63	3,565	11,945	224	130	
1983	17,844	111	59	3,818	13,428	282	146	
1984	17,300	136	80	4,016	12,650	275	143	
1985	17,405	122	81	4,293	12,491	245	173	
1986	18,470	137	94	4,166	13,617	276	180	
1987	17,790	132	95	4,374	12,807	248	134	
1988	17,378	124	84	4,498	12,278	254	140	
1989	18,764	163	88	5,332	12,784	239	158	
1990	23,478	192	107	6,200	16,394	289	296	
1991	26,706	233	125	5,588	20,096	299	365	
1992	29,928	250	119	5,541	23,240	359	419	
1993	26,423	302	132	5,127	20,045	340	477	
1994	24,033	299	124	4,388	18,436	337	449	
1995	21,788	383	118	4,452	16,059	316	460	
1996	17,559	345	109	4,104	12,337	221	443	
1997	17,286	417	107	4,013	12,140	206	403	
1998	17,844	536	147	4,284	12,176	243	458	
1999	17,185	408	143	4,037	11,888	199	461	49
2000	16,069	409	144	3,803	11,011	200	426	76
2001	15,572	394	134	3,463	10,925	182	363	111
2002	17,749	384	147	3,962	12,518	192	424	122

Chart 6.
The offenders in general and the perpetrators of traffic offences who became known
(1980–2002)

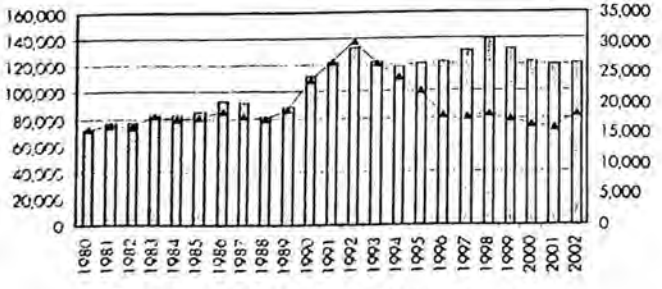

Chart 7.
The distribution of the perpetrators of road offences
(1980–2002)

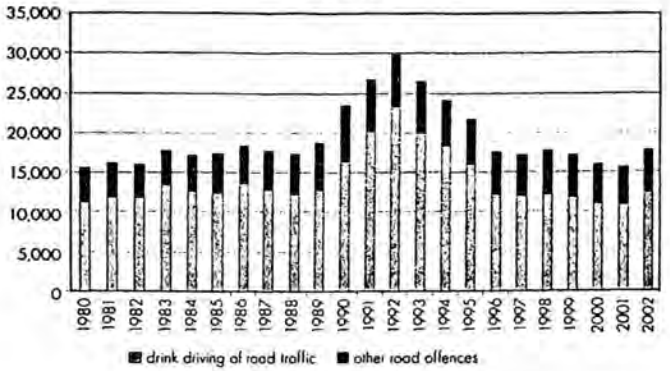

Table 9.
The number of deaths and injures resulting from road accidents (1991–2002)

year	deaths	serious injuries	minor injuries	total
drivers				
1991	964	6,038	9,700	16,702
1992	990	5,880	9,753	16,623
1993	744	4,643	7,681	13,068
1994	743	4,993	8,449	14,185
1995	742	4,881	8,128	13,751
1996	662	4,383	7,545	12,590
1997	669	4,449	7,952	13,070
1998	690	4,760	8,584	14,038
1999	638	4,290	8,387	13,315
2000	581	4,138	7,639	12,358
2001	652	4,302	8,031	12,985
2002	757	4,575	8,790	14,122
passengers				
1991	532	3,564	8,040	12,136
1992	497	3,503	8,035	12,035
1993	419	2,693	6,192	9,304
1994	345	2,640	6,380	9,365
1995	360	2,519	9,045	8,924
1996	276	2,201	5,717	8,194
1997	274	2,187	5,972	8,433
1998	273	2,341	6,512	9,126
1999	272	2,060	5,977	8,309
2000	273	1,987	5,322	7,582
2001	232	2,004	5,961	8,197
2002	294	2,160	6,543	8,997

* According to the situation 30 days after the accident
Source: Police

year	deaths	serious injuries	minor injuries	total
pedestrians				
1991	624	2,608	2,726	5958
1992	614	2,611	2,795	6020
1993	515	1,992	2,229	4736
1994	474	2,000	2,499	4973
1995	487	1,949	2,364	4800
1996	432	1,782	2,311	4525
1997	448	1,761	2,436	4645
1998	408	1,829	2,366	4603
1999	396	1,616	2,340	4352
2000	346	1,528	2,084	3958
2001	355	1,614	2,237	4206
2002	378	1,625	2,285	4288
persons in total				
1991	2,120	12,210	20,466	34,796
1992	2,101	11,994	20,583	34,678
1993	1,678	9,328	16,102	27,108
1994	1,562	9,633	17,328	28,523
1995	1,589	9,349	16,537	27,475
1996	1,370	8,366	15,573	25,309
1997	1,391	8,397	16,360	26,148
1998	1,371	8,930	17,462	27,763
1999	1,306	7,966	16,704	25,976
2000	1,200	7,653	15,045	23,898
2001	1,239	7,920	16,229	25,388
2002	1,429	8,360	17,618	27,407

Chart 8.

Deaths/10,000 motor vehicles in some of the old and new member states of the EU (2001)

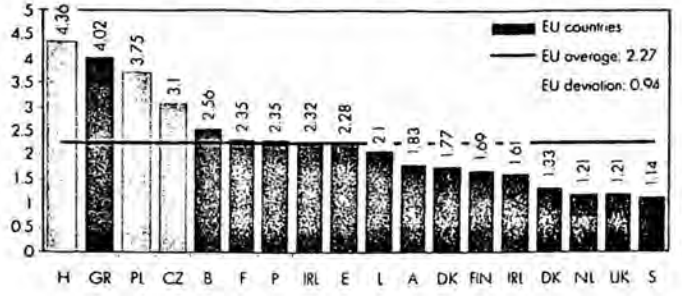

Chart 9.

Deaths/hundred million vehicles in the old and some of the new members of the EU (2001)

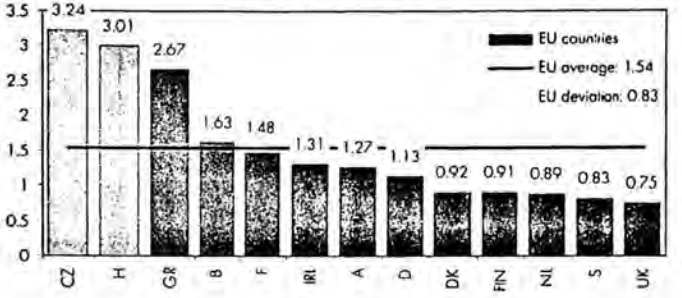

Chart 10.

Deaths/100 accidents resulting injuries in the old and some of the new members of the EU (2001)

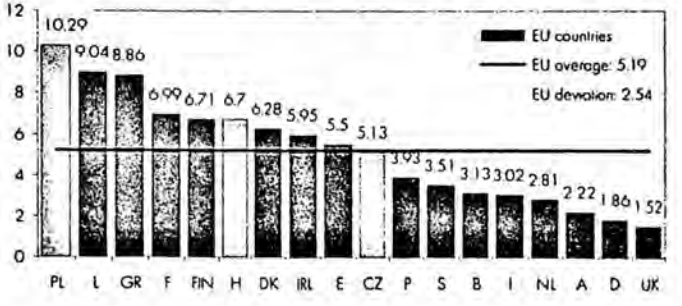

Chart 11.
Victimisation in road accidents in the course of people's lives

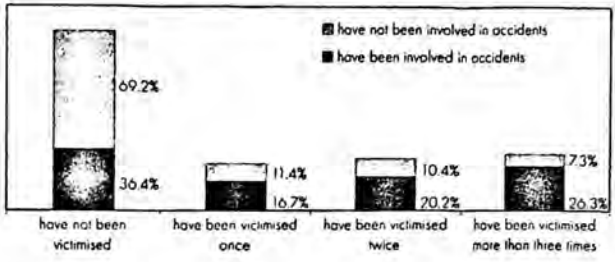

Chart 12.
Distribution according to genders

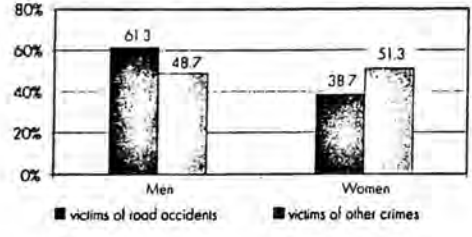

Chart 13.
Family status

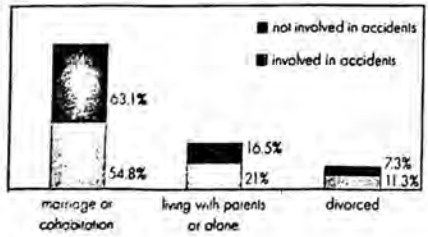

Chart 14.

People involved in accidents

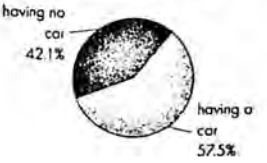

Table 10.

Have you driven a car after drinking alcohol in the past one year? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
several times	2.3	2.0	1.7	1.0
once	11.6	4.1	4.0	2.3
never	46.5	57.7	55.9	47.4
I didn't drive	39.5	35.1	37.4	47.6

Table 11.

How much are the police able to guarantee public security in Hungary at present? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
not at all	19.4	14.2	12.5	7.6
not really	24.2	28.0	24.4	19.6
on average	40.3	44.0	48.3	50.3
somewhat	16.1	11.1	11.5	16.4
perfectly	0.0	1.4	1.5	2.6

Table 12.

What is your opinion about public security in Hungary at present? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
very bad	9.7	11.4	9.2	7.2
bad	32.3	29.9	28.2	22.1
average	46.8	48.4	51.1	52.8
good	6.5	8.7	8.8	13.4
very good	3.2	0.5	0.9	1.0

Table 13

General feelings in the environment – I.

question	role	characteristic opinion, judgement (%)		
		somewhat positive	average	somewhat negative
K32 (five years)	involved in accidents	73.7	–	10.1
	not involved in accidents	77.9	–	7.2
K32 (one year)	involved in accidents not involved in accidents	No difference		
K36_2 (five years)	involved in accidents	42.1	22.4	35.5
	not involved in accidents	51.8	18.6	29.6
K36_2 (one year)	involved in accidents	47.4	18.1	34.5
	not involved in accidents	51.9	18.8	29.3
K36_3 (five years)	involved in accidents not involved in accidents	No difference		
K36_3 (one year)	involved in accidents	68.3	13.1	12.3
	not involved in accidents	77.8	10.3	11.9
K36_4 (five years)	involved in accidents	70.8	12.8	16.4
	not involved in accidents	77.3	10.5	12.3
K36_4 (one year)	involved in accidents	68.3	13.1	12.3
	not involved in accidents	77.8	10.3	11.9
K36_5 (five years)	involved in accidents	27.8	–	46.3
	not involved in accidents	40.3	–	36.4
K36_5 (one year)	involved in accidents	32.2	24.3	43.5
	not involved in accidents	40.8	23.2	36.0
K36_6 (five years)	involved in accidents	68.7	15.4	15.9
	not involved in accidents	76.8	11.4	11.7
K36_6 (one year)	involved in accidents	65.2	16.1	15.9
	not involved in accidents	77.5	11.2	11.7
K36_9 (five years)	involved in accidents	52.9	22.9	24.2
	not involved in accidents	58.8	22.6	18.6
K36_9 (one year)	involved in accidents	53.5	22.8	23.7
	not involved in accidents	59.0	22.6	18.4

Table 14

How much of a problem undisciplined motorists mean in your neighbourhood? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
not a problem at all	8.1	17.0	18.2	26.0
small problem	17.7	15.1	14.8	17.1
average problem	32.3	23.3	24.7	22.4
big problem	25.8	21.7	21.5	17.8
very big problem	16.1	22.2	20.1	15.4

Table 15.
General feelings in the environment – II.

question	role	characteristic opinion, judgement (%)		
		somewhat positive	average	somewhat negative
K36_7 (five years)	involved in accidents	73.7	15.8	10.5
	not involved in accidents	74.3	13.4	12.3
K36_7 (one year)	involved in accidents	69.6	16.1	14.3
	not involved in accidents	74.7	13.2	12.1
K36_8 (five years)	involved in accidents	24.1	17.1	58.8
	not involved in accidents	23.6	15.4	61.0
K36_8 (one year)	involved in accidents	27.0	16.6	56.5
	not involved in accidents	23.3	15.5	61.2
K36_10 (five years)	involved in accidents	37.4	–	40.1
	not involved in accidents	49.5	–	31.7
K36_10 (one year)	involved in accidents	39.8	20.7	39.5
	not involved in accidents	50.0	19.0	31.0
K36_11 (five years)	involved in accidents not involved in accidents	No difference		
K36_11 (one year)	involved in accidents	79.1	10.1	10.8
	not involved in accidents	85.3	7.1	7.6
K36_12 (five years)	involved in accidents	48.0	22.0	30.0
	not involved in accidents	54.5	21.2	24.3
K36_12 (one year)	involved in accidents	51.7	18.9	29.4
	not involved in accidents	54.5	21.3	24.1

Table 16.
Our everday anxieties about crime

question	role	characteristic opinion, judgement (%)		
		yes	undecided (average, sometimes, maybe, possible)	no
K41	involved in accidents	10.6	18.9	70.5
	not involved in accidents	8.5	19.6	71.9
K42	involved in accidents	15.9	24.3	59.7
	not involved in accidents	15.2	19.4	65.4
K46	involved in accidents	52.0	36.1	11.9
	not involved in accidents	64.8	26.8	8.4
K47	involved in accidents	53.5	25.1	21.6
	not involved in accidents	56.9	25.2	17.8
K48_1	involved in accidents	37.2	–	62.8
	not involved in accidents	26.6	–	73.4
K48_2	involved in accidents	12.8		87.2
	not involved in accidents	9.7		90.3
K48_3	involved in accidents	58.4		41.6
	not involved in accidents	47.8		52.2
K49	involved in accidents	21.8		78.2
	not involved in accidents	16.5		83.5
K50	involved in accidents	50.2		49.8
	not involved in accidents	36.8		63.2
K51	involved in accidents	No difference,		
	not involved in accidents	96.7% think there is no such place		
K52	involved in accidents	9.7	10.6	79.6
	not involved in accidents	9.8	8.5	81.7
K53	involved in accidents	11.0	7.9	81.1
	not involved in accidents	8.5	6.5	85.0
K56_2*	involved in accidents	17.3	16.4	66.4
	not involved in accidents	8.3	13.8	77.9
K56_3**	involved in accidents	12.9	24.0	63.1
	not involved in accidents	9.3	17.2	73.5
K56_4	involved in accidents	8.9	19.2	71.9
	not involved in accidents	7.0	13.4	79.6
K56_5	involved in accidents	26.4	15.1	58.5
	not involved in accidents	18.8	21.2	60.0
K56_6	involved in accidents	10.6	15.5	73.9
	not involved in accidents	8.0	12.7	79.3
K56_7	involved in accidents	25.6	30.4	44.1
	not involved in accidents	19.1	26.9	54.0
K56_8	involved in accidents	33.0	29.1	37.9
	not involved in accidents	27.8	27.3	44.9
K56_9	involved in accidents	38.3	26.9	34.8
	not involved in accidents	24.1	29.2	46.8

* The difference is significant
** The difference is significant at the level of 0.002

question	role	characteristic opinion, judgement (%)		
		yes	undecided (average, sometimes, maybe, possible)	no
K56_10	involved in accidents	43.4	24.3	32.3
	not involved in accidents	32.1	25.3	42.6
K56_11	involved in accidents	42.6	25.7	31.8
	not involved in accidents	29.4	26.7	43.9
K56_13	involved in accidents not involved in accidents	No difference		
K56_14	involved in accidents	23.5	27.4	49.1
	not involved in accidents	14.5	21.5	64.0
K56_17	involved in accidents	29.3	27.6	43.1
	not involved in accidents	27.0	31.4	41.6
K56_18	involved in accidents	24.9	21.3	53.8
	not involved in accidents	17.9	20.8	61.3
K57	involved in accidents	5.5	14.0	80.6
	not involved in accidents	4.4	13.2	82.4

Table 17.

How often do you think of the possibility of becoming a victim of crime? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
never	46.8	31.6	37.7	51.0

Table 18.

How often do you think of the possibility of your home being burglarised? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
never	30.6	19.4	24.8	36.3

Table 19.

How secure do you or would you feel if you have to or had to walk in the neighbourhood alone after dark? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
feel secure	41.9	30.9	33.0	34.1
feel very secure	22.6	16.4	19.1	23.9

Table 20.

Can you imagine being assaulted in the street in your neighbourhood? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
yes	40.3	38.9	33.4	22.4
no	56.5	60.1	65.7	76.4

Table 21.

Can you imagine your home being burglarised? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
yes	51.6	62.9	57.6	41.9
no	45.2	36.0	41.5	56.9

Table 22.

Can it happen that you will become a victim resulting in injuries?

	frequency		Valid (%)
	absolute	%	
no	3,721	37.1	38.1
perhaps	3,038	30.3	31.1
yes	3,009	30.0	30.8
all the interviewees	9,768	97.5	100.0
no answer	252	2.5	
all the interviewees	10,020	100.0	

Table 23.

Can it happen to you that you will be the victim of a road accident resulting in injuries? (%)

	were the victims of road accidents crimes in 2002	were the victims of other crimes in 2002	were not victimised in 2002	have not been victimised in the past five years
I don't think that it can happen at all	11.5	13.4	14.5	20.6
not probable	14.8	17.1	18.2	20.6
maybe, it's possible	19.7	32.4	33.3	30.3
it can happen	24.6	17.2	15.8	13.3
it can very easily happen	29.5	19.8	18.2	15.2

Table 24.

Increasing security on one's own initiatives

question	role	characteristic opinion, judgement (%)		
		yes		no
K39_1	involved in accidents	68.6		18.9
	not involved in accidents	66.2		19.6
K39_2	involved in accidents	29.6		24.3
	not involved in accidents	22.7		19.4
K39_3	involved in accidents	15.5		36.1
	not involved in accidents	12.3		26.8
K39_4	involved in accidents	8.8		25.1
	not involved in accidents	6.1		25.2
K39_5	involved in accidents	3.5		–
	not involved in accidents	1.4		–
K39_6	involved in accidents not involved in accidents	no difference		
K39_7	involved in accidents	4.0		
	not involved in accidents	2.2		
		yes	planning	no
K58_1*	involved in accidents	11.9	8.0	80.1
	not involved in accidents	5.5	5.0	89.5
K58_2	involved in accidents	9.5	5.0	85.6
	not involved in accidents	4.3	3.5	92.2
K58_4	involved in accidents	12.6	5.8	81.6
	not involved in accidents	8.4	3.5	88.0
K58_5	involved in accidents	60.4	7.5	32.2
	not involved in accidents	52.6	6.9	40.4
K58_6*	involved in accidents	50.0	7.1	42.9
	not involved in accidents	35.5	6.3	58.1
K58_7	involved in accidents not involved in accidents	no difference		
K58_8	involved in accidents	30.8	2.3	19.5
	not involved in accidents	25.9	3.0	25.0

* The difference is significant.