



JANAAGRAHA CENTRE FOR CITIZENSHIP & DEMOCRACY



MEASURING WOMEN'S SAFETY PERCEPTIONS & STRENGTHENING COMMUNITY POLICING

MYSORE

MARCH 2020



The Asia Foundation

Improving Lives, Expanding Opportunities



JANAAGRAHA CENTRE FOR CITIZENSHIP & DEMOCRACY

About Janaagraha

Janaagraha is a non-profit trust working towards the mission of transforming quality of life in India's cities and towns. It works with citizens to catalyse active citizenship in city neighbourhoods and with governments to institute reforms to city governance (what we call "city-systems"). Civic Learning, Civic Participation and Advocacy and Reforms are Janaagraha's three major strands of work to accomplish its mission.

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CONTENTS

1. Executive Summary	4
1a. Introduction	5
1b. Summary Of Findings	6
1c. Key Implications	10
1d. Next Steps	11
2. Introduction	12
3. Methodology	16
3a. Sampling	17
3a1. Sampling of Assembly Constituencies and Polling Parts	17
3a2. Creation of Polling Part maps and sampling of households	17
3a3. Selecting a respondent	19
3b. Execution	19
4. Results	20
4a. Sample	21
4a1. Achieved Sample	21
4a2. Sample demographics	22
4b. Survey Findings	24
4b1. Safety/security concerns citizens have in terms of types of crime	24
4b2. Safety/security concerns citizens have in terms of modes of transport	26
4b3. Safety/security concerns citizens have in terms of locations of travel/places visiting	28
4b4. Safety/security concerns citizens have in terms of times of day travelling/visiting places	31
4b5. Safety/security concerns citizens have in terms of travelling alone and in groups	33
4b6. Safety/security precautions which citizens take	34
4b7. Police and policing	35
4b8. What makes citizens feel safe?	43
4b9. Impact of safety concerns on citizens	44
5. Appendices	46

1.

EXECUTIVE
SUMMARY



1. EXECUTIVE SUMMARY

1a. Introduction

The female population of India is over 586 million. Of this, India's cities are home to over 181 million women (roughly 31 percent of the female population in India reside in urban India)¹. The safety of women in India's cities will be one of the foremost economic challenges in the 21st century. The challenges to safety of women in India's cities includes domestic violence, access to safe public spaces as well as education and livelihood opportunities. As per the World Economic Forum's (WEF)'s Gender Gap Index (GGI)² released in 2018, India ranks 108 out of 149 major and emerging economies with a gender gap percentage of 66.5%.

Provision of public infrastructure to ensure women can move freely without fear, which includes adequate streetlights, bus shelters, safe public transport, easy access to police services and robust law-enforcement responses to crime against women are some of the important factors to be considered. Amongst all these factors, another key emerging aspect for safe public spaces is access to, and faith in, police services. Trust between police and citizens, especially women, is paramount for residents to feel safe in neighbourhoods and cities.

Community Policing (CP) is a philosophy that has been working to build such trust. It promotes organizational strategies that support the systematic use of partnerships (namely between citizens in a community and the local police) and problem-solving techniques to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime.

After trialling and modelling CP in different policing zones in Bengaluru with support from Janaagraha, the Bengaluru City Police announced implementation of the CP model across all 108 police stations in the city in February, 2019. Building on this, the Karnataka State Police is interested in better understanding of citizen's perceptions across Karnataka on safety and policing which would inform them in shaping their administrative processes to help in increasing trust levels and levels of safety at a neighbourhood level in all cities of Karnataka.

Considering women represent 49.98% of the population in Mysore and there is a gap in understanding on women's lived experiences, perceptions, and decision-making processes with regards to engaging in public spaces, Janaagraha designed the study to ensure 50% of surveys were undertaken with women. This will help to unpack how the police can play a role to promote women's access to public spaces, and therefore increase their ability to participate in the work-force, and contribute to the economic growth of their family, community, and society.

This report presents the findings from a quantitative household survey conducted with 418 citizens in Mysore (213 women and 208 men) on security perceptions in the city. This covers:

1. Security perceptions on:
 - a. Types of crime
 - b. Modes of transport
 - c. Locations of travel
 - d. Times of travel
 - e. Travelling alone/in groups
2. Citizens' perceptions of police and policing
3. Safety initiatives taken by citizens currently
4. Understanding what makes citizens feel safe
5. The impact of safety concerns on mobility and socio-economic status.

The aim of the work was to identify specific ways in which policing, and community policing can be used to strengthen safety and security through CP, especially for women.

1. *Census of India (2011)*.

2. *World Economic Forum (2018): Gender Gap Index 2018. The index is designed to measure gender equality amongst countries and relies on four pillars for analysis – economic participation and opportunity, political empowerment, education, and health and survival.*

1b. Summary Of Findings

Safety concerns in terms of types of crime

- There are no real stand-out crimes which citizens perceive as a 'high' threat in Mysore generally. In the case of all crimes, less than 10% of all citizens combined perceive them to be of a 'high' threat and more than 60% feel they are 'no threat' at all.
- Overall, men perceive threats of crime more than women.
- When considering the threat of crimes to citizens themselves, while travelling alone or in groups through the city or visiting a public place there are three main crimes which worry citizens; chain snatching, theft and pick-pocketing where about half of citizens, both men and women worry about these.
- The most frequently reported crimes which citizens have been affected by reflect the crimes they are most threatened by; chain snatching, pick pocketing and theft.

Safety concerns in terms of modes of transport

- Most citizens, both men and women, when alone or in groups, feel safest are walking, on the bus or train or in an auto-rickshaw; where at least 78% feel 'quite' or 'very' safe during the night and day-time.
- For all other transport modes, men tend to feel safer than women, especially when alone.
- Out of all the transport options, the lowest proportion of men feel safe on the metro.
- Women feel least safe in a ride-share alone and in the metro when in a group.
- Only about 40% of women and 50% of men say they have access to transport that makes them feel safe, both when alone and in groups.

Safety concerns in terms of location of travel/places visiting and living

- For both men and women, it is the last mile connectivity where the largest proportion say they feel unsafe both when alone and in groups.
- The greatest worry is there for visiting parks, public toilets and public transport stations with more than 80% of all citizens worrying about visiting each of these.
- Women worry about visiting airports, parks, police stations, areas with bars and restaurants and taxi ranks in groups more than men either when alone or in groups.
- Men worry about visiting government offices, places of worship, hospitals, commercial and residential areas as well as shopping malls while alone or in a group.
- Both men and women prefer to live in an area which is a mix of both residential and commercial. However, this is a stronger preference from women (60%) as compared with men (43%).
- Despite 39% of men suggesting they prefer a residential area to live in, they still, and women also, predominantly 'agree' or 'strongly agree' that an array of amenities should be available nearby, like grocery and fruit/vegetable shops as well as tea/coffee shops, a bakery, places of worship and public transport options.

Safety concerns in terms of times of travel

- Except between 10pm and 5am, most citizens, both men and women, feel 'quite' or 'very' safe. However, women are more likely to feel less safe after 8pm than men.
- Overall, slightly larger proportions of men than women feel safe at each time of the day
- Almost all women restrict themselves at least to some extent about which times of day they travel outside while a fifth of men have no such restrictions.

Safety concerns in terms of travel alone/in groups

- Just over two-thirds of citizens in Mysore say they do not travel around the city or visit a public place alone. This is more so the case for women (40%) as compared with men (33%). This is similar for travelling out in a group.
- Those who do not travel out at all comprise of both men and women, those working and those not. Follow up calls to clarify suggest that these people do go out for very short distances infrequently or to work.

Safety precautions taken by citizens

- The most common safety precaution, taken by men and women alike when alone, is telling someone their plans, though women do this more than men (85% compared with 69%). This is done less when in a group.
- Other than this, all the most common precautions taken, either alone or in a group, relate to where citizens travel or the type of place they visit; whether being aware of/avoiding certain places/routes or going only to places/routes which are familiar or well-lit.
- What men and women are asked to do by members of their household, in terms of safety precautions to take is more pronounced than what citizens actually do. However, the most popular requests are again those related to where citizens travel or the type of place they visit.
- For both men and women, many safety precautions are deemed 'not relevant'. In some cases, they may be relevant but not well understood, for example carrying a rape alarm.
- It may also be useful to understand which precautions are specifically recommended by police; for example, either calling someone on your phone while you're travelling or to actually keep your phone out of sight with many citizens doing each one. This may well differ in different situation.

Police and policing

Familiarity with police

- 43% of women and 54% of men say they have never interacted verbally with their local police about anything.
- Muslim citizens, both men and women, report fewer interactions with police than Hindu citizens.
- Only 61% of citizens definitively know where their nearest police station is.
- Women are more familiar with specific police in their local area than men.

Familiarity with policing procedures and initiatives

- Large proportions of citizens are not familiar with aspects of policing such as filing a complaint, filing a FIR, presence of a female officer with female citizens for specific police procedures nor the Code of Criminal Procedure.
- More than half of citizens are not familiar with aids that support safety and security like the number for their local police station, the Karnataka State police app, the Emergency Response Support System, Women's Safety Division and the Safe City Implementation Monitoring portal, the latter three all set up by the Ministry of Home Affairs.
- 42% of women do not know the emergency number for the police.
- 35% of women do not know about Garuda patrolling in Mysore.

General perception of police ability

- The general perception of the police is mostly positive. For example, just under two-thirds of citizens (65%) feel that the police in their locality understand the issues that impact their community. This does not differ much between men, women and those of different faiths.
- Between 61-64% of citizens believe police are successful in preventing minor and major crimes in their area and do a good job of maintaining a safe environment in both their area and the city.

Trust in aspects of policing

- There is broad trust from citizens in police to arrive in a timely fashion if called with 63% of citizens believing this at least to some extent. Men, however, have greater confidence in this with 34% trusting this 'entirely' compared with just 21% of women
- 56% of citizens believe they will be treated fairly by the police, at least to some extent. However, men have greater trust in this 'entirely' than women (33% compared with 22%).
- In terms of five key parts of the Code of Criminal Procedure (CrPC), citizens are mostly 'not sure' if they trust police to follow them (54-62%) when required. This probably stems from an unfamiliarity with the CrPC and lack of experience of engaging with the police which means citizens have not formed an opinion.
- None the less, the key parts of the CrPC are basic expectations like provision of food, so it is alarming that so many citizens cannot form an opinion on whether they believe they will be followed by police.

Relationship between citizens and police

- Generally, citizens feel that all citizens are co-operative with police with 67% believing this to be the case at least to some extent.
- The majority of citizens are mostly of the opinion that police are kind to all citizens and treat them all fairly.
- Muslim citizens are slightly more likely to say that the police are selective in who they treat kindly and fairly (12%), particularly Muslim men (16%), compared with Hindu citizens (8%).

Interactions with police

- Only very small proportions of citizens would call the police as a first port of call when confronted with an emergency at home (14% of men and 7% of women) or while out in the city (16% of men and 9% of women). This is because they feel police will not arrive in time or will ask them to pay an amount.
- Only 17-32% (differing slightly by type of crime) of citizens would definitely report a crime if it happened to them.
- Despite limited engagements between citizens and police, about half of citizens believe citizens and police need to work more closely with police to ensure safety and security in their locality. In particular, they feel this should be in the form of citizens sharing knowledge on crimes/issues with police (84%).

What makes citizens feel safe?

- The top 5 things which make citizens feel safe are as below:
 - a. High police presence on the streets
 - b. Well-lit streets
 - c. Good quality roads
 - d. High female police presence specifically on the streets
 - e. "Eyes on the street".

- The notion of someone 'keeping an eye out' is more appealing to women than men and is also reflected in the fact that 27% of women feel CCTV would make them feel safer as compared with just 17% of men.
- Access to the police, in any way (physically/by phone etc.) seems to be something men favour more than women.
- There is a lot of ambivalence on other measures and whether they would make citizens feel safe. Much of this doubt may stem from not being sure what such measures entail, like sharing a GPS location or emergency systems in apps like Uber.
- When considering changes in the way citizens and police interact, generally more than half of citizens feel this would make them feel safe, like being able to reach out to a citizen intermediary who can help you navigate and engage with the police if needed or meeting more frequently with police to discuss local safety and security concerns

Impact of safety concerns on citizens

- Men more than women feel that safety concerns about their mobility around the city influence their quality of life.
- In terms of actual mobility around the city, most citizens feel limitation to some extent, but men (71%) more so than women (61%).
- Male Muslim citizens, in particular feel that the location of their occupation is impacted by safety concerns; 50% compared with 37% of male Hindu citizens.
- The proportions of women who feel choice and location of occupation are influenced by safety concerns are higher for working women (37% for both choice and location) compared with other women (23% and 20% respectively).
- Men are more likely to agree that safety concerns influence their economic opportunity (52% of men 'strongly agree' or 'agree' this is the case compared with 43% of working women).

1c. Key Implications

Citizens do not feel a high threat from most crimes in Mysore and believe police are doing a good job at keeping the city safe, overall. However, there is evidence from this research to suggest that there are many elements of safety and security which could be strengthened, especially when citizens specifically consider incidents or circumstances related to themselves. These in turn, could have a large impact on mobility and movement around the city. Key implications are outlined below:

1. When faced with safety issues/emergencies, citizens indicate that the police are not their first port of call. There are issues in trust at this level to do with police response times and corruption. To that end trust could be built by:
 - **Increasing familiarity with local police through informal engagements at a local level in small gatherings, door-to-door visits by police and larger, knowledge-sharing meetings as most citizens are unfamiliar with them.**
 - **Increased positive interactions between citizens and police outside of emergency situations.**
 - **Allowing citizen intermediaries to be available/present during incidents to support citizens.**
 - **Creating spaces and opportunities for citizens to provide feedback to the police.**
 - **Allowing citizens to feedback to police through intermediaries.**
2. Many people are unaware of police contact numbers and specific policing initiatives. To that end it is important to:
 - **Build public awareness of how to contact the police by sharing local numbers and emergency numbers.**
 - **Build public awareness about the various ongoing police-led initiatives such as the Karnataka police app, ERSS, women's safety division and SCIM portal.**

3. Women generally have lower levels of trust in the police with regards to many aspects, as compared with men. They are less likely to call them in an emergency, have less trust that they will come on time and that they will treat them fairly. Furthermore, access to police is not something that features highly on the list of things which makes women feel safe. At the same time, they are not aware of police procedures or initiatives, including those specifically for women. To that end the following could help build trust and knowledge:
 - **Design specific initiatives to build trust between women and the police.**
 - **Police to consult women on ways police can enhance their safety, particularly in areas where they feel less safe and at times they feel less safe (i.e. post 8pm).**
 - **Engage with civil society partners to increase legal awareness and promote women's understanding of police procedures such as filing a complaint/FIR and requirement of the presence of a female officer for many aspects involving a female citizen. This could include reviving old tools such as that from the Human Rights Initiative on 101 things to know about the police³.**
 - **Awareness drives of initiatives specific to women like the Women's Safety Division.**
 - **Sessions by police that help explain how women can keep themselves safe when visiting locations which they worry about visiting like airports, parks and bars/restaurants. This could include information about locations like airports which may be unfamiliar like procedures/presence of police, how they can access police/points of safety in different locations as well as local knowledge on safety issues prevalent in different areas.**

4. There is doubt from citizens on whether it is worth reporting a crime and many don't know about different aspects of policing like making a complaint or filing a FIR. To that end it is important to:
 - **Encourage crime reporting and explain its value.**
 - **Consider provision of support for citizens while reporting a crime, perhaps from an intermediary like a citizen who is familiar with the process.**

5. Most citizens think police and citizens should work closely together – mostly with citizens passing knowledge to police. That said, most currently don't do it or do it infrequently and many citizens don't know if such avenues are available. To that end:
 - **Such channels of communication need to be opened.**
 - **Intermediaries can facilitate such channels of communication and ensure loop closure.**
 - **Existence of such channels of communication needs to be disseminated.**

6. 'There are many simple safety precautions which can be taken which citizens are not routinely doing even when possible; like sharing their location, carrying a rape alarm or checking for the child lock on cars. There is also some doubt on what a good safety initiative might be. To that end there can be:
 - **Promotion of distinct safety initiatives by police, which citizens are unaware of such as checking for a child lock on a cab.**
 - **Clarification of what may be safe to do/not safe to do – e.g. talking on the phone or keeping your phone out of sight.**

7. Crimes of concern to citizens are mainly chain snatching, theft and pick-pocketing and overall, citizens are more likely to be worried than not about visiting many different specific public places and travel during last-mile connectivity while seem to feel safe in most transport options. To that end it would be useful to:
 - **Direct patrolling to specific public places and surrounding areas rather than routes between.**
 - **Educate on ways which the above-mentioned crimes can be minimised.**

3. Available: https://humanrightsinitiative.org/programs/aj/police/intl/docs/ea/101_THINGS_YOU_WANTED_TO_KNOW.pdf

1d. Next Steps

The research brings into sharp focus the priorities for policing in Mysore. Community Policing, with its specific aim to help minimise the gap between police and citizens to ensure improved security at a neighbourhood level, is a great vehicle to help address many of these points. To that end, the following steps will be taken:

- Organisation of a round table discussion with the Director General and Inspector General of the Karnataka police as well as the Police Commissioner of Mysore and other key active elected representatives and stakeholders/influencers to present the findings from this study.
- Discussion of next steps with these key stakeholders, in particular with regards to Community Policing.
- Dissemination and discussion of the findings and data from this study to other stakeholders working in the area of safety and mobility, particularly of women in public spaces.

2.

INTRODUCTION



2. INTRODUCTION

The female population of India is over 586 million. Of this, India's cities are home to over 181 million women (roughly 31 percent of the female population in India reside in urban India)⁴. The safety of women in India's cities will be one of the foremost economic challenges in the 21st century.

The challenges to safety of women in India's cities includes domestic violence, access to safe public spaces, education and livelihood opportunities. As per the World Economic Forum's (WEF)'s Gender Gap Index (GGI)⁵ released in 2018, India ranks 108 out of 149 major and emerging economies with a gender gap percentage of 66.5%. To achieve a higher ranking, India needs to perform better across 4 pillars - economic participation and opportunity, political empowerment, education, and health and survival, with economic participation being of utmost importance as it directly impacts the nation's GDP. Raising women's participation in the workforce to the same levels as men can boost India's GDP by 27 percent.⁶

However, mobility is critical for participation in the workforce and although the safety of women in public spaces has been in discussion for some time in the policy space, it's only now that it's emerging as a catalytic theme. A study by Vishwanath and Mehrotra (2007)⁷ on understanding the gendered nature of access to public spaces and its effect on mobility in Delhi highlighted that women feel safe in public spaces where there are local informal setups which are known to women such as the presence of a local vegetable vendor or an istriwallah for example, in comparison to organized market spaces. They further argue that women feel unsafe in male dominated spaces such as cigarette shops, 'dhabas' (roadside tea and food stalls), taxi stands, certain street corners, helmet stands in car parks, liquor shops, and certain parks etc. A study by Karusala and Kumar (2017)⁸, found that in Delhi, women preferred crowds whether it was day or night, with some participants disliking isolated areas even during the daytime, which was considered the safest time to be in public spaces by every participant. In fact, isolation was the most cited reason New Delhi was considered unsafe past 9pm.

Provision of public infrastructure to ensure women can move freely without fear, which includes adequate streetlights, bus shelters, safe public transport, easy access to police services and robust law-enforcement responses to crime against women are some of the important factors to be considered. Amongst all these factors, another key emerging aspect for safe public spaces is access to, and faith in, police services. Trust between police and citizens, especially women, is paramount for residents to feel safe in neighbourhoods and cities.

In the context of rapid urbanisation and increased visibility and participation of women in public spaces, it is important to note that police in Indian cities are, however, hugely understaffed and otherwise under-resourced. For example, the police-population ratio, currently 192 policemen per lakh population, is less than what is recommended by UN i.e. 222 policemen per lakh population (2017)⁹. However, increased police presence for example, does not necessarily mean citizens feel safer. There are deeper layers here with a need for citizens from all backgrounds and communities to trust the police to respond and investigate issues in safety and security. Public safety will lie at the heart of whether India's cities are liveable and provide opportunities for all citizens, especially women, children, the aged, differently abled, migrants, and other vulnerable communities to live, work and recreate and fulfil their life's potential.

Janaagraha conducted a baseline study in 2013¹⁰ and evaluated the perceptions of citizens and police in Bengaluru on crime and security. The study found a slightly negative picture regarding whether police processes are equitable, as well as a lack of awareness among citizens of the need for greater human and fiscal/resource capacity for police. The clear barrier that emerged between citizens and police is a lack of trust and respect for the role of police. The report puts forward that one of the key factors resulting in this barrier may have to do with the stark gap in meaningful and intimate communication/

4. *Census of India (2011)*.

5. *World Economic Forum (2018): Gender Gap Index 2018. The index is designed to measure gender equality amongst countries and relies on four pillars for analysis – economic participation and opportunity, political empowerment, education, and health and survival.*

6. *Joint Paper by IMF Chief Christine Lagarde and Norway's Prime Minister Erna Solberg published by the World Economic Forum in 2018*

7. *Viswanath, K., & Mehrotra, S. (2007). 'Shall We Go Out? Women's Safety in Public Spaces in Delhi. Economic and Political Weekly, 1542-1548.*

8. *Karusala, N., & Kumar, N. (2017). Women's Safety in Public Spaces: Examining the Efficacy of Panic Buttons in New Delhi. Social Justice, (pp. 3340-3351). Denver.*

9. *Bureau of Police Record & Development (2017): Data on Police Organisation. Available: <https://bprd.nic.in/WriteReadData/userfiles/file/databook2017.pdf>*

10. *Janaagraha Centre for Citizenship and Democracy (2013): Security Perception Index. Available at: <http://www.janaagraha.org/files/publications/SPI.pdf> [accessed 23.01.2020]*

interaction between police and citizens. Although the data found that in general on a frequent basis police are actively present in the neighbourhoods and communities surveyed, the more meaningful and substantial opportunities for interaction have been far less.

Given this operational context, it is imperative to encourage increased levels of citizen engagement with the police, and investment in trust building between police and citizens. This need has led to the genesis of 'Community Policing' not only in India but across the globe. Community Policing (CP) is a philosophy that promotes organizational strategies that support the systematic use of partnerships (namely between citizens in a community and the local police) and problem-solving techniques to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime.

CP is designed around the concept of a 'Beat Constable' who keeps in regular touch with people in the respective beat in a police station jurisdiction which is assigned to them. They are assisted in this task by Area Suraksha Mitras (ASMs). ASMs are citizen volunteers from the local community (not police) who are chosen carefully to represent all strands of society and are vetted by the concerned Station House Officer (SHO). They, together, as members of a Jana Suraksha Samithi with a Convenor approved by the Deputy Commissioner of Police of the concerned Division, and the local SHO as Secretary, meet regularly to help the police in determining policing priorities.

The Bengaluru City Police and Janaagraha formed a partnership in 2013 to pilot a CP program in seven police stations in Bengaluru, which was expanded to 18 police stations by the year 2018.

A baseline survey in 2013 and a follow up survey¹¹ conducted in 2015 (18 months after the program commenced), showed positive changes in the trust perceptions of citizens, communities and the police. For example, most citizens agreed or strongly agreed that ASMs, informal beat-level meetings, organized beat-level awareness programs and police door-to-door patrols were effective.

Half of citizens (50%) agreed that the CP program increased trust and improved relations between police and citizens and 52% thought that the CP program helped victims of crimes recover from trauma and return to regular life. Fifty percent of citizens thought that the program reduced drug and alcohol abuse, made neighbourhoods safer for women and children, and helped keep public areas and streets safe and secure. There were also large proportions of citizens who agreed/strongly agreed that the program made neighbourhoods safer (46%), helped to resolve conflicts between people in the neighbourhood (56%) and reduced domestic violence (47%). Overall, 70% of police thought that citizens responded positively to the program and 52% of police thought that the CP program effectively decreased citizens' security concerns in the beats.

There was a great deal of consensus among the police (67%) that the role played by the ASMs was important in making citizens aware of safety and security precautions. Only 4% of police thought that ASMs had no role to play in this. The majority of the police respondents felt that the CP program achieved the following outcomes; 54% felt that citizens' awareness of crime had increased, 64% thought that police responsiveness had increased and 59% felt that the CP program had assisted police in becoming more effective.

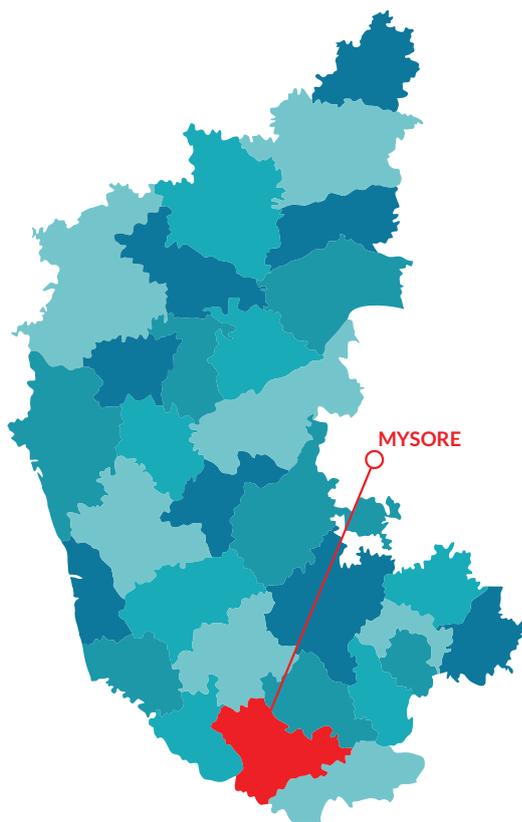
Overall, the police and citizen volunteers perceive improved relations and improved familiarity between citizens and the police. In fact, there seems to be a sense of improved community relations more generally with citizens in the follow-up survey being more likely than before to help their neighbours report unlawful activities to the police.

After trialling and modelling CP in different policing zones in Bengaluru with support from Janaagraha, the Bengaluru City Police announced implementation of the CP model across all 108 police stations in the city in February, 2019. Building on this, the Karnataka State Police is interested in better understanding of citizen's perceptions across Karnataka on safety and policing which would inform them in shaping their administrative processes to help in increasing trust levels and levels of safety at a neighbourhood level in all cities of Karnataka. This study focuses specifically on Mysore.

11. *Janaagraha Centre for Citizenship and Democracy (2015): Security Perception Index - 18 months follow up Study Summary Report. Available at: <http://janaagraha.org/files/spi2015.pdf> [accessed 23.01.2020]*

Considering women represent 49.98% of the population in Mysore and there is a gap in understanding on women's lived experiences, perceptions, and decision-making processes with regards to engaging in public spaces, Janaagraha designed the study to ensure 50% of surveys were undertaken with women to unpack how the police can play a role to promote women's access to public spaces, and therefore increase their ability to participate in the work-force, and contribute to the economic growth of their family, community, and society.

According to the census 2011, Mysore district ranks second in terms of its urban population only after Bengaluru and is one of Karnataka's prominent cities. According to official figures of the National Crime Records Bureau published by the Ministry of Home Affairs, the number of 'crimes against women' registered with the police has reduced in Mysore from 405 in 2016, to 273 in 2017 and 268 in 2018¹².



MYSORE

- Located in the south of Karnataka.
- Tier 2 city.
- Population of 8.9 Lakhs.
- Second largest city in Karnataka as per population.
- 18 police stations of which one is a fully female-only station
- 5 Traffic Police hubs.
- Crimes against women, as registered with the police have reduced in Mysore from 405 in 2016, to 273 in 2017 and 268 in 2018¹².

This report presents the findings from a quantitative household survey conducted with 418 citizens in Mysore (213 women and 208 men) on security perceptions in the city. This covers:

1. Security perceptions on:
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The results aim to identify specific ways in which policing, and community policing can be used to strengthen safety and security, especially for women.

12. National Crime Records Bureau (2018,2017,2016): Crime in India. Available at: <http://ncrb.gov.in/> [accessed 23.01.2020]

3.

METHODOLOGY



3. METHODOLOGY

3a. Sampling

The sampling was divided into three sub-components: a) Sampling of Assembly Constituencies (ACs) and Polling Parts (PPs), b) creation of PP maps and sampling of households within a PP and c) selection of a respondent within a household.

3a1. Sampling of Assembly Constituencies and Polling Parts

Using the delimitations laid out by the Election Commission of India of Parliamentary and Assembly Constituencies (PCs and ACs)¹³, the ACs for Mysore, that predominantly have urban wards, were identified. Table 1 outlines these ACs in Mysore and the number of Polling Parts in each AC.

Table 1: Number of polling parts in the urban ACs of Mysore

AC Name	No. of Polling Parts
Krishnaraja	270
Chamaraja	245
Narasimharaja	282

To achieve a representative sample with a 95% confidence level and 5% confidence interval, an achieved sample of 384 citizens was required, given Mysore's population of 8.93¹⁴ Lakhs. To that end, to allow for a comfortable boundary, a sample of 400 was aimed for. Furthermore, the sample was to comprise of approximately 50% males and 50% females.

To achieve the target number of 400 interviews (200 male and 200 female), 100 polling parts were sampled and from each polling part, four respondents were sampled for the survey. To that end, we decided to sample 32 polling parts from Chamaraja AC, 33 polling parts from the Krishnaraja AC and 35 from Narsimharaja AC. The numbers of polling parts sampled from each AC differ proportionally due to the size of the ACs in terms on number of polling parts within them.

3a2. Creation of Polling Part maps and sampling of households

Each of the sampled PPs' electoral lists were downloaded. The intent being, to obtain the PP maps with clear boundaries to use for sampling on the field. However, it was found in nearly all cases that there was no map, or the map was unfit for purpose.

Since the electoral lists did not have PP maps of usable quality, we decided to create a base map using the polling station address of that PP. This was done by drawing a circle of 100 metres squared¹⁵ around the polling station location pin dropped on a google map. Using this circle, a boundary was identified using roads. Reference was also taken from satellite maps to indicate if any part of the radius was mostly greenery or otherwise. The boundary drawn encompassed the major roads captured in the radius and maximised households. An example is seen below in Figure 1.

13. Election Commission of India (2008): *Delimitation of Parliamentary & Assembly Constituencies Order*. Available at: <https://eci.gov.in/files/file/3931-delimitation-of-parliamentary-assembly-constituencies-order-2008/> [accessed 11.09.2019]

14. As per Census 2011.

15. From our work on other projects such as large-scale mapping of polling parts as part of our Janaagraha-Brown Citizenship Index project with Brown University, we have identified that a radius of 100m drawn in this way allows creation of a boundary to include approximately 300 households. This is equivalent to an average polling part.

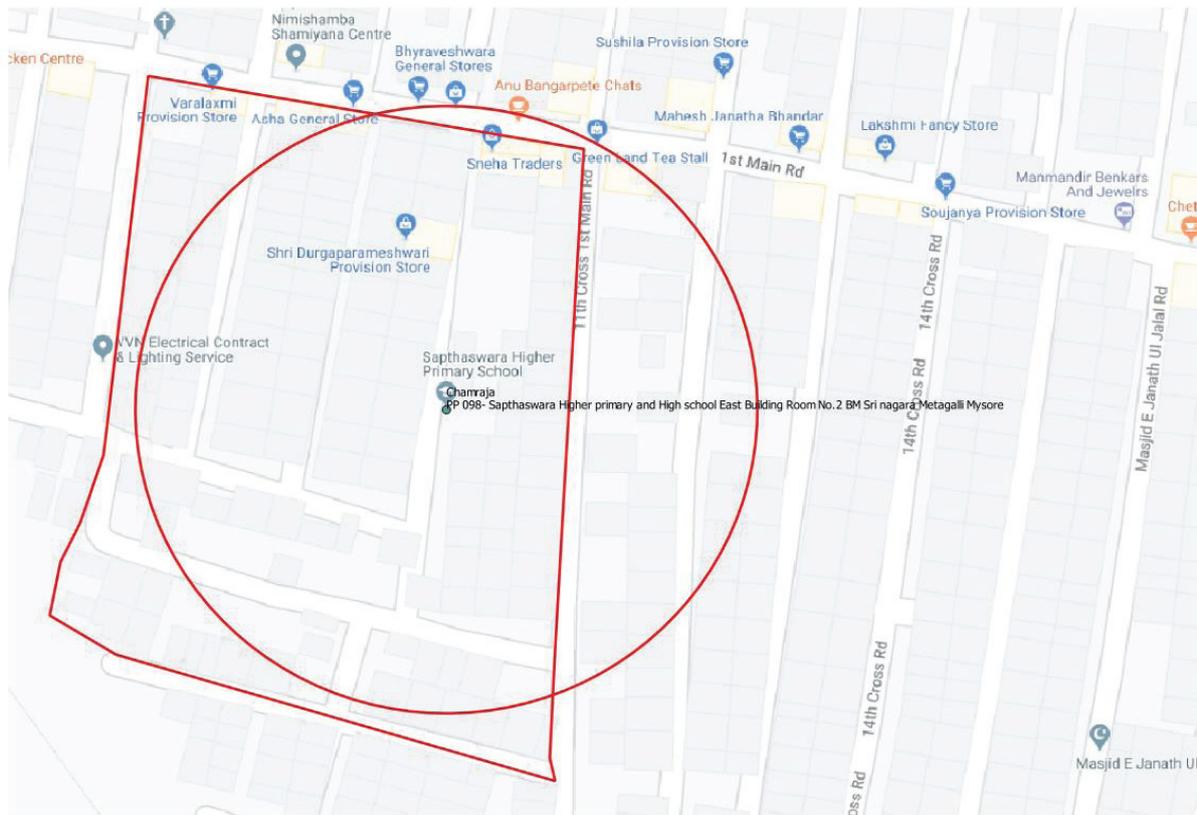


Figure 1: Example 100m radius drawn around polling station location and boundary derived

In using the method as above, some polling stations could not be identified. In these cases, the nearest local police station was identified and used as the centre of the radius. In Mysore this was done in the case of 4 polling parts. In using this method, it was also found that some polling parts have the same polling station or police station. In these cases, the polling parts were combined, and the radius expanded. If two polling parts shared the same polling/police station the radius was expanded to 125m. If three polling parts shared the same polling/police station, the radius was expanded to 150m. If four polling parts shared the same polling/police station, the radius was expanded to 175m and in this case to avoid covering a very large area, two separate road boundaries were created which met in the centre of the circle. In the combined polling stations, the numbers of citizens to survey were also combined and the skipping pattern amended to achieve the relevant number of interviews. Table 2 shows numbers of combinations which were made in Mysore:

Table 2: Number of Polling Parts combined in Mysore

Number of PPs combined	For how many PPs this was done
2 PPs combined	24 combined to 12
3 PPs combined	15 combined to 5
4 PPs combined – 2 road boundary blocks created	None

Using the PP map, the field investigator using the right rand rule was required to count the number of houses in that area and derive an appropriate skipping pattern, based on sample required. The field investigator, using the skipping number, selected the households where the interviews were to be conducted, starting from the house present at the right of the starting point. The target number of households to be sampled was a function of the size of the polling part map. For a 100-metre size map, 4 houses were sampled. For a 125-metre size map, 8 houses were sampled and for a 150-metre radius map, 12 houses were sampled.

When an investigator found a household locked, they were to return at two other time points. If the household remained unresponsive, they could move to the next-door household, to the right. Following the same three attempts as above, if this household was unresponsive, the door to the left of the original house was selected. Replacement would continue with two skips to the right, two skips to the left, three skips to the right, three skips to the left etc. The same replacement was done if a selected household or respondent did not want to participate in the survey.

3a3. Selecting a respondent

Once the household has been selected, the final step was to select the respondent in a household. As mentioned above, equal numbers of males and females in each polling part were required. The field investigators were instructed to interview a male member and a female member alternatively in each polling part. The process of selecting a respondent of desired gender is given below. For example, if we had to select a female respondent, the interviewer had to follow the following steps:

- a. List down the number of female members who are 18 years or above in that household.
- b. Next to their names, write their date of birth.
- c. Select the female member who has celebrated the most recent birthday.

3b. Execution

Surveys were executed between September-December 2019 by field investigators using Tablet-Assisted-Personal-Interviewing (TAPI), face-to-face with respondents. There was an option to do the surveys in English or Kannada.

Worry

Throughout the survey, the term 'worry' is used to gauge perceptions from citizens on aspects of safety and security. The term 'worry' is somewhat subjective. It would generally be considered as something that impacts on decision making in a significant way such that it changes whether or not what you desire to do. It, therefore, relates closely to 'fear'. In Kannada, the word 'worry' directly translates to 'chithe' and is closely related to "bhaya", meaning 'fear'. This is how the term has been explained to citizens when required. It is therefore assumed that where citizens have noted they feel worry, they expend such mental engagement that might impact on their actions or how they feel when undertaking such actions.

4.

RESULTS



4. RESULTS

4a. Sample

4a1. Achieved Sample

All except four interviews, which were done in English, were done in Kannada. Table 3 gives the achieved vs. planned number of interviews for Mysore by Polling Part size.

Table 3 gives the achieved vs planned number of interviews for Mysore by polling part size.

PP map radius	No. of PPs	Interviews (n)					
		Male		Female		Total	
		Planned	Achieved	Planned	Achieved	Planned	Achieved
100 metres	61	122	130	122	134	244	264
125 metres	12	48	46	48	48	96	94
150 metres	5	30	29	30	31	60	60
Total	78	122	205	200	213	400	418

As shown in Table 3, the achieved sample comprised of 18 more surveys than required. These 18 additional surveys were achieved in PPs with a radius of 100m. Additionally, as per the target of 48 males in PPs with a radius of 125m, the achieved sample was two interviews short. These were compensated with two further additional interviews in PPs with a radius of 100m. In polling parts with the radius size of 150 metres, one additional interview with a female was done and one less than required with males. The variation from the planned sample is minimal and was primarily because of the non-availability of a particular gender in the polling parts. Also, some extra interviews were achieved in some polling parts for quality assurance purposes. For polling part level details on the number of interviews refer to Appendix 1.

The final sample is representative with a 95% confidence level and a 5% confidence interval.

Figure 2 depicts the PP locations (centre of the radius) in Mysore where interviews were undertaken with circles of particular shades representing the different range of numbers of interviews achieved. This is also summarised in numbers in Table 4.

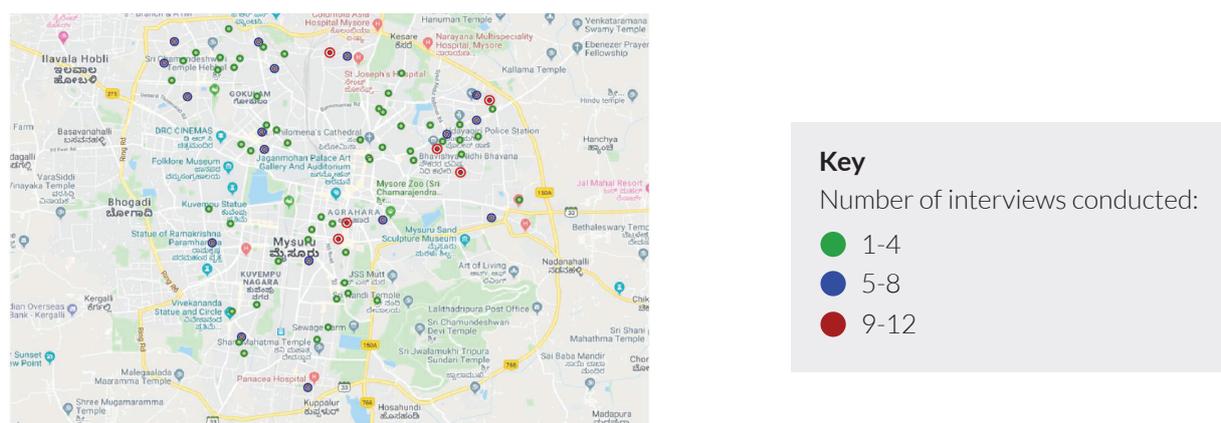


Figure 2: Visual depiction of PPs by range of interviews achieved

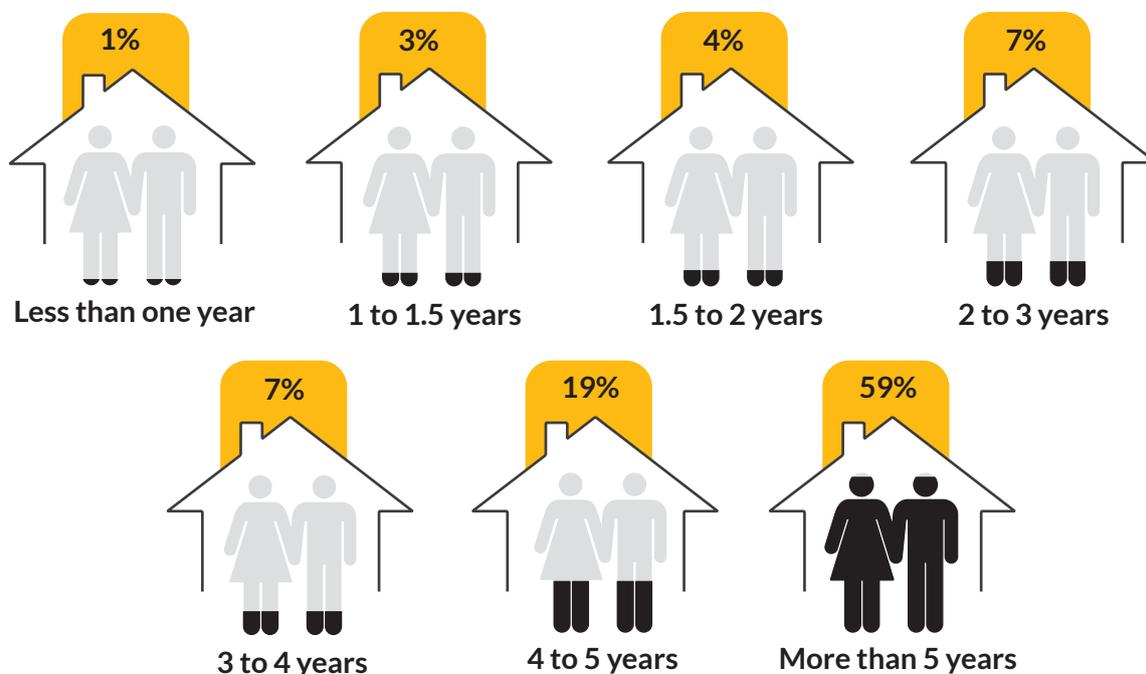
Table 4: Summary of interviews achieved by polling parts

Number of Polling parts	Range of interviews
55	PPs with a range of achieved interviews from 1 to 4
29	PPs with a range of achieved interviews from 5 to 8
16	PPs with a range of achieved interviews from 9 to 12

4a2. Sample demographics

Most of the citizens surveyed (59%) have lived in the area for more than 5 years with a further 19% having lived there for between 4-5 years.

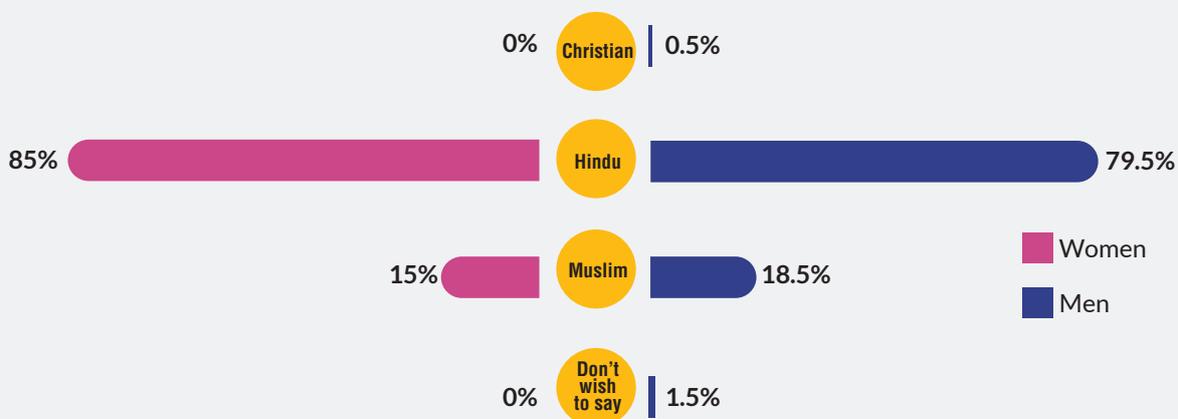
Years lived in the area



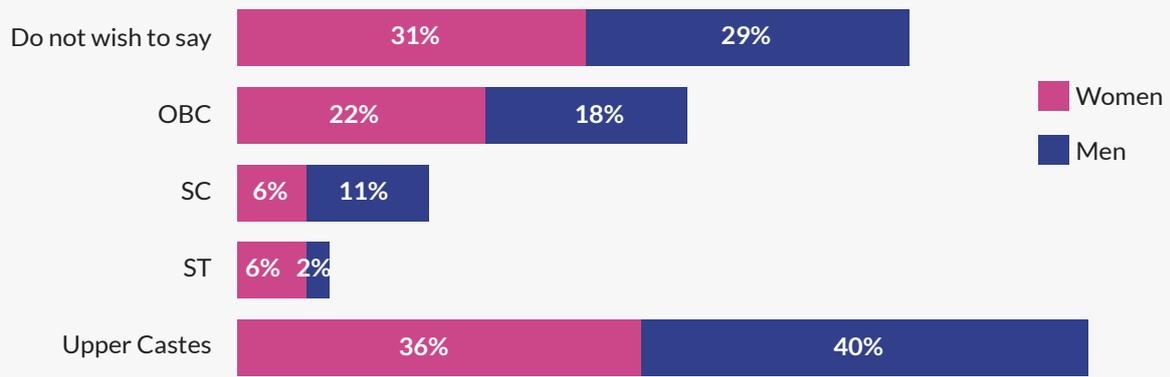
Except 5 respondents, none have indicated they suffer from a disability. One man identified as gay while the remaining sample identified as straight or did not wish to say. One man also identified as transgender.

The majority of respondents are of Hindu faith (83%) and from an upper caste (38%). Just under a fifth of the sample are of Muslim faith.

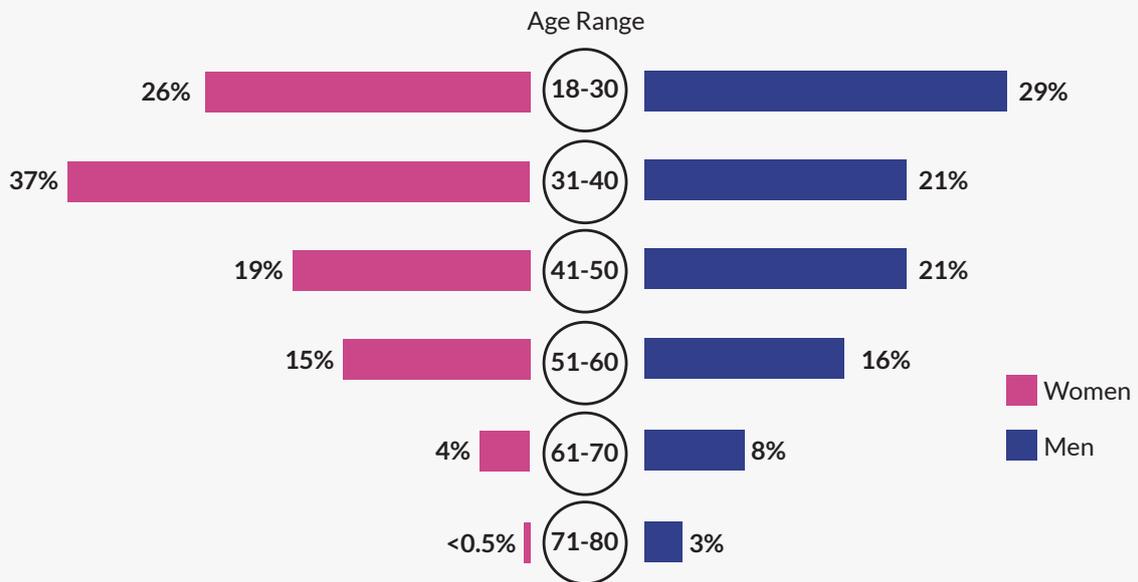
Respondents' religion



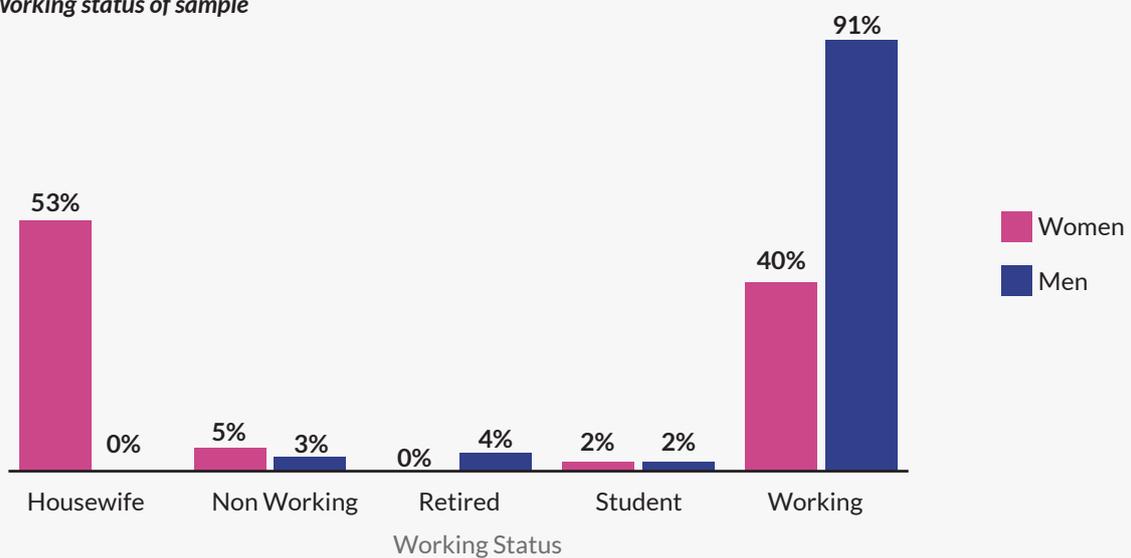
Respondents' Caste



Respondents' age range



Working status of sample



4b. Survey Findings

It is important to note that because of rounding, not all percentages will sum to 100.

4b1. Safety/security concerns citizens have in terms of types of crime

Overall threat of crimes

When given a list of a range of crimes, from petty crime through to sexual assault, murder as well as traffic accidents, there are no real stand-out crimes which citizens perceive as a 'high' threat in Mysore generally. In the case of all crimes, less than 10% of all citizens combined perceive them to be of a 'high' threat and more than 60% feel they are 'no threat' at all.

Table 5 shows the top 10 crimes (as determined by average proportions of threat across all citizens) with the larger proportions of citizens (broken down by men and women) perceiving them to be 'some' or a 'high' threat. They are compared with proportions feeling they are 'no threat' for comparison. The remaining proportion, in each case, were 'not sure'.

Table 5: Top proportions of men and women who perceive different crimes as a threat in Mysore

Crime	Women (%)		Men (%)	
	Some or high threat	No threat	Some or high threat	No threat
Traffic Accidents	19	64	29	54
Negligent driving	16	65	24	54
Other accidents	14	67	23	55
Pick pocketing	19	68	20	62
Chain snatching	19	70	20	60
Verbal harassment of LGBT community	13	73	16	63
Drunk & disorderliness	14	66	15	58
Leering	13	68	15	62
Verbal harassment	13	68	14	60
Rape/Sexual assault	9	71	14	61

Overall, men perceive threats of crime more than women. As can be seen from Table 5, and is evident across all crimes, men are slightly proportionally more likely to say crimes are a threat and definitively less likely to say they are of 'no threat'. The crimes which are perceived of most threat come from traffic and other accidents as well as negligent driving. This is followed by crimes like pickpocketing and chain-snatching which are seen as more threat than, arguably, more serious crimes like sexual assault and murder; the latter of which is not in the top 10 most threatening crimes as listed in Table 5.

Threat of crimes to citizens when alone or in groups

When considering the threat of crimes to citizens themselves, while travelling alone or in groups through the city or visiting a public place, the trend is similar, with most citizens (65-79%) not worrying about being the victim of most crimes. The exception are three crimes, as shown in Table 6; chain snatching, theft and pickpocketing where about half of citizens, both men and women worry about these. The next most worrying crime, as shown in Table 6, is traffic accidents with a much-reduced proportion of those who worry about this – 31% of women and 35% of men.

Table 6: Top proportions of women and men who worry (in day and/or night) about different crimes when alone and in groups

Crime	Worry (day and/or night)			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Chain snatching	58	57	54	54
Pick pocketing	54	55	52	51
Theft	54	52	49	52
Traffic Accidents	31	28	35	37

While the threat of traffic and other accidents as well as negligent driving may be higher across Mysore than for other crimes, it seems citizens do not worry about them actually happening to them to the same extent as pickpocketing, theft and chain-snatching. The pattern is similar for men and women and when citizens consider themselves alone or in groups. There is no notable difference in responses of those from different religions.

Experiences of crime

There is not one crime listed which at least a handful of men and women have experienced either while alone or in groups. This includes all major types of crime from petty crimes like pickpocketing through to sexual assault and attempted murder.

The most frequently reported reflect the crimes citizens are most threatened by; chain snatching, pick pocketing and theft. As shown in Table 7, this is consistent across men, women and when alone or in groups. The next most frequently reported crime is traffic accidents, though with much lower proportions. There are no distinct crime patterns that differ between those of different religions.

Table 7: Crimes most experienced by citizens when alone and in groups

Crime	Experienced the crime			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Chain snatching	39	41	35	36
Pick pocketing	38	39	36	34
Theft	38	38	34	32
Traffic Accidents	16	16	22	22

Major crimes like sexual assault, murder, kidnapping however, have also been experienced by not insignificant numbers of citizens as highlighted in Table 8.

Table 8: Proportion of citizens experiencing major crimes when alone and in groups

Crime	Experienced the crime			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Sexual assault/harassment	13	14	17	16
Physical assault	11	9	13	14
Physical assault related to sexuality	11	7	13	10
Domestic violence	9	10	11	13
(Attempted) murder	9	10	11	10
Knife violence	8	7	13	11
Gun violence	9	8	10	10

4b2. Safety/security concerns citizens have in terms of modes of transport

Across both men and women and both during the day and the night, more than half feel safe to use the majority of transport options where there is a need. However, less than half of women feel safe to use the metro in groups at night and using a car alone at night and only half of women feel safe to use a car at night in a group. Across the board there is less need to use the metro for both genders while two-wheelers, cycles and cars are used less frequently by women than men.

As Table 9 shows, out of those who have a need for the transport options during the day, where most citizens feel safest are walking, on the bus or train or in an auto-rickshaw. This is the same for both men and women and whether alone or in groups. For all other transport modes, men tend to feel safer than women, especially when alone. Out of all the transport options, the lowest proportion of men feel safe on the metro. For women, they feel least safe in a ride-share alone and in the metro when in a group.



Less than half of women feel safe to use the metro in groups at night and to use a car alone at night and only half of women feel safe to use a car at night in groups.

Table 9: Proportion of citizens (out of those for whom there is a need) who feel 'quite' or 'very' safe using each of the modes of transport during the day

Transport	% feeling 'quite' or 'very' safe using mode of transport			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Walking	94	94	92	93
Bus	96	94	93	94
Train	94	90	92	94
Auto Rickshaw	85	88	88	88
Metro	58	60	64	67
Cab	64	67	80	75
Ride share	56	66	71	70
Two-wheeler	70	79	78	83
Cycle	66	67	74	76
Car	58	63	72	79

As Table 10 shows, the patterns are similar for perceptions of safety on different modes of transport during the night (post 8pm) though generally citizens feel less safe during the night than the day on each mode of transport. However, women feel least safe in a car when alone at night.

Table 10: Proportion of citizens (out of those for whom there is a need) who feel ‘quite’ or ‘very’ safe using each of the modes of transport during the night (post 8pm)

Transport	% feeling ‘quite’ or ‘very’ safe using mode of transport			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Walking	86	85	87	90
Bus	88	85	91	90
Train	86	85	89	88
Auto Rickshaw	78	80	85	91
Metro	56	45	61	63
Cab	55	60	73	74
Ride share	51	55	64	72
Two-wheeler	69	68	75	79
Cycle	59	60	70	78
Car	46	50	73	73

As shown in Table 11, in terms of whether or not citizens feel they have regular access (availability and affordability) to transport that makes them feel safe, men are more likely to say yes than women. However, even this is just half of men while a fifth of men say no and 30% say they do sometimes – both when alone and in groups. Only about 40% of women say they have access to transport that makes them feel safe, both when alone and in groups.



Only about 40% of women say they have access to transport that makes them feel safe, both when alone and in groups.

Table 11: Proportion of citizens who feel they have regular access (availability and affordability) to transport that makes them feel safe to travel around the city alone and in groups

Access	% of responses			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Yes	39	41	48	50
No	17	20	22	21
Sometimes	44	39	31	29

4b3. Safety/security concerns citizens have in terms of locations of travel/places visiting and living

Parts of a journey

Journey parts can be broken down by the first mile connectivity (e.g. walking to the bus stop), the main bulk of a journey (e.g. in the bus itself) and the last mile connectivity (e.g. walking from the bus stop to your final destination). For both men and women, it is the last mile connectivity where the largest proportion say they feel unsafe both when alone and in groups as shown in Table 12. However, larger proportions of women feel unsafe during last mile connectivity compared with men. There's a slight trend to feel less safe when in groups while women tend to feel less safe than men along all parts of a journey. This suggests that orienting (additional) safety measures and initiatives in the 'last miles' is of most importance. This means in and around public places and homes rather than on journeys per se. When this can equate to a woman feeling safer on the last mile of a journey to a work-place, for example, this can empower women to actually work and impact her economic growth.



Larger proportions of women feel unsafe during last mile connectivity compared with men.

Table 12: Proportion of citizens who feel unsafe at each part of a journey, when alone and in groups

Journey part	% who feel unsafe			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
First mile connectivity	17	23	13	15
Main bulk	14	20	12	10
Last mile connectivity	43	45	28	30

Specific journeys

Citizens were asked if any specific journeys caused them worry. As mentioned in the methodology, the term 'worry' is somewhat subjective. It would generally be considered as something that impacts on decision making/mobility in a significant way such that it changes what you desire to do. It, therefore, relates closely to 'fear'. In Kannada, the word 'worry' directly translates to 'chinthē' and is closely related to "bhaya", meaning 'fear'. It is assumed that where citizens have noted they feel worry, they expend such mental engagement that might an impact on their actions or how they feel when undertaking such actions.

When considering specifically travelling to the airport, to the outskirts of the city or the highway, responses are shown in Table 13. For about a third of citizens, such journeys are not relevant. For those it is, half or more worry about each of the journeys. Aside from going on the highway, women worry more about going to/from the airport or to/from the outskirts of the city than men. Much smaller proportions of both men and women worry about these journeys only during the day, though most worry about them during both the day and night and a slightly smaller proportion only during the night. Trends are similar when comparing solo travel or travel in groups.

Table 13: Proportion of citizens who worry about specific journeys at any time, either alone or in groups.

Journey part	% who worry			
	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
To/from airport	75	79	60	61
To/from outskirts of the city	78	77	64	65
On the highway	49	50	59	58

Specific places visiting

In terms of safety when visiting specific places in a group, it is possible to see from Figure 3 that at least 40% of citizens worry about visiting any of the places listed if relevant to them. There is, however, some variation as to what proportion of citizens worry about visiting different places. Again, the notion of 'worry' is assumed as a mental engagement on an issue where the outcome may be uncertain and negative outcomes are possible. The greatest worry is there for visiting parks, public toilets, public transport stations and taxi/autorickshaw stations with more than 80% of citizens worrying about these, except women in the case of taxi/autorickshaw stations. When visiting places alone, as shown in Figure 4, the trend is similar with the same places causing most worry but with slightly smaller proportions for men. There is a strong suggestion therefore, that many public spaces are felt to be unsafe.

As shown in Figures 3 and 4, women worry about visiting airports, parks, police stations, areas with bars and restaurants and taxi ranks in groups more than men either when alone or in groups. On the other hand, proportionally more men worry about visiting government offices, places of worship, hospitals, commercial and residential areas as well as shopping malls while alone or in a group. Worry is not limited to specifically the day or night, though most places like government offices (not including police stations), sports facilities and others are generally only used during the day and this is reflected in the responses. Worry about visiting these at night is proportionally less most likely as this isn't relevant. Even in the case of police stations, which may well be visited at night, citizens are proportionally more likely to worry about visiting them during the day than night, both when alone or in groups. Twenty-two percent of citizens worry about visiting them alone during the day (compared with 14% during the night and 8% during both the day and night) and 24% worry about visiting them in groups during the day (compared with 13% during the night and 10% during both the day and night). Overall, women are more likely to worry about visiting a police station at any time of day either alone or in groups.



Women worry about visiting airports, parks, police stations, areas with bars and restaurants and taxi ranks in groups more than men either when alone or in groups.

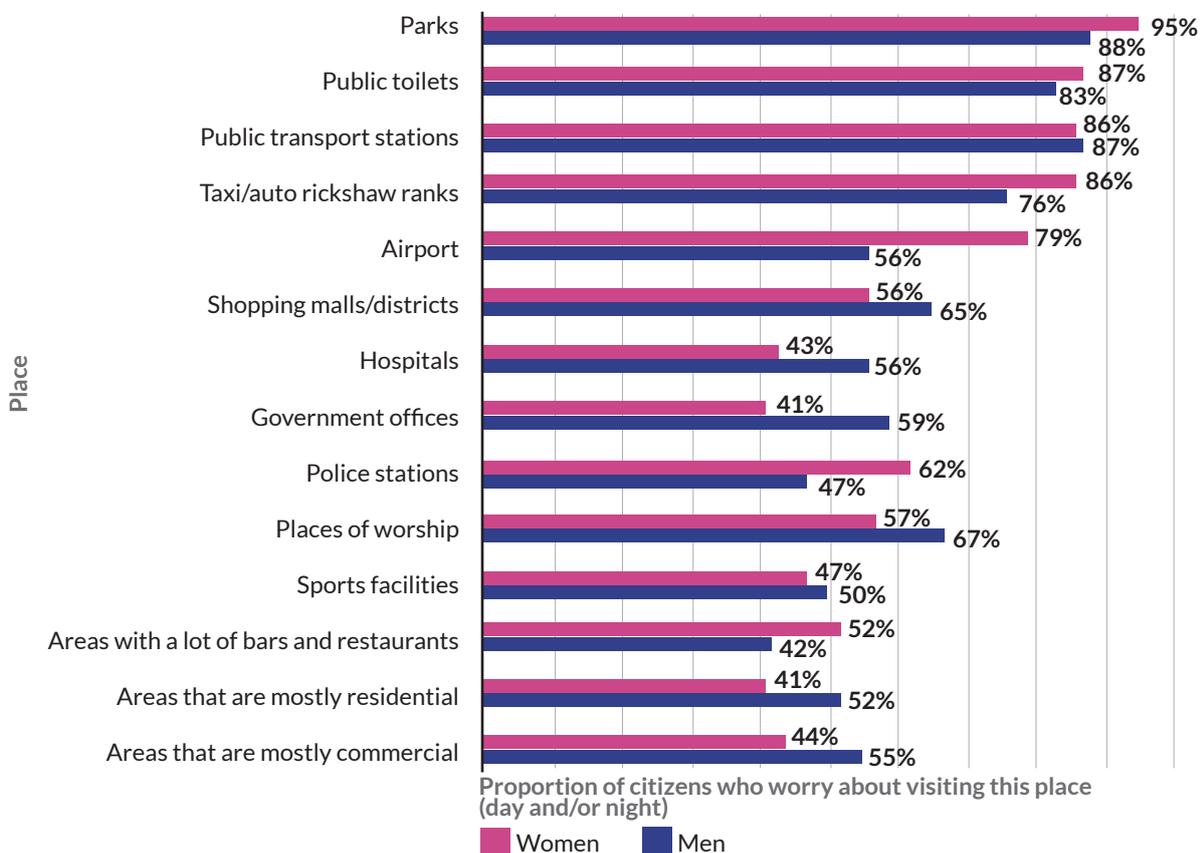


Figure 3: Proportion of citizens who worry about visiting each public place either in the day and/or night while in groups

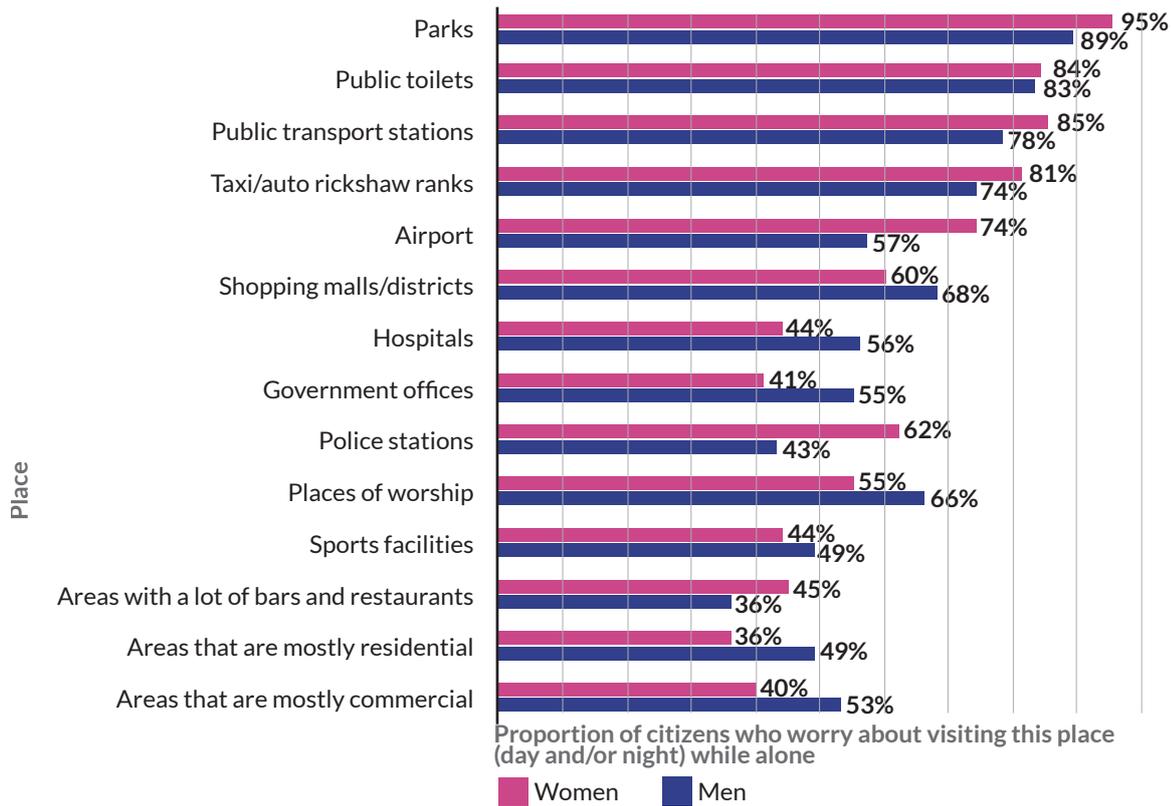


Figure 4: Proportion of citizens who worry about visiting each public place either in the day and/or night while alone

Specific places to live

As can be seen in Table 14, both men and women prefer to live in an area which is a mix of both residential and commercial. However, this is a stronger preference from women (60%) as compared with men (43%). The remaining women are split between a mainly residential and mainly commercial area, while men are almost as likely to prefer a mainly residential area (39%) as a mixed area.

Table 14: Proportion of citizens who prefer to live in different types of area

	Women (%)	Men (%)
Mainly residential	21	39
Mainly commercial	19	18
A mix of both residential and commercial	60	43



Women have a stronger preference than men to live in a mixed residential and commercial area.

Despite 39% of men suggesting they prefer a residential area to live in, they still, and women also, predominantly 'agree' or 'strongly agree' that an array of amenities should be available nearby, like grocery and fruit/veg shops as well as tea/coffee shops, a bakery, places of worship and public transport options as can be seen in Figure 5. This and the notion that most women like to live in areas which are a mix of residential and commercial, bears a strong relationship with what makes citizens feel safe, in particular women. As is mentioned later, women feel 'eyes on the street' and things like CCTV make them feel safe. Essentially, they feel safe when there are people around which is more likely around amenities. Furthermore, travelling in more isolated routes is something which both men and women note as something they avoid in order to stay safe which also explains this desire to live in residentially/commercially mixed areas and with amenities nearby.

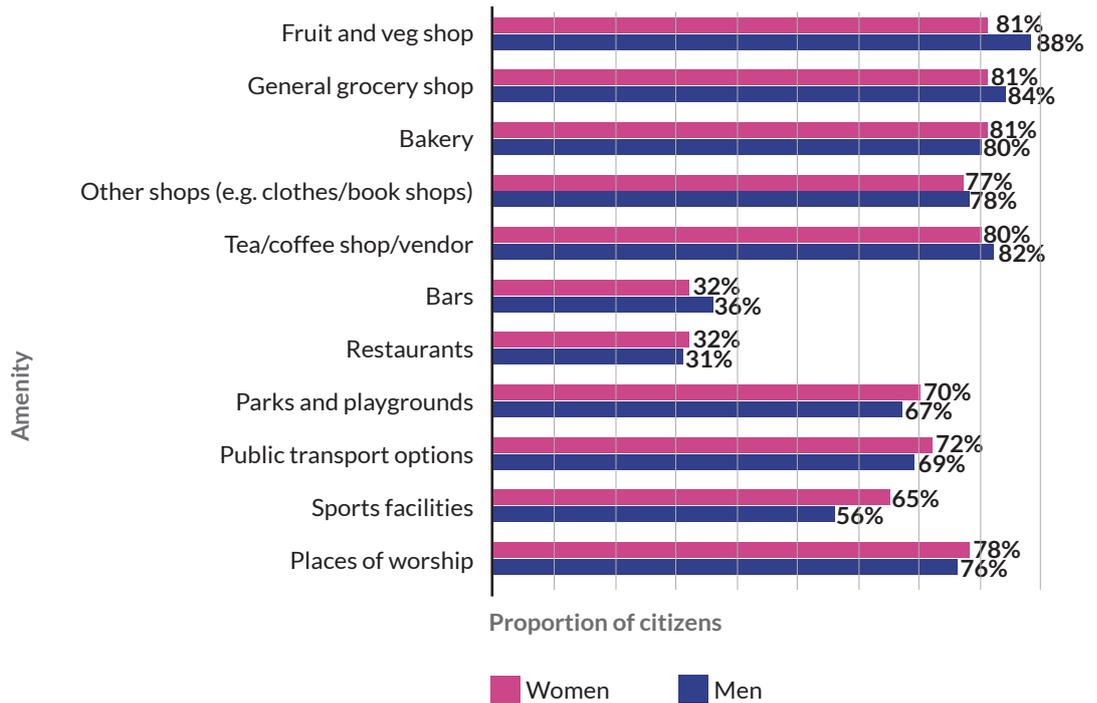


Figure 5: Extent citizens 'agree' or 'strongly agree' it is important for them to have each amenity near their home

4b4. Safety/security concerns citizens have in terms of times of day travelling/visiting places

As shown in Figure 6, except between 10pm and 5am, most citizens, both men and women, feel 'quite' or 'very' safe. Overall, slightly larger proportions of men than women feel safe at each time of the day. A slight dip in perception of safety starts from 8pm, in particular for women. Muslim women are slightly more likely than Hindu women to feel unsafe from 6pm onwards. This data mirrors the dialogue around the 'gender-based curfew'. In Karnataka for example, the Karnataka Shops and Commercial Establishment Act of 2007 barred women from working after 8pm in many industries (women working in IT/ITES/BT sectors, hospitality industry and emergency services were excluded). The Act was withdrawn in 2013, however, it seems the idea of women being less safe after 8pm is retained, by women themselves.

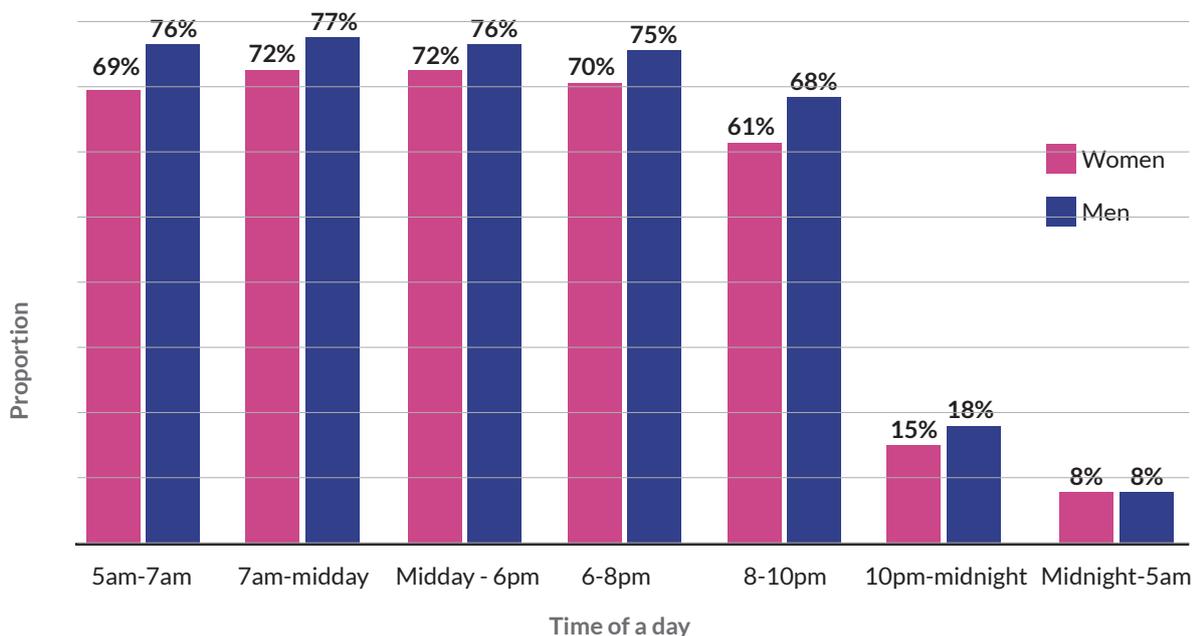


Figure 6: Proportion of citizens who feel 'quite' or 'very' safe out alone at different times of day

As shown in Figure 7, the same trend is true for being out in a group.

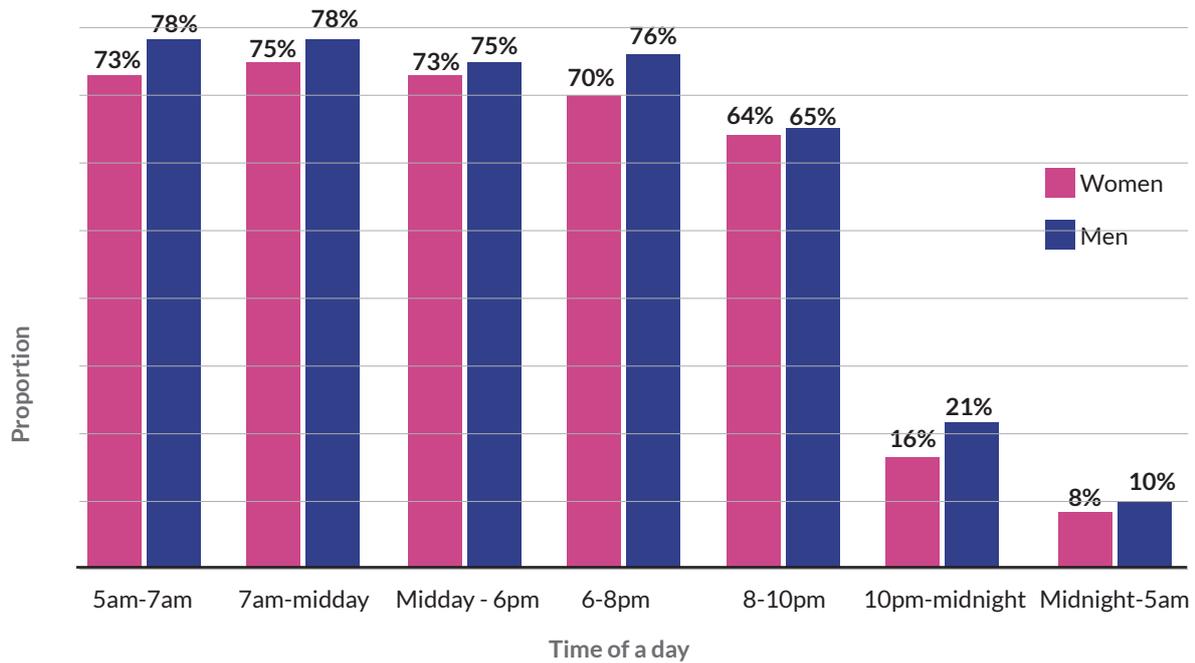


Figure 7: Proportion of citizens who feel 'quite' or 'very' safe out in groups at different times of day

This perception of safety is reflected in the fact that generally the times men wouldn't travel alone are from 10pm to 5am (40%) and for women from 8pm to 5am (66% or more). Essentially this means that depending on your gender, citizens have either two more (men) or two fewer (women) hours of travel time around the city. For women this could hugely impact on their career choices, ability to work, their ability to take up different roles and contribute towards the economy. Likewise, 58% of citizens report that the head of the household feels that adult males over the age of 21 can stay out until 10pm while this is only 40% for adult women of the same age. However, 22% of men say they would go out any time alone compared with just 2% of women. In groups, women are slightly more likely to go out up until 10pm than when they're alone. Men are less likely to say they'll go out at any time in a group (14%) but still much more likely than women (2%).

In terms of restrictions placed on women travelling alone at different times of the day, responses are split with women giving an almost equal three-way split between women being allowed out at any time, women being allowed out until 8pm only and women not being allowed out alone at any time. In fact, women perceive the same about men being allowed out alone, with the same near-equal three-way split. Interestingly, proportionally more men (45%) than women (32%) believe women in their household can go out at any time. In a similar vein, men (48%) more than women (32%) believe they themselves can go out at any time.



Larger proportions of women compared with men start to feel unsafe after 8pm and are less likely to travel alone after this time.



22% of men say they would go out any time alone compared with just 2% of women.

4b5. Safety/security concerns citizens have in terms of travelling alone and in groups

Just over one-third of citizens in Mysore say they do not travel around the city or visit a public place alone. This is more so the case for women (40%) as compared with men (33%). When asked why they do not go out alone, as shown in Table 15, there are several reasons. For women this is most often because of safety reasons, either dictated by their families or themselves. Over a fifth of women say there are also other reasons, unrelated to safety. There is a similar pattern for men though most commonly, they say their families don't let them for reasons other than those related to safety.



40% of women indicate they do not travel around the city alone because of safety reasons.

Table 15: Reasons why citizens say they do not go out alone

	Female (%)*	Male (%)*
I am not allowed by family for safety reasons	33	29
I do not want to because of safety reasons	34	34
I am not allowed by family for other reasons	29	43
I do not want to because of other reasons	22	24

*Citizens could select more than one option so percentages will not sum to 100.

The statistics on whether citizens ever go out in a group are like those for citizens going out alone, with 35% saying they never do, and this is more for women (37%) than men (32%).

Out of the 153 citizens who say they do not go out alone, 29 said they do go out in groups. However, 124 said they do not. This group who indicate they never go out, either alone or in groups, comprises slightly more of women (55%) than men (45%). In the case of women, this is not only those who are housewives but also working women. In the case of men, all but one was a working man (one was retired). When follow-up phone calls were made to understand this more clearly, many citizens indicated they worked from home, or that in fact, they did go out but very infrequently or perhaps only short distances; to go to work or a shop very close by for example.

This should be borne in mind when reflecting on the statistics for how frequently citizens go out alone/in groups as this is only out of those who said during the survey that they go out. As shown in Figure 8, men indicate they go out alone far more frequently than women and at least half go out once a day. As shown in Figure 9, men also go out in groups more frequently than women though the frequency is not as much as when alone.

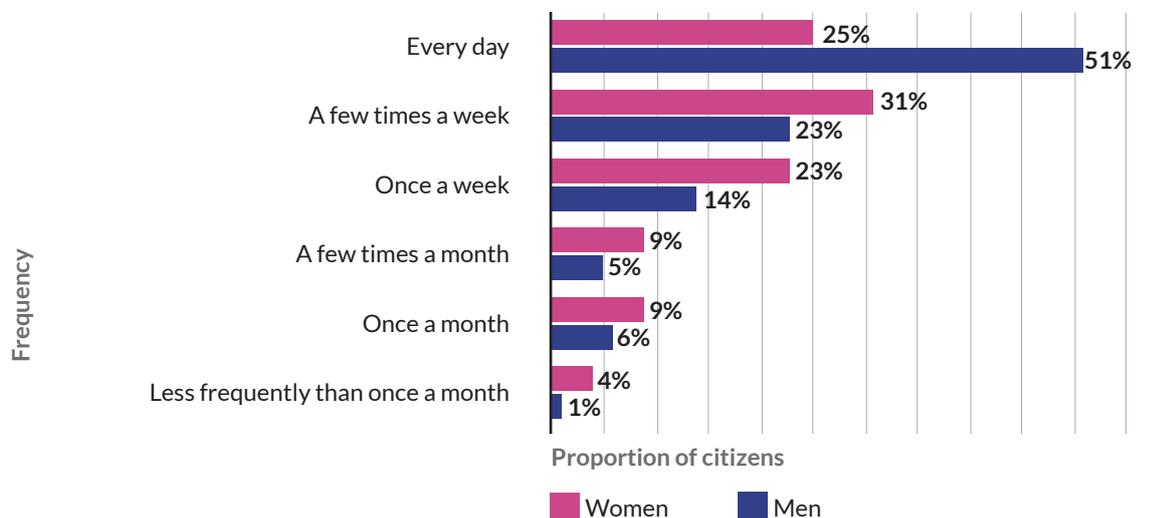


Figure 8: How frequently citizens who do go out alone, do this.

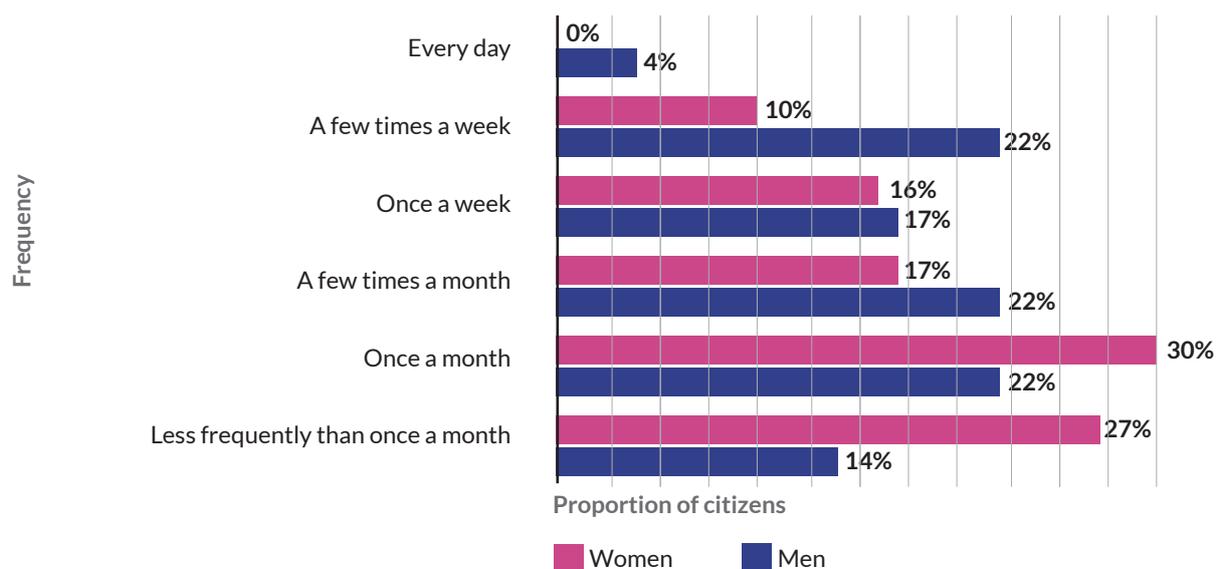


Figure 9: How frequently citizens who do go out in groups, do this.

4b6. Safety/security precautions which citizens take

In terms of safety precautions which citizens indicate they take when out alone or in groups, Table 16 shows the precautions the largest proportions of citizens take (where relevant). The most common safety precaution, taken by men and women alike when alone, is telling someone their plans, though women do this more than men (85% compared with 69%). This is done less when in a group.

In terms of the rest, aside from avoiding certain types of transport, they all relate to where they travel or the type of place they visit; whether being aware of/avoiding certain places/routes or going only to places/routes which are familiar or well-lit. This is in contrast to things they could do personally, like not listening to music on headphones, carrying a rape alarm and checking for the child lock on a cab, which far smaller proportions of citizens do. Aside from telling someone where they're going, being hyper aware and visiting familiar places, all safety precautions are taken by proportionally more citizens when in groups than when alone.

Table 16: Proportions of citizens who take some of the most common safety precautions while out alone or in a group

	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
Avoid certain types of transport	61	68	57	64
Avoid certain public places	60	70	57	64
I do not travel on isolated routes	47	66	53	66
I travel only on well-lit routes	59	70	62	66
I travel only on familiar routes	61	70	60	67
I tell a family member/friend where I am going/my plans	85	67	69	62
I make sure I'm hyper aware of my surroundings	83	68	60	79
I go only to familiar places	73	68	58	65

Interestingly, what men and women are asked to do by members of their household, in terms of safety precautions to take when out alone, is more pronounced and of a wider variety than what safety precautions citizens indicate they actually take. For example, more than half of citizens indicate that women and men in their household are asked to take a range of safety precautions; this includes everything from things related to places of travel/visiting to informing of plans, avoiding using

their phone and checking for child locks¹⁶. However, while large proportions of citizens do inform others of their plans and take safety precautions related to where they travel and the type of place they visit, they are less likely to do things such as listening to music, checking for child locks or carrying a rape alarm for example, despite families requesting this of them. One particularly notable example is that in 71% cases, both men and women are requested to dress conservatively by members of their household but only 48% of men and 37% of women say they actually do this.

This is reflected well with the perception from men that they themselves make most of the decisions about whether and what safety precautions they take when they're alone or in groups. Women however, mostly think this is the decision of their friends and family or jointly between themselves and friends/family, as shown in Table 17 but their self-reported behaviours do not necessarily reflect what is expected of women by the household.



Women, more than men, indicate that decisions of safety precautions they take are dictated by or with others rather than only themselves.

Table 17: Who drives the decisions about whether and what safety precautions citizens take when they're out alone and in groups

	Women (%)		Men (%)	
	Alone	In Groups	Alone	In Groups
I do	26	19	61	53
My friends and family	44	42	17	15
Both my friends and family and I do	31	40	22	32

For both men and women, many safety precautions are deemed 'not relevant'. In some cases, they may be relevant but not well understood, for example carrying a rape alarm. It may also be useful to understand which precautions are specifically recommended by police; for example, either calling someone on your phone while you're travelling or to actually keep your phone out of sight with many citizens doing each one. This may well differ in different situations.

4b7. Perceptions of police and policing

Familiarity with police

43% of women and 54% of men say they have never interacted verbally with their local police about anything. Muslim citizens, both men and women report fewer interactions with police. 52% of Muslim women and 61% of Muslim men compared with 42% of Hindu women and 54% of Hindu men say they have never interacted with their local police. This is despite the fact there is little difference between those of different faiths in indicating that the police understand the concerns of their communities and those of both faiths equally likely to say that connections to powerful people are necessary for police to do their job. Familiarity with local police is lower however, for Muslim women than Hindu women, as outlined below. Furthermore, Muslim citizens are more likely than Hindu citizens to indicate that the police are selective in who they treat kindly and fairly. There is perhaps, therefore, an indication that more could be done to facilitate engagement between police and those of Muslim faith.

Those citizens that have interacted with police, do so infrequently with only 13% doing this once a month or more frequently. The fact that almost half of all citizens haven't interacted with police is reflected in statistics on familiarity with police. For example, only 61% of citizens definitively know where their nearest police station is, as shown in Figure 10. A large proportion are not sure, suggesting they may know where a police station is but are not sure if this is their nearest one or are not sure how to get there for example. Slightly more men (63%) than women (58%) are sure they know where it is.

16. Except in the cases of limiting alcohol, hiding a disability, hiding sexual orientation, mostly explained because they are perceived of low relevance in most cases.

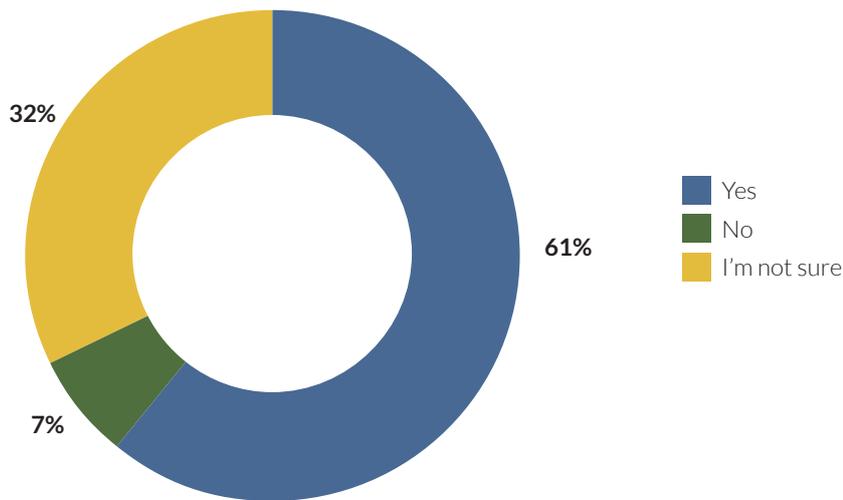


Figure 10: Proportion of citizens who know where their nearest police station is

Women, however, appear more familiar with specific police; the police officers and constables working in their area (see Figure 11) and who the Station House Officer is in their local police station (32% of women compared with 23% of men). Hindu women are more familiar with the local police than Muslim women with 35% of Muslim women saying they don't know them compared with 26% of Hindu women. None the less, at least half of citizens are not at all familiar with specific police (considering also those who are not sure).

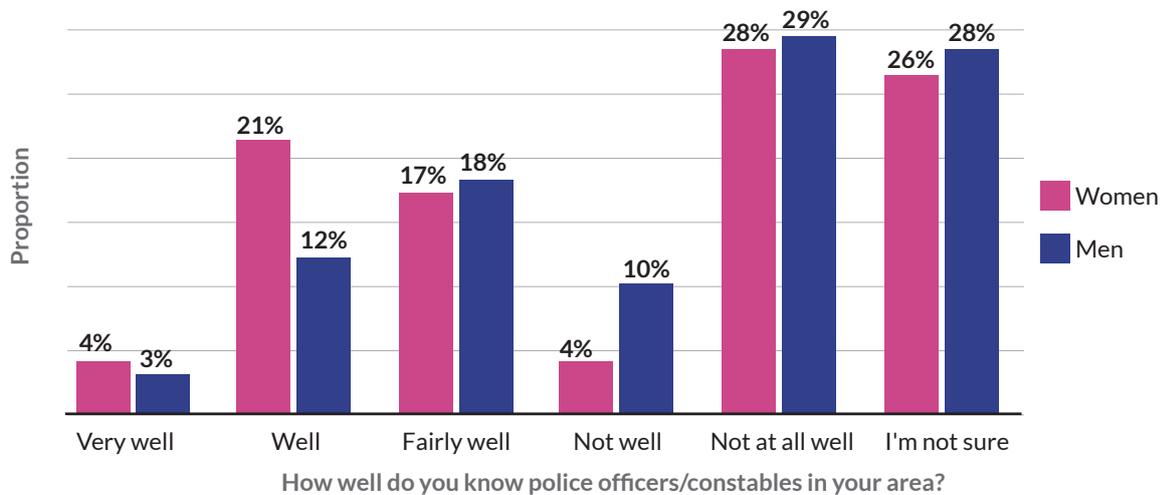


Figure 11: Showing how well citizens know the police officers/constables working in their area.

Familiarity with policing procedures and initiatives

In terms of procedural aspects of policing, almost half to 79% of citizens are not familiar about each of these as shown in Table 18. While more are familiar with filing a complaint, only 24% of women are 'somewhat' or 'very' familiar with this while this is higher at 34% for men.

Table 18: Proportion of citizens who are not familiar with different procedural aspects of policing

	Women (%)	Men (%)
Filing a complaint	48	47
Filing a FIR	57	56
Presence of a female officer with a female citizen	68	65
The CrPC	79	79

In terms of aids which support safety and security in Mysore, likewise, many citizens are unaware as shown in Table 19. Even in the case of extremely important information, like the emergency number for the police, 42% of women and 31% of men are not aware. One initiative, Garuda patrolling¹⁷ is most commonly known and reflected in the fact that citizens believe there to be regular patrols of police in their area. Across almost all initiatives, Hindu citizens are more aware than Muslim citizens.



42% of women are not aware of the emergency number for the local police.

Table 19: Proportion of citizens who are not familiar with different aids which support safety and security in Mysore

	Women (%)	Men (%)
The Karnataka State Police app	54	58
Contact number for your local police	52	58
Emergency number for the police	42	31
ERSS set up by MHA	79	75
Emergency response systems through cab companies	70	68
The 'Women Safety Division'	68	69
The Safe City Implementation Monitoring (SCIM) portal	68	69
Garuda patrolling	35	26

General perception of police ability

When considering a general perception of the police, this is mostly positive. For example, just under two-thirds of citizens (65%) feel that the police in their locality understand the issues that impact their community. There is little difference between Hindu and Muslim citizens, nor between men and women in this perception though women are slightly more likely to disagree or strongly disagree (11% compared with 7% of men). The majority of citizens are not sure if police have enough money and resources to do the work required of them (61%). Just 29% of citizens think they do.



Two-thirds of citizens feel that the police in their locality understand the issues that impact their community.

More than half of citizens (57%) note that police make rounds in their neighbourhood at least once a day. In fact, 24% of men believe they do this thrice a day, while only 11% of women think this. This is most likely a reflection of Garuda patrolling, a specific safety initiative in Mysore, which most citizens know about.

Furthermore, between 61-64% of citizens believe police are successful in preventing minor and major crimes in their area and do a good job of maintaining a safe environment in both their area and the city as a whole. Again, there is little difference in the perceptions of men and women. The remaining proportion of citizens are mostly 'not sure' (21-25% of citizens, similarly across men and women) rather than in disagreement with any of these statements.

Trust in specific aspects of policing if a citizen themselves/someone they know is in need

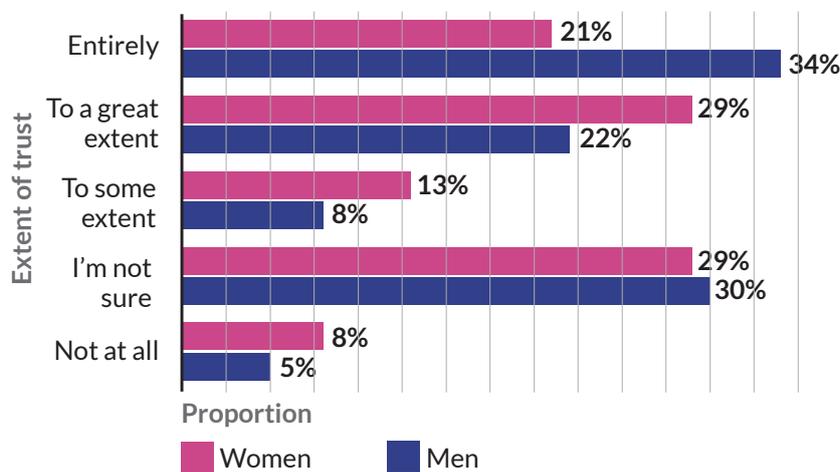
As shown in Table 20, perceptions of police being able to resolve a safety/security problem experienced specifically by the citizen is slightly less positive than policing in general but none the less, more than half of both men and women agreed or strongly agreed that police could do this. Again, just over a fifth of citizens were not sure.

17. This is the patrolling of the police's 'garuda' (meaning 'eagle') vehicles. Fleets of patrolling vehicles have specifically been labelled with this name to brand and act as observing/patrolling and offering swift, fast response.

Table 20: Extent of agreement that police can resolve a safety/security issue experienced by the citizen themselves in their area.

	Women (%)	Men (%)
Strongly agree	16	14
Agree	43	45
Neither agree nor disagree	9	9
Disagree	2	4
Strongly disagree	9	6
I'm not sure	22	22

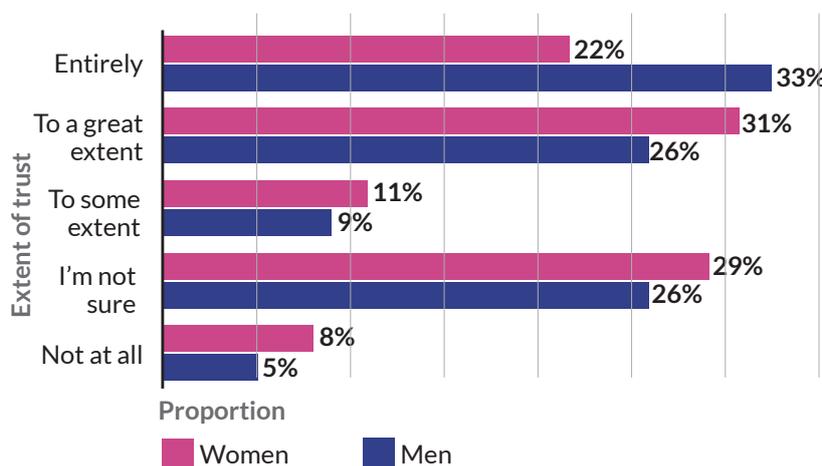
More specifically, there is broad trust from citizens in police to arrive in a timely fashion if called with 63% of citizens believing this at least to some extent. Men, however, have greater confidence in this with 34% trusting this entirely compared with just 21% of women as can be seen in Figure 12.



Only 21% of women trust entirely that police will arrive in a timely fashion if called, compared with 34% of men.

Figure 12: Extent of trust by citizens that police will arrive in a timely fashion if called

As shown in Figure 13, this is similar with regards to trust that they will be treated fairly if called. With 56% of citizens believing this at least to some extent. However, men have greater trust in this entirely than women (33% compared with 22%). A lot of citizens, both men and women remain unsure on both accounts. Again, most likely a reflection of the limited interactions with police.



Only 22% of women trust entirely that they will be treated fairly by the police if they are called, compared with 33% of men.

Figure 13: Extent of trust by citizens that police will treat them fairly if called

In terms of five key parts of the Code of Criminal Procedure, citizens are mostly 'not sure' if they trust police to follow them (54-62%) when required. This probably stems from an unfamiliarity with the CrPC and lack of experience of engaging with the police which means citizens have not formed an opinion. None the less, the key parts are basic expectations so it is alarming that so many citizens cannot form an opinion on whether they believe they will be followed. Out of those who have formed an opinion, there is an interesting polarization with almost equal proportions of women believing it 'entirely' and 'not at all' for each part as shown in Table 21. And in fact, for men there is generally a greater proportion not believing it at all than entirely. There is no notable difference between citizens of different religions.

Table 21: Proportions of trust for police to provide different aspects of the CrPC if a citizen themselves/ someone they know is arrested

	Women (%)			Men (%)		
	Entirely	To a great/ some extent	Not at all	Entirely	To a great/ some extent	Not at all
Basic needs (food, bed) met	12	17	13	16	19	15
Inform family member of arrest	11	16	8	10	19	12
Non-violent arrest	14	14	14	9	20	12
Permission to keep you in custody over 24 hours	13	15	14	8	17	14
A fair trial	10	15	10	6	20	16

Relationship between citizens and police

Generally, citizens feel that all citizens are co-operative with police. As shown in Figure 14, two-thirds of citizens (67%) believe this to be the case at least to some extent. Perceptions are similar between men and women though men are more convinced this is entirely so (22%) than women (13%).

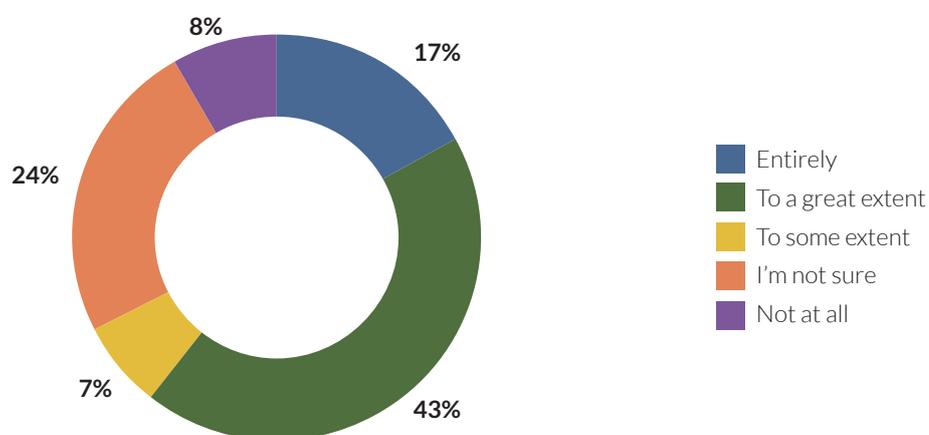


Figure 14: Extent to which citizens believe that all citizens cooperate with police

At the same time, the majority of citizens are also mostly of the opinion that police are kind to all citizens and treat them all fairly (55%), followed by 28% who are not sure and have not given an opinion as shown in Figure 15. This is similar for men and women. However, there is a not insignificant chunk of people (10%) who believe police are selective in who they treat kindly and fairly and a further 7% who say they are unkind and unfair to all citizens.

Muslim citizens are slightly more likely to say that the police are selective in who they treat kindly and fairly (12%), particularly Muslim men (16%) compared with Hindu citizens (8%).

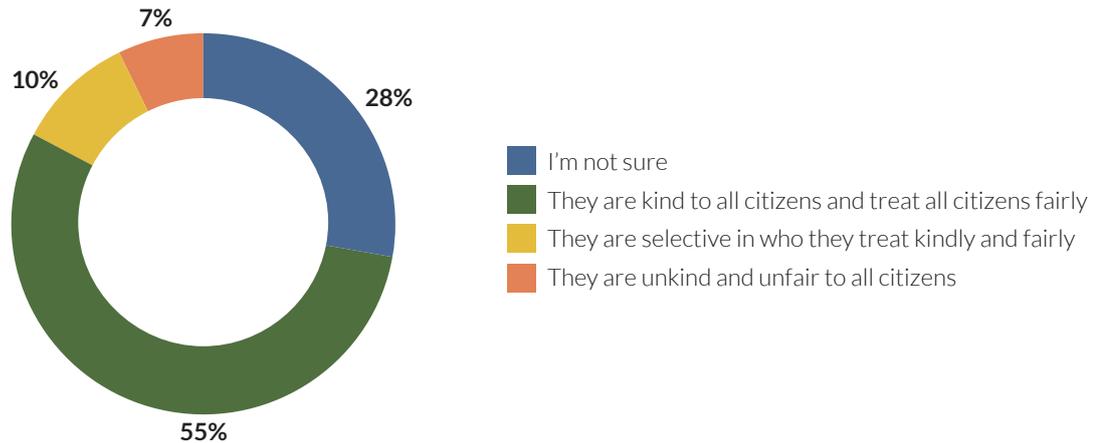


Figure 15: How do police treat citizens?

As mentioned, and as with general policing, many citizens are not sure (28%) how police treat citizens. This may be related to the fact that many people do not interact with police. In fact, as mentioned, 43% of women and 54% of men say they have never interacted with their local police about anything.

Only half of citizens believe that lawbreakers are afraid of the police (50%) with 31% being unsure. This is similar for men and women. On the other hand, while most citizens (43%) believe law-abiding citizens are not afraid of police, 13% believe they are while a further 37% are not sure. Women are more likely than men to have an opinion either way with a larger proportion of men (41%) compared with women (33%) being unsure. At the same time, though most citizens do not have an opinion on whether connections to powerful people are necessary to get police to do their job (52% of men and 64% of women), 35% of men think this is always or usually necessary compared with 19% of women. This is similar for Hindu and Muslim citizens.

Interactions by citizens with police regarding emergencies/crimes

If citizens were faced with a safety/security threat in their house, the first port of call for the majority of citizens is an immediate neighbor as can be seen in Figure 16, while many, especially women, are not sure who they would call. The police are only mentioned by a small proportion of citizens and by men (14%) more than women (7%). This is similar for Hindu and Muslim citizens though Muslim women are least likely to call the police (3%).

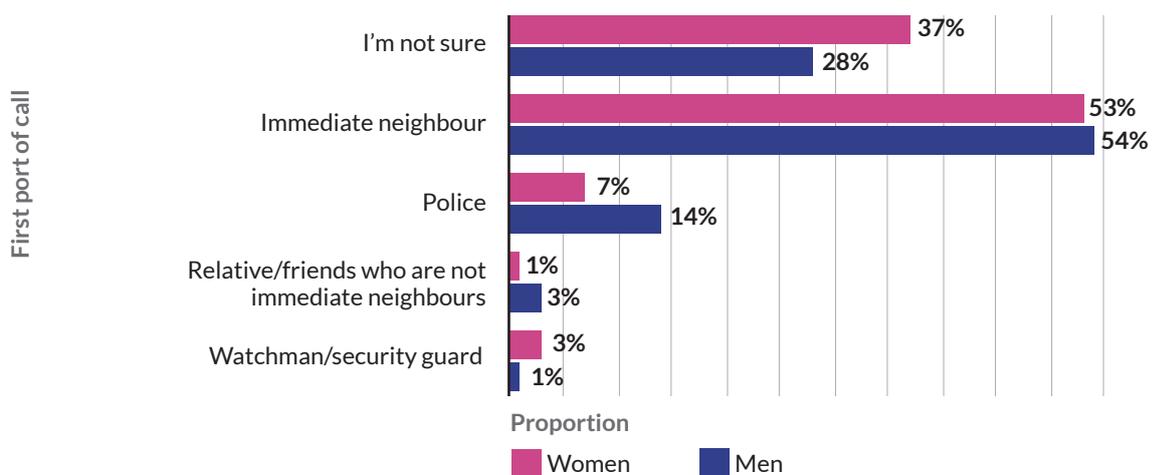


Figure 16: First port of call if faced with a safety/security threat in your house

There is a similar trend when citizens are faced with a safety/security threat while travelling around the city/in a public place as shown in Figure 17. Again, the police are generally not the first port of call, though more so for men than women. Indeed, relatives and friends are the most likely to be contacted first, followed by not being sure. The main reasons for not calling the police first is because citizens do not feel they will arrive on time (65% feel this, both while in the house or out in the city) and because they worry the police may ask them to pay an amount (about a fifth of citizens said this in both situations).



Men are more likely to call the police as a first port of call in an emergency, than women though across all citizens this proportion is low.

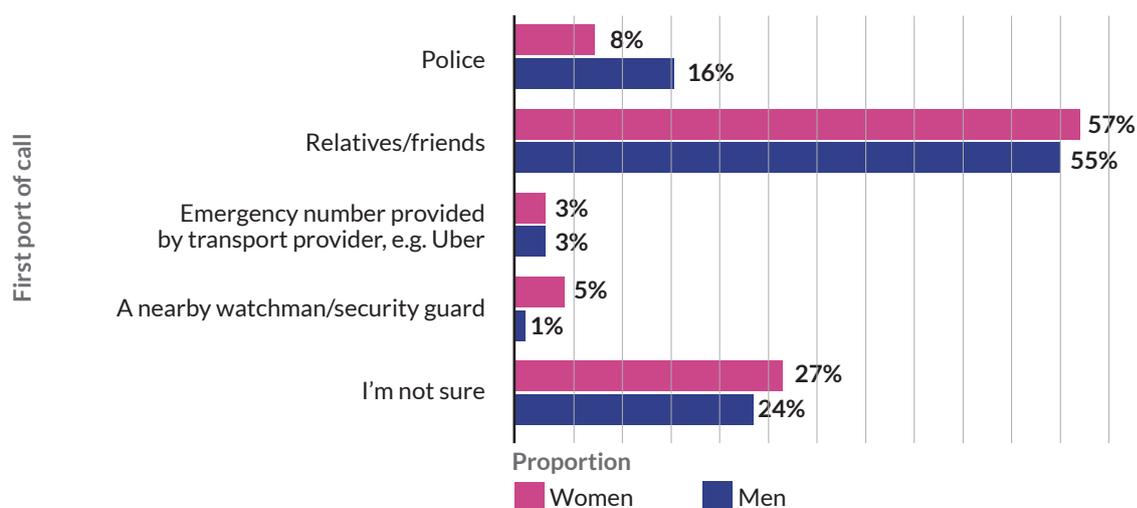


Figure 17: First port of call if faced with a safety/security threat while travelling in the city/in a public place

In terms of reporting a crime to the police, even if calling them is not the first port of call, it is doubtful whether citizens would report any type of crime to the police. Only 17-24% (differing slightly by type of crime) of citizens would definitely report the crime if it happened to them except land grabbing which 32% of citizens would definitely report. There is a similar trend in terms of reporting if a crime happened to a friend or relative.

This is all reflected by the fact that when asked about the reporting of actual crimes which citizens have faced, only 8% of women and 17% of men said they reported the crime. Eleven percent of women and 19% of men categorically said they did not report the crime while the remaining citizens were not sure. The latter showing a disinterest in even knowing if police were involved by others involved in incidents or supporting. However, there are not many citizens (5%) who indicate there might be difficulties which citizens face towards reporting a crime to the police. In fact, most citizens are unsure of this (63%). The doubt in reporting may not be in reporting itself but lack of trust of anything happening as a result.



Only 8% of women indicate they have reported a crime they have faced, compared with 17% of men.

Interestingly, both men and women would be more comfortable reporting a crime to a male officer as Table 22 shows. Though proportionally more women (17%) would prefer a female officer than men (3%). This may be a reflection of the fact that female presence in the police is uncommon and unfamiliar to citizens; only 7% of the police force is made up of women and only 1% of these occupy senior roles¹⁸. There has however, been an increasing push for more gender equity in the police and normalizing women within the police over the last few years in India. This includes reservation for women in the police force and the development and release of a 'Model Policy on Women in Police' by the Commonwealth Human Rights Initiative (CHRI) which was launched with NITI Aayog and lays down a framework to guide government efforts at improving gender diversity, providing agency and power for women in police services across India.

Table 22: Who would you be more comfortable reporting a crime to?

	Women (%)	Men (%)
Male officer	71%	84%
Female officer	17%	3%
I am indifferent	12%	12%

General interactions by citizens with police

As mentioned, 43% of women and 54% of men say they have never interacted verbally with their local police about anything. Those that have, do so infrequently with only 13% doing this once a month or more frequently. Out of those who have for anything other than an emergency, this has mostly been to get information (43% of all citizens) or as a community observer (50%). While men (29%) more than women (14%) have discussed safety concerns in their area.

Despite the fact that almost no citizen found an occasion when police didn't attend to their duty, in terms of whether the police were helpful during this interaction, disappointingly, most citizens were neutral on this, especially men. Women were more likely to agree they were helpful, as shown in Figure 18.

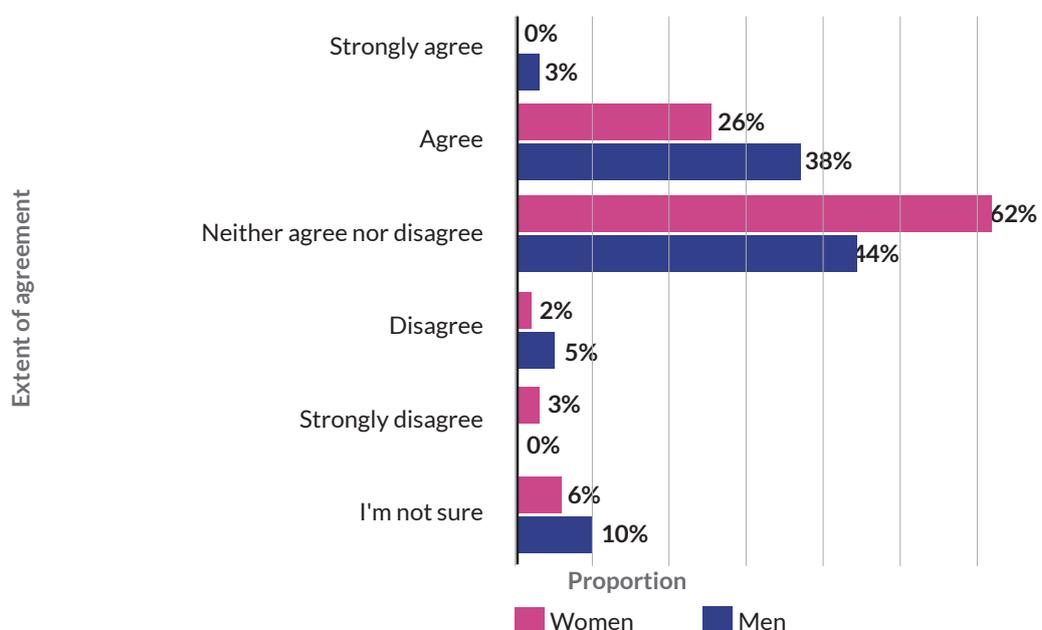


Figure 18: Extent of agreement that police were helpful during interaction

When asked specifically how frequently citizens approach police about suggestions about how safety and security could be improved in their area, again most say 'never', mirroring the fact that most citizens say they have never engaged with the police verbally. Likewise, in this regard, women engage more than men with 53% of men saying they never approach police for this compared with only 44% of women. None the less, any approaches, from men or women are infrequent. However, 30 citizens did mention that there have been joint actions between citizens and police to solve a safety/security issue. Mostly this has been in terms of citizens highlighting specific needs for streetlighting, CCTV and more security during the night.

Despite limited engagements between citizens and police, about half of citizens believe citizens and police need to work more closely with police to ensure safety and security in their locality as shown in Table 23. In particular they believe this should be in the form of citizens sharing knowledge on crimes/issues with police (84%) and to a lesser extent the other way, with police sharing knowledge on crimes/issues with citizens (9%).

18. Commonwealth Human Right Initiative (2019): Model Policy on Women in Police. Available: <https://www.humanrightsinitiative.org/publication/model-policy-for-women-in-india> [accessed February, 2020]

Table 23: Do citizens and police need to work more closely together to ensure safety and security in your locality?

	Women (%)	Men (%)
Yes	49.3	52.7
No	14.1	15.6
I'm not sure	36.6	31.7

4b8. What makes citizens feel safe?

The top five things (as dictated by total proportions for all citizens) which make citizens feel safe when they travel in the city are shown in Figure 19. While the top 5 is the same for men and women (though not necessarily in the same order), in all these cases, except for 'eyes on the street', men are more likely to feel these things make them feel safe. The notion of someone 'keeping an eye out' as being something more appealing to women than men is also reflected in the fact that 27% of women feel CCTV would make them feel safer as compared with just 17% of men. On the other hand, access to the police seems to be something men favour more; for example, as well as high police presence on the streets (male or female), access to emergency numbers/ability to call the police is much more likely to make men feel safe than women (50% compared with 37%).



Someone keeping an 'eye out' and CCTV is more likely to make women feel safe while men value access to the police to make them feel safe.

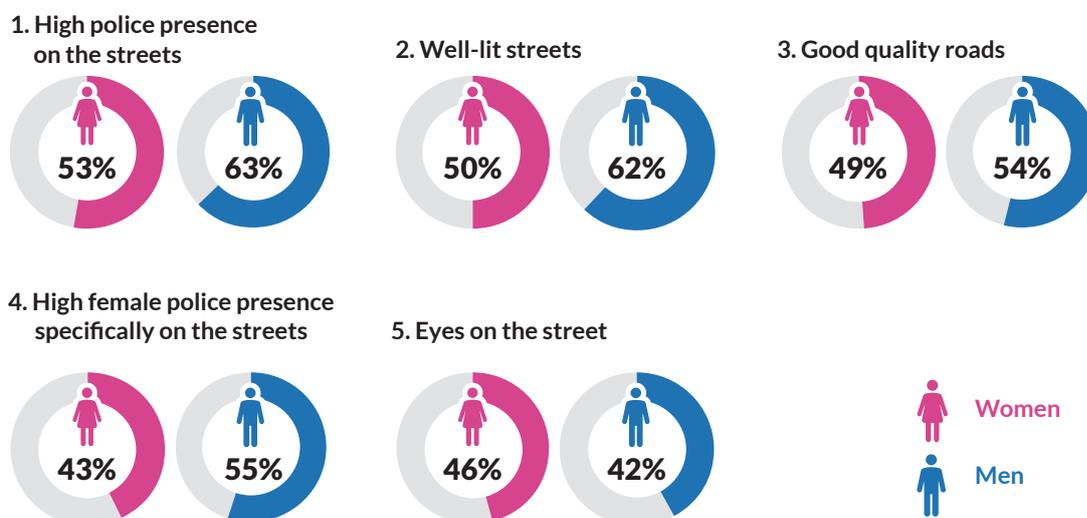


Figure 19: Top 5 safety initiatives which citizens believe would make them feel safe when they travel in the city.

There is a lot of ambivalence on other measures and whether they would make citizens feel safe, between 36-57% of citizens indicating measures would 'maybe' make them feel safe. Much of this doubt may stem from not being sure what such measures entail, like sharing a GPS location, emergency systems in apps like Uber, knowledge on crime hotspots, how to avoid certain crimes. This is also highlighted by large proportions of citizens not knowing if certain initiatives are in place in Mysore.

However, none the less, things that are more obvious like an assured fast response from police is something that would still only make 23% of citizens feel safe. In keeping with the observation above about men preferring access to police as a feature of what makes them safe, more so than women, in this case men are more likely than women to say that an assured fast police response would make them feel safe (28% of men compared with 18% of women).

In terms of the top 5 things which make citizens feel safe, at least 50% of citizens in each case feel these things are in place in Mysore.

When considering changes in the way citizens and police interact, generally more than half of citizens felt each aspect this would make them feel safe as shown in Table 24. Rather than an assured fast response it seems citizens are looking for deeper trust and knowledge sharing between citizens and police.

Table 24: Proportion of citizens who feel each initiative would make them feel safe to a 'great' or 'some' extent

Initiative	Women (%)	Men (%)
Meeting more frequently with police to discuss local safety and security concerns	56	52
Being able to reach out to a citizen intermediary who can help you navigate and engage with the police if needed	56	50
Knowing more about safety and security issues in your locality	47	43
More trust in the police to respond quickly in an emergency	60	58
More trust in fair treatment from police in an emergency	52	52
Increased patrolling in my neighbourhood	59	62

4b9. Impact of safety concerns on citizens

Mobility and quality of life

Men more than women feel that safety concerns about their mobility around the city influence their quality of life as shown in Figure 20.

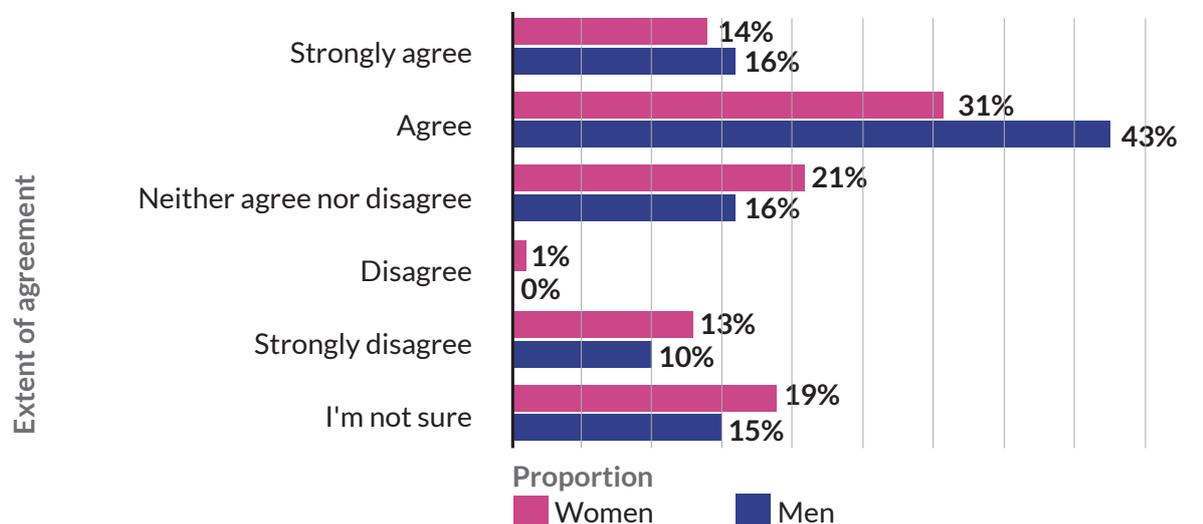


Figure 20: To what extent do you agree that you have safety concerns about your mobility around the city which influence your quality of life.

This is reflected also in actual mobility around the city where most citizens feel some limitation to some extent, but men (71%) more so than women (61%) as shown in Table 25. In terms of both quality of life and limited mobility, male Muslim citizens feel this slightly more than male Hindu citizens.

Table 25: To what extent do you feel you have limited mobility through the city because of safety concerns?

	Women (%)	Men (%)
To a great extent	23	38
To some extent	38	33
To no extent	9	7
I'm not sure	31	23

Economic opportunity

As seen in Table 26, in terms of choice and location of occupation, safety concerns influence most citizens at least to some extent. However, more men report being more categorically impacted than women. Male Muslim citizens feel that the location of their occupation is impacted by safety concerns; 50% compared with 37% of male Hindu citizens.

The proportions of women who feel choice and location of occupation are influenced by safety concerns are higher for working women (37% for both choice and location) compared with other women (23% and 20% respectively).

Table 26: To what extent do safety and security concerns dictate each aspect of occupation

Aspect	Women (%)			Men (%)		
	Yes	To some extent	No	Yes	To some extent	No
Choice of occupation	29	60	11	44	45	11
Location of occupation	27	61	12	40	45	15

Not only is choice and location of employment impacted by safety concerns, the ability to take on specific roles and responsibilities within the chosen occupation are also affected, with 44% of working women and 52% of men 'agreeing' or 'strongly agreeing' these are impacted.

Consequently, it stands to reason that men are more likely to agree that safety concerns influence their economic opportunity (52% of men 'strongly agree' or 'agree' this is the case compared with 43% of working women).

5. APPENDICES

Appendix 1 : Sampled ACs and PPs with numbers of planned and achieved sample sizes by gender

City	AC	PP	Planned Sample Size	Achieved Sample size		
			Total	Male	Female	Total
Mysore	Krishnaraja	1	8	4	4	8
Mysore	Krishnaraja	6				
Mysore	Krishnaraja	15	4	1	3	4
Mysore	Krishnaraja	41	4	2	2	4
Mysore	Krishnaraja	49	8	4	4	8
Mysore	Krishnaraja	57				
Mysore	Krishnaraja	61	4	2	2	4
Mysore	Krishnaraja	67	4	2	2	4
Mysore	Krishnaraja	73	4	2	2	4
Mysore	Krishnaraja	79	4	2	2	4
Mysore	Krishnaraja	99	4	2	2	4
Mysore	Krishnaraja	116	4	2	2	4
Mysore	Krishnaraja	124	4	2	3	5
Mysore	Krishnaraja	132	4	2	2	4
Mysore	Krishnaraja	139	12	5	7	12
Mysore	Krishnaraja	140				
Mysore	Krishnaraja	141				
Mysore	Krishnaraja	148	4	2	2	4
Mysore	Krishnaraja	167	4	2	2	4
Mysore	Krishnaraja	172	4	2	2	4
Mysore	Krishnaraja	185	4	2	2	4
Mysore	Krishnaraja	153	12	6	6	12
Mysore	Krishnaraja	193				
Mysore	Krishnaraja	194				
Mysore	Krishnaraja	201	4	2	2	4
Mysore	Krishnaraja	212	4	2	2	4
Mysore	Krishnaraja	223	8	4	4	8
Mysore	Krishnaraja	232				
Mysore	Krishnaraja	235	4	2	2	4
Mysore	Krishnaraja	243	4	2	2	4
Mysore	Krishnaraja	247	8	4	4	8
Mysore	Krishnaraja	248				
Mysore	Krishnaraja	258	4	2	2	4
Mysore	Chamaraja	5	8	4	4	8
Mysore	Chamaraja	6				

City	AC	PP	Planned Sample Size	Achieved Sample size		
			Total	Male	Female	Total
Mysore	Chamaraja	10	4	2	2	4
Mysore	Chamaraja	16	4	2	2	4
Mysore	Chamaraja	22	8	4	4	8
Mysore	Chamaraja	24				
Mysore	Chamaraja	28	4	2	2	4
Mysore	Chamaraja	34	8	4	4	8
Mysore	Chamaraja	36				
Mysore	Chamaraja	39	4	2	2	4
Mysore	Chamaraja	55	4	2	2	4
Mysore	Chamaraja	59	4	2	2	4
Mysore	Chamaraja	65	4	2	2	4
Mysore	Chamaraja	73	4	2	2	4
Mysore	Chamaraja	76	4	4	4	8
Mysore	Chamaraja	81	4	2	2	4
Mysore	Chamaraja	86	8	4	4	8
Mysore	Chamaraja	87				
Mysore	Chamaraja	91	8	4	4	8
Mysore	Chamaraja	92				
Mysore	Chamaraja	93	4	2	4	6
Mysore	Chamaraja	96	4	2	2	4
Mysore	Chamaraja	98	4	2	2	4
Mysore	Chamaraja	107	4	2	2	4
Mysore	Chamaraja	116	4	2	2	4
Mysore	Chamaraja	120	4	2	2	4
Mysore	Chamaraja	132	4	5	4	9
Mysore	Chamaraja	137	4	2	2	4
Mysore	Chamaraja	142	4	2	2	4
Mysore	Chamaraja	169	4	2	2	4
Mysore	Chamaraja	209	4	2	2	4
Mysore	Chamaraja	214	4	2	2	4
Mysore	Narasimharaja	6	12	6	6	12
Mysore	Narasimharaja	8				
Mysore	Narasimharaja	9				
Mysore	Narasimharaja	13	8	4	4	8
Mysore	Narasimharaja	14				
Mysore	Narasimharaja	26	4	2	2	4
Mysore	Narasimharaja	30	4	2	2	4
Mysore	Narasimharaja	37	4	2	2	4
Mysore	Narasimharaja	54	4	2	2	4
Mysore	Narasimharaja	75	4	2	2	4
Mysore	Narasimharaja	81	4	2	2	4
Mysore	Narasimharaja	95	4	2	2	4

City	AC	PP	Planned Sample Size	Achieved Sample size		
				Total	Male	Female
Mysore	Narasimharaja	107	4	2	2	4
Mysore	Narasimharaja	126	4	2	2	4
Mysore	Narasimharaja	132	4	2	1	3
Mysore	Narasimharaja	150	4	2	2	4
Mysore	Narasimharaja	151	12	6	6	12
Mysore	Narasimharaja	159				
Mysore	Narasimharaja	161				
Mysore	Narasimharaja	165	4	2	2	4
Mysore	Narasimharaja	173	4	2	2	4
Mysore	Narasimharaja	175	4	4	4	8
Mysore	Narasimharaja	180	4	2	2	4
Mysore	Narasimharaja	163	8	2	4	6
Mysore	Narasimharaja	187				
Mysore	Narasimharaja	198	4	2	2	4
Mysore	Narasimharaja	206	4	3	3	6
Mysore	Narasimharaja	222	4	2	2	4
Mysore	Narasimharaja	227	4	4	5	9
Mysore	Narasimharaja	232	12	6	6	12
Mysore	Narasimharaja	233				
Mysore	Narasimharaja	234				
Mysore	Narasimharaja	266	4	1	1	2
Mysore	Narasimharaja	270	8	4	4	8
Mysore	Narasimharaja	274				

SUMMARY

53	PPs with a range of achieved interviews from 1 to 4
18	PPs with a range of achieved interviews from 5 to 8
7	PPs with a range of achieved interviews from 9 to 12
78	Total



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