



JANAAGRAHA CENTRE FOR CITIZENSHIP & DEMOCRACY

MEASURING WOMEN'S SAFETY PERCEPTIONS & STRENGTHENING COMMUNITY POLICING

HUBLI-DHARWAD

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	9
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. 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	27
4b4. Safety/security concerns citizens have in terms of times of day travelling/visiting places	30
4b5. Safety/security concerns citizens have in terms of travelling alone and in groups	32
4b6. Safety/security precautions which citizens take	33
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 include 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 citizens' 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 almost half of the population and there is a gap in understanding women's lived experiences, perceptions, and decision-making processes with regards to engaging in public spaces, this forms an important part of the landscaping need.

This report presents the findings from a quantitative household survey conducted with 422 citizens in Hubli-Dharwad (207 women and 215 men) on security perceptions in the city. Considering women represent 49.72% of the population in Hubli-Dharwad, 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.

The study 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 Hubli-Dharwad generally. In the case of all crimes, less than 5% of all citizens combined perceive them to be of a 'high' threat and more than 55% 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, pick-pocketing and drunk and disorderliness where more than 81% of citizens, both men and women worry about these.
- The most frequently reported crimes reflect those that citizens are most threatened by; chain snatching, pick pocketing, drunk and disorderliness and theft.

Safety concerns in terms of modes of transport

- Most citizens feel safest walking, on the bus or train or in an auto-rickshaw; with at least 93% of men and women (either alone or in groups, in the day or night) feeling 'quite' or 'very' safe to use these where they have a need.
- Across both men and women and both during the day and the night and in groups or alone, 74% or more feel safe to use all of transport options where there is a need.
- Only about half of women and 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

- In Hubli-Dharwad, both men and women appear to feel safe across all parts of their journeys (i.e. first mile, main bulk and last mile connectivity). The percentage of men and women feeling unsafe in each part of the journey either travelling alone or in a group is less than 2 percent which is remarkable.
- The greatest worry is there for visiting parks, public toilets, public transport stations, taxi/auto ranks, hospitals and government offices with more than 80% of citizens worrying about these when alone or in groups. When visiting places alone, additionally, more than 80% of citizens worry about visiting malls and police stations.
- Both men and women prefer to live in an area which is mostly residential. The majority of the remainder would prefer to live in an area which is a mix of residential and commercial. Very few citizens would prefer to live in a mainly commercial area.
- Despite most citizens suggesting they prefer a residential area to live in, they still, 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.

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.
- Almost all women restrict themselves (2% do not) at least to some extent about which times of day they travel outside while a fifth of men do not restrict themselves in this way in groups and 13% wouldn't when alone.

Safety concerns in terms of travel alone/in groups

- Just over a third (34%) of citizens in Hubli say they do not travel around the city or visit a public place alone. This is more so the case for women (43%) as compared with men (26%). 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

- Large proportions of men and women take a range of safety precautions when out alone or in groups (where relevant). At least half of citizens mention each of the listed precautions which range from caution around places travelling/visiting to carrying a weapon of self-defense and informing someone where they're going.
- Women's top precautions centre around the places they visit and telling someone where they're going. While men also avoid certain places/go only to familiar places and inform someone where they're going, their top precautions also include limiting their alcohol intake, keeping their phone ready to call someone and carrying an alarm.
- 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.
- Most men and women are asked by members of their household to take most safety precautions; this includes everything from things related to places of travel/visiting to informing of plans, avoiding using their phone, checking for child locks. However, proportionally more men and women indicate that women are asked to take precautions (72-88%, depending on the precaution) compared with men (65-75%, depending on the precaution).
- 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.

Police and policing

Familiarity with police

- 61% of women and 47% of men say they have never interacted verbally with their local police about anything.
- Muslim citizens, both men and women report more interactions with police than Hindu citizens, particularly Muslim men.
- Almost all citizens know where their nearest police station is.
- Both men and women are relatively familiar with the police officers and constables working in their area though men more so than women.
- Citizens are, however, less familiar with who the Station House Officer is in their local police station.

Familiarity with policing procedures and initiatives

- Large proportions of citizens are 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 and the Code of Criminal Procedure (CrPC).
- Citizens are least familiar with the CrPC (26% are not familiar) and larger proportions of women, as compared with men, are unfamiliar with each aspect, however.
- Likewise, most citizens are 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.
- However, considerably larger proportions of women, as compared with men, indicate they are not familiar with each aid, with 27% and 29% more women than men saying they don't know about the Women's Safety Division and the SCIM portal respectively.

General perception of police ability

- The general perception of the police is positive. For example, 86% of citizens 'agree' or 'strongly agree' that the police in their locality understand the issues that impact their community. There is little difference between men and women in this perception. Hindu citizens (27%), however, are proportionally more likely than Muslim citizens (21%) to say they 'strongly agree' that police understand the issues that impact their community.
- Between 81-85% of citizens 'agree' or 'strongly agree' that the 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.

Trust in aspects of policing

- There is great trust from citizens in police to arrive in a timely fashion if called with 92% of citizens believing this at least to some extent.
- 94% of citizens believe they will be treated fairly by the police if they call them, at least to some extent. However, men have greater trust in this entirely than women (41% compared with 36%).
- Most citizens believe the police will follow the five key parts of the Code of Criminal Procedure. Men are proportionally slightly more likely to trust the police to do these things as compared with women. However, Muslim citizens are proportionally much more likely than Hindu citizens to say they do not trust police at all to follow these procedures (16-26% of Muslim citizens compared with 6-9% of Hindu citizens).

Relationship between citizens and police

- Most citizens feel that all citizens are co-operative with police with 96% believing this to be the case at least to some extent.
- Most citizens are mostly of the opinion that police are kind to all citizens and treat them all fairly (57%).
- Muslim citizens (52%) are proportionally much more likely than Hindu citizens (32%) to say that police are selective in who they treat kindly and fairly.
- Most citizens (77%) think it is 'usually' or 'always' necessary to have connections to powerful people to get the police to do their job. Men (47%) are more likely than women (39%) to say this is 'always' necessary. Muslim men, more than Hindu men, are more likely to say this is 'usually' or 'always' necessary (92% compared with 78%).

Interactions with police

- The police are only the first port of call for an emergency at home for 25% of women and men. However, this is more so for Hindu citizens (29%) than Muslim citizens (7%).
- This is similar when considering an emergency while out in the city. Though the first port of call is police for proportionally more women than men and more so for Hindu citizens (36%) than Muslim citizens (21%).
- The main reason for not calling the police as a first port of call is because citizens do not believe they will arrive in time or be helped. This is interesting when compared with citizens' general perception that police will arrive in a timely fashion if called and that they will be treated fairly. Citizens may believe the police will do their best to come on time, given their resources but that this wouldn't be quick enough and may desire family/friends to help them engage with police.
- Only 21-32% (differing slightly by type of crime) of citizens would 'definitely' report the crime if it happened to them.
- Despite limited engagements between citizens and police, more than half of citizens believe citizens and police need to work more closely with police to ensure safety and security in their locality.

What makes citizens feel safe?

- The top 5 things which make citizens feel safe are as below:
 1. High police presence on the streets
 2. "Eyes on the street"
 3. Well-lit streets
 4. High female police presence specifically on the streets
 5. Good quality pedestrian walkways.

Access to the police seems to be something men favour slightly 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 more likely to make men feel safe than women (70% compared with 66%). Likewise, an assured fast police response will make 63% of men feel safe compared with 58% of women.

- There some amount 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.
- The idea of meeting more frequently with police to discuss local safety and security concerns had more than 90% of citizens saying this would make them feel safe to a 'great' or 'some' extent.
- Women, more than men noted they agreed that being able to reach out to a citizen intermediary who can help you navigate and engage with the police if needed, would make them feel safe (67% compared with 58% of men). Women, more than men, were also likely to note that increased patrolling would make them feel safer (57% compared with 50% of men).
- Men on the other hand are more likely than women to feel that more trust in the police to respond quickly in an emergency and more trust in fair treatment from police in an emergency would make them feel safer.

Impact of safety concerns on citizens

- Both men and women feel that safety concerns about their mobility around the city influence their quality of life. Men, however, are more likely than women to 'strongly agree' that this is the case.
- This is reflected in terms of actual mobility around the city with most citizens feel limitation to some extent (men and women equally).
- In terms of choice and location of occupation, safety concerns influence most citizen at least to some extent.
- 96% of working women said that their ability to take on specific roles and responsibilities within their chosen occupation are affected by safety concerns compared with 59% of men.
- Overall, safety concerns are perceived to influence economic opportunity by both men (89% 'agreeing' and 'strongly agreeing') and women (87%).

1c. Key Implications

Citizens do not feel a high threat from most crimes in Hubli-Dharwad and believe police are doing a good job at keeping the city safe overall and preventing minor and major crimes. There are high levels of trust in police when considering policing overall in the city. However, there is evidence from this research to suggest that there are several 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 in particular, but also worries about not being treated fairly, that the police wouldn't help or would be ill-mannered. To that end trust could be built by:
 - **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. Women generally have lower levels of trust in the police with regards to many aspects, as compared with men. They are unlikely to call them in an emergency, have less trust that they will come on time and that they will treat them fairly. They are also less familiar than men with their local police. Furthermore, access to police does not feature as highly on the list of things which makes women feel safe as it does for men. At the same time, they are less aware, as compared with men, 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 civic 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 police .**
 - **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 parks, public transport stations and public toilets. This could include information about locations like public transport stations 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.**
3. Despite most citizens knowing how to report a complaint or file a FIR, there is doubt from citizens on whether it is worth reporting a crime. Most citizens also believe it is usually or always necessary to have connections to powerful people to get the police to do their job. 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.**
4. 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. Furthermore, interactions between police and those of citizens who are Muslims are greater than those of Hindu faith, especially Muslim men. However, at the same time, Muslim citizens are far less likely than Hindu citizens to feel that the police understand the issues that impact their community and more likely to say that the police are selective in who they treat kindly and fairly. To that end:
- **Channels of communication between citizens and police need to be opened.**
 - **Police can work with Muslim citizens specifically to better understand the issues that impact their community.**
 - **Intermediaries can facilitate such channels of communication and ensure loop closure.**
 - **Existence of such channels of communication needs to be disseminated.**
5. 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.**
6. Crimes of concern to citizens are mainly chain snatching, theft, pick-pocketing and drunk and disorderliness and overall, citizens are more likely to be worried than not about visiting many different specific public places. However, citizens feel safe while travelling in all parts of their journey and across all transport options. To that end it would be useful to:
- **Increase patrolling in 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 Hubli-Dharwad. 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 Hubli-Dharwad 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 include 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 in India, 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 2013 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/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.

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]

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.

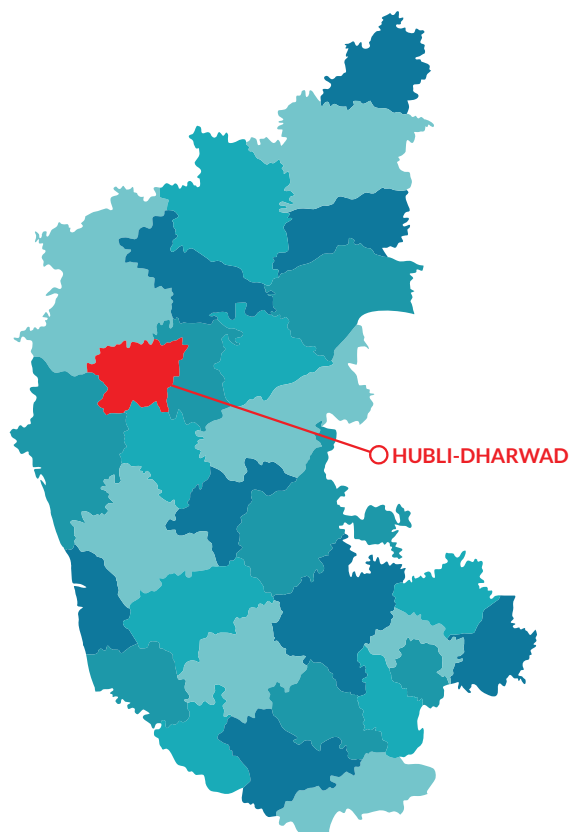
Overall, the police and citizen volunteers perceive improved relations and improved familiarity between citizens and the police. In fact, there seems to be a sense of improved community relations more generally with citizens in the follow-up survey being more likely than before to help their neighbours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

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 49.72% of the population in Hubli-Dharwad 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.

Hubli-Dharwad is a Municipal Corporation city in the district of Dharwad, Karnataka. The Hubli-Dharwad Municipal Corporation has a population of 943,788 of which 474,518 are males while 469,270 are females¹. 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 Hubli-Dharwad from 160 in 2016, to 143 in 2017 and 216 in 2018¹².



Hubli-Dharwad

- Located in the north-west of Karnataka
- Tier 2 twin-cities
- Population of 9.43L
- 17 police stations of which one is a fully female-only station
- 4 Traffic Police hubs
- Crimes against women registered with the police has reduced in Hubli-Dharwad from 160 in 2016, to 143 in 2017 and 216 in 2018¹².

This report presents the findings from a quantitative household survey conducted with 422 citizens in Hubli-Dharwad (207 women and 215 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 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 Hubli-Dharwad, that predominantly have urban wards, were identified. Table 1 outlines these ACs in Hubli-Dharwad and the number of Polling Parts in each AC.

Table 1: Number of polling parts in the urban ACs of Hubli-Dharwad

AC Name	No. of Polling Parts
Dharwad	231
Hubli-Dharwad East	210
Hubli-Dharwad Central	253
Hubli-Dharwad West	266

To achieve a representative sample with a 95% confidence level and 5% confidence interval, an achieved sample of 384 citizens was required, given Hubli-Dharwad's population of 9.44¹⁴ 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 25 polling parts from each Assembly Constituency. Eleven of the PPs sampled were found to belong to rural wards. This happened because although the selected ACs are predominantly urban, parts are still rural. These 11 PPs were replaced with randomly selected PPs which did fall in urban wards.

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.

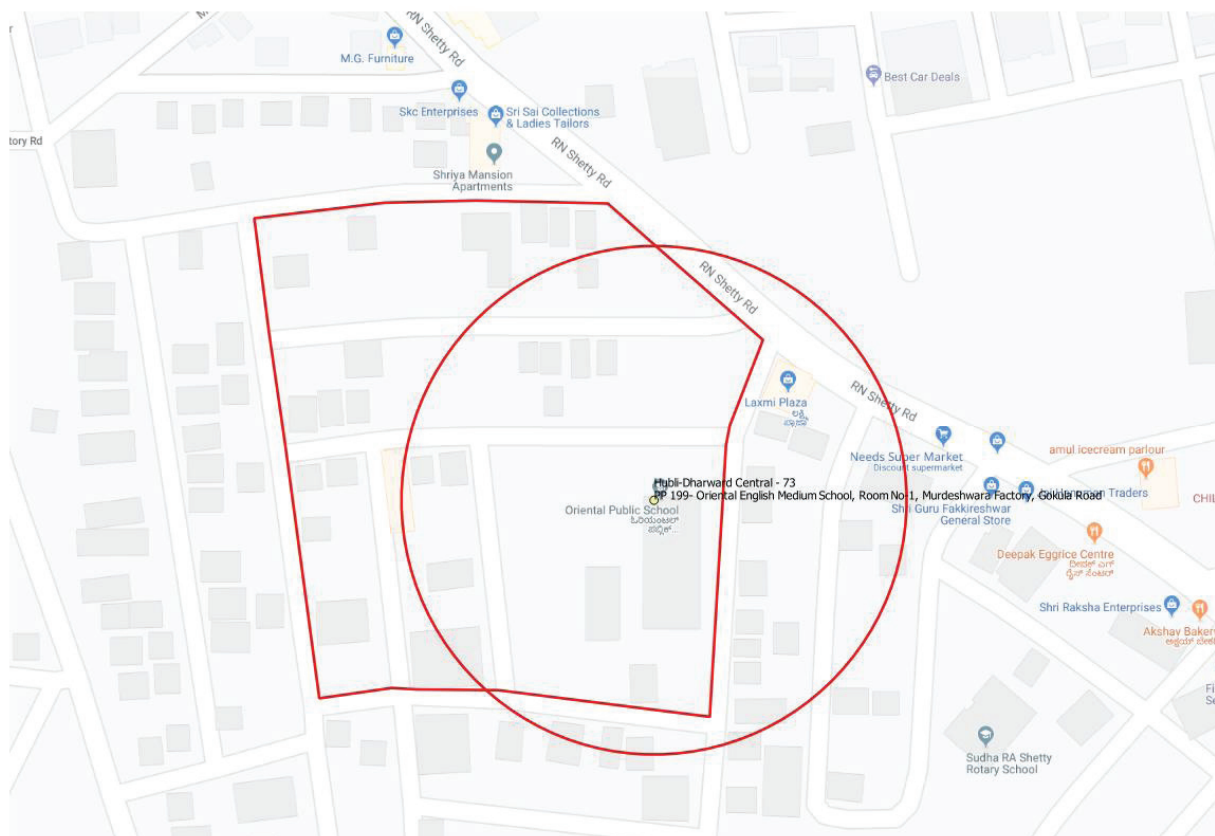


Figure 1: Example 100m radius drawn around polling station location and boundary derived.

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 Hubli-Dharwad, this was done in the case of 16 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 Hubli-Dharwad:

Table 2: Number of Polling Parts combined in Hubli-Dharwad

Number of PPs combined	For how many PPs this was done
2 PPs combined	30 combined to 15
3 PPs combined	3 combined to 1
4 PPs combined – 2 road boundary blocks created ¹⁶	4 combined to 1

16. For AC71-PP 208, AC71-PP57, AC71-PP168 and AC 74-PP92 we had to create a 175-metre map because for all these four PPs the polling station location was same.

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 'chinthe' 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 three interviews, which were done in English, were done in Kannada. Table 3 gives the achieved vs planned number of interviews for Hubli-Dharwad by polling part size.

Table 3: Planned vs. achieved number of interviews by PP map size

PP map radius	Polling Parts		Interviews (n)					
			Male		Female		Total	
	Planned	Actual	Planned	Achieved	Planned	Achieved	Planned	Achieved
100 metres	63	66	126	139	126	136	252	275
125 metres	15	15	60	60	60	59	120	119
150 metres	1	1	6	5	6	6	12	11
175 metres	1	1	8	11	8	6	16	17
Total	80	83	200	215	200	207	400	422

As shown in Table 3, the achieved sample comprised of 22 more surveys than required overall. Twenty-two additional surveys were achieved in PPs with a radius of 100m. For three PPs, replacements were requested by the field team because they were deemed very commercial areas (i.e. with limited residences) but in the end, interviews were achieved in both the original and replaced PPs. There was one interview short in both PPs of 125m and 150m and one extra in PPs with a radius of 175m.

The variation from the planned sample is minimal and there are more-than-planned women and men in the sample. The final sample is representative at the 95% confidence level with a 5% confidence interval. For polling part level details for the number of interviews refer to Appendix 1.

Figure 2 depicts the PP locations (centre of the radius) in Hubli-Dharwad 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.

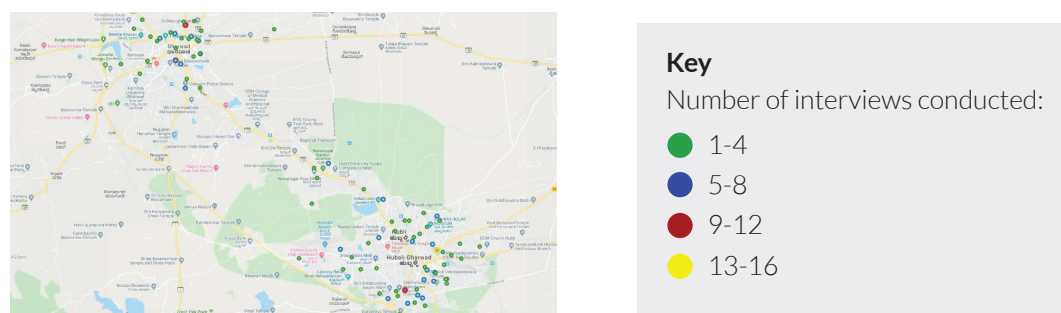


Figure 2: Visual depiction of PPs by range of interviews achieved in Hubli-Dharwad.

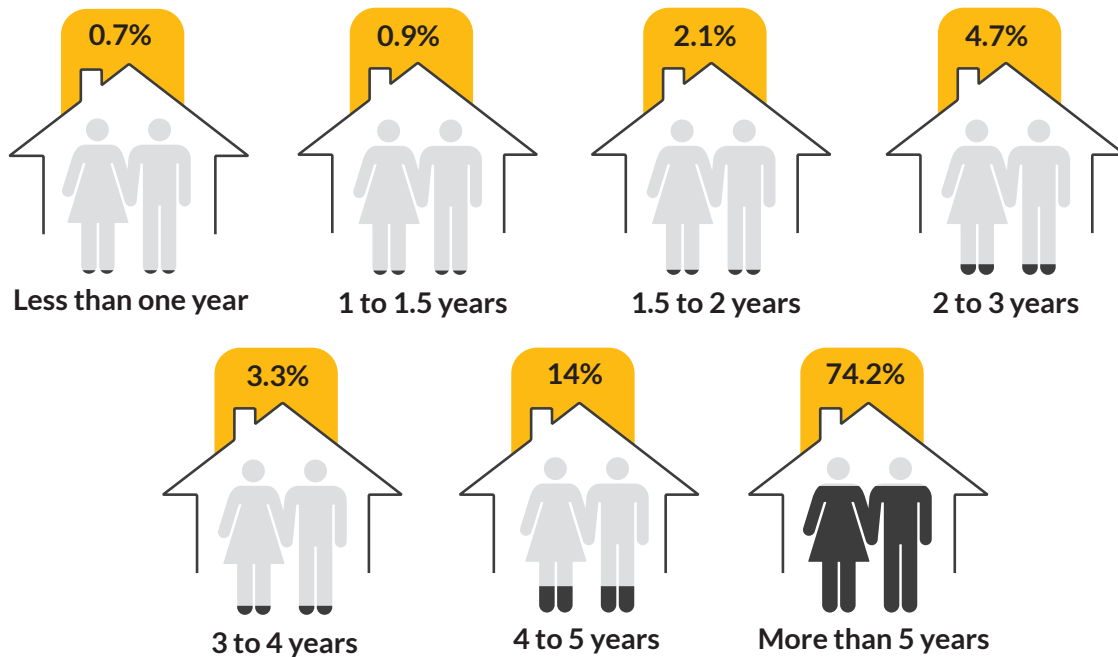
Table 4: Summary of interviews achieved by polling parts

Number of Polling parts	Range of interviews
59	PPs with a range of achieved interviews from 1 to 4
21	PPs with a range of achieved interviews from 5 to 8
2	PPs with a range of achieved interviews from 9 to 12
1	PPs with a range of achieved interviews from 13 to 16
83	Total

4a2. Sample demographics

Most of the citizens surveyed (74%) have lived in the area for more than 5 years with a further 14% having lived there for between 4-5 years.

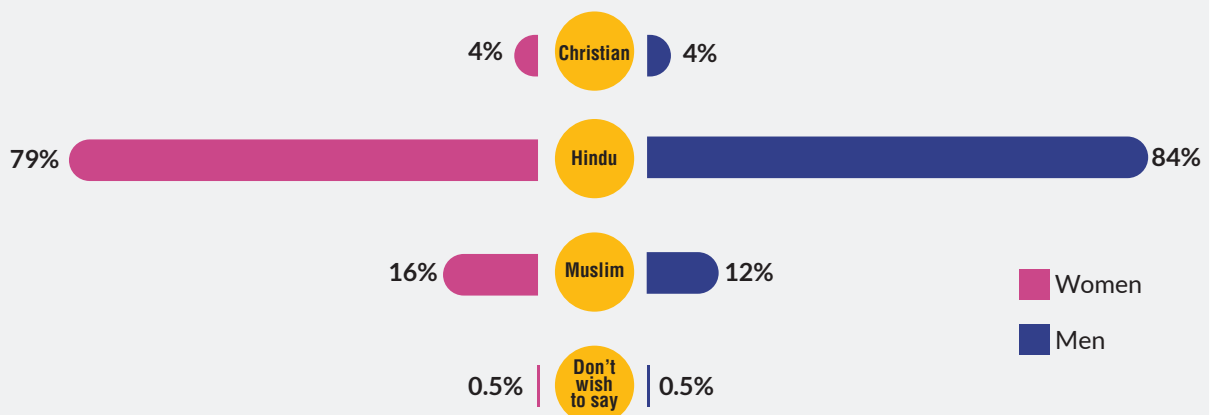
Years lived in the area



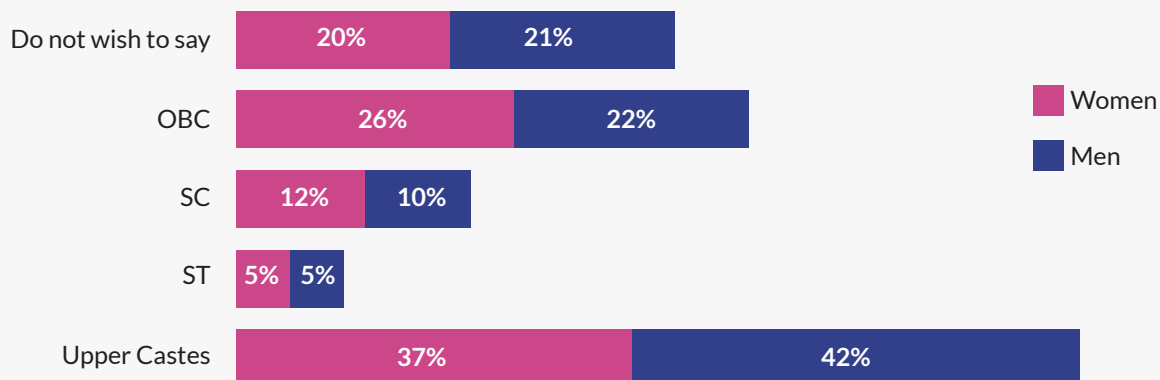
Except 16 respondents, none have indicated they suffer from a disability. Out of those 16 who said they do, eight note low-vision as their disability while the remainder note a range of different disabilities from Cerebral Palsy to Muscular Dystrophy or a hearing impairment. No one identified out-rightly as gay though 45% did not wish to mention their sexuality.

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.

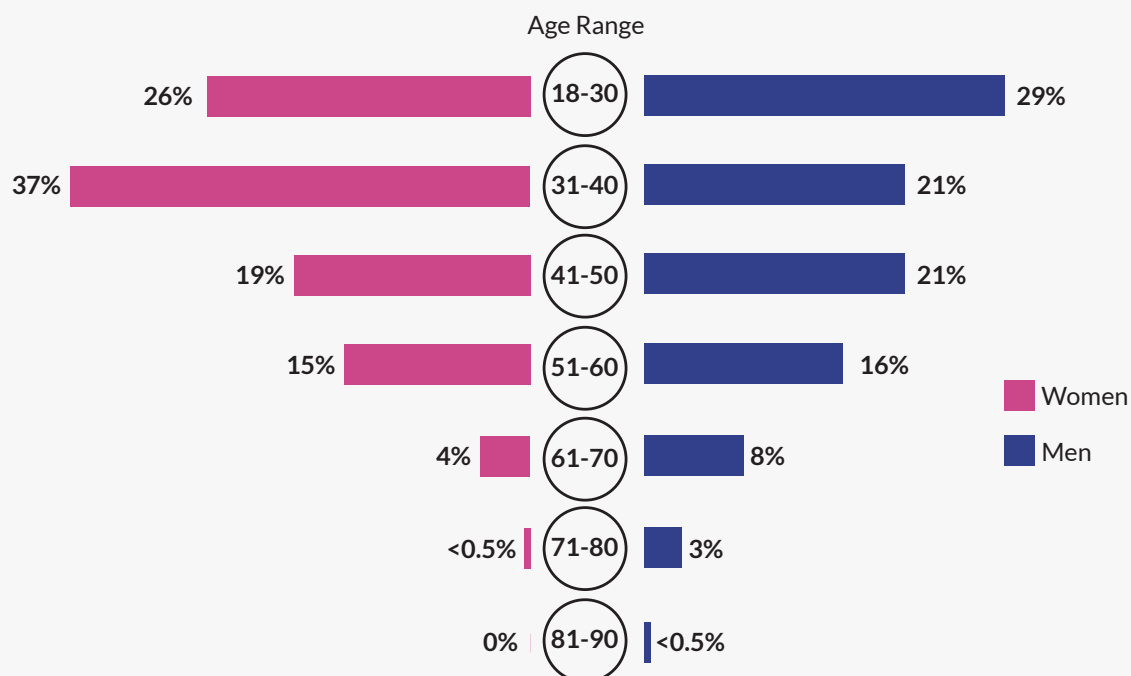
Respondents' religion



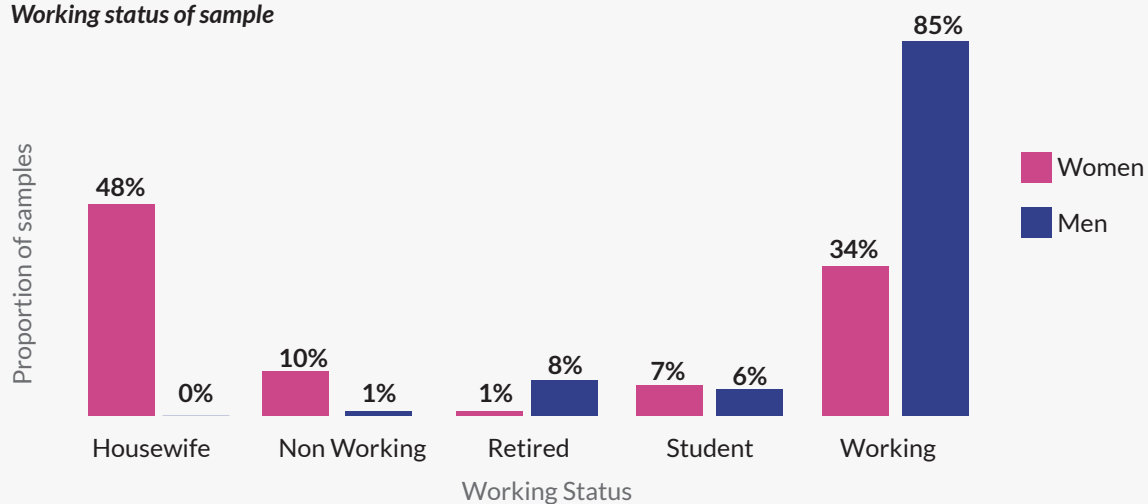
Respondents' Caste



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 Hubli-Dharwad. In the case of all crimes, less than 5% of all citizens combined perceive them to be of a high threat and more than 55% feel they are no threat at all.

Table 5 shows the crimes with the larger proportions of citizens (broken down by men and women) perceiving them to be of 'some' or a 'high' threat. They are compared with proportions feeling they are 'no threat'. 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 Hubli-Dharwad

Crime	Women (%)		Men (%)	
	Some or high threat	No threat	Some or high threat	No threat
Drunk and disorderliness	39	57	42	55
Leering	35	57	37	60
Negligent driving	35	60	37	60
Traffic accidents	37	57	34	63
Car-jacking	28	65	32	64
Illicit liquor	30	66	32	65
Pick-pocketing	28	69	31	67
Illegal drugs	26	70	31	67
Hooliganism/rowdy behaviour	25	69	30	67
Chain snatching	28	70	29	68

Overall, men perceive threats of crime more than women. As can be seen from Table 5, and is evident across all crimes, except traffic accidents, men are slightly proportionally more likely to say crimes are a threat and generally less likely to say they are of no threat (except for the crime of leering for the latter). The crimes which are perceived of most threat come from traffic accidents, drunk and disorderliness and leering as well as negligent driving. This is followed by crimes like illicit liquor, car-jacking and pick-pocketing which are seen as more threat than, arguably, more serious crimes like sexual assault and murder; neither 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 slightly different with only 15-44% of citizens not worrying about being the victim of most crimes. In the case of three crimes; chain snatching, theft and pick-pocketing, worry is even higher with 81% of citizens, both men and women worrying about these as shown in Table 6. The next most worrying crime is drunk and disorderliness with a slightly-reduced proportion of those who worry. There is therefore more worry about crimes happening to individuals themselves than perceived in Hubli-Dharwad in general.

It also important to note that for all except a few crimes (murder, gun violence, knife violence and road rage), the proportion of Muslim citizens who would worry about these happening to them is less than the proportion of Hindu citizens. This holds true for when they're travelling alone or in a group to different degrees for different crimes. For example, 63% of Hindu citizens worry about verbal harassment while alone compared with 48% of Muslim citizens and 79% of Hindu citizens worry about leering while alone compared with 62% of Muslim citizens.

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

	Worry (day and/or night)			
	Women (%)		Men (%)	
Crime	Alone	In Groups	Alone	In Groups
Theft	90	87	88	87
Chain snatching	89	87	89	89
Pick pocketing	89	85	89	87
Drunk and disorderliness	85	84	85	81

Experiences of crime

There is not one crime listed which at least a handful of men and women haven't experienced either while alone or in groups. This includes all types of crime from petty crimes like pick-pocketing through to sexual assault and (attempted) murder.

The most frequently reported crimes reflect those which citizens are most threatened by; chain snatching, pick pocketing, drunk and disorderliness and theft. As shown in Table 7, this is consistent across men, women and when alone or in groups. However, additionally, leering and traffic accidents are also frequently reported. Interestingly, despite Muslim citizens feeling more threat from murder, gun violence, knife violence and road rage, they report less experience of these than Hindu citizens.

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

	Experienced the crime			
	Women (%)		Men (%)	
Crime	Alone	In Groups	Alone	In Groups
Chain snatching	42	40	42	41
Pick-pocketing	41	38	44	40
Drunk and disorderliness	43	45	42	40
Leering	43	39	40	35
Theft	40	37	42	40
Traffic Accidents	41	36	37	40

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

	Experienced the crime			
	Women (%)		Men (%)	
Crime	Alone	In Groups	Alone	In Groups
Sexual assault/harassment	24	20	22	20
Physical assault	23	21	21	20
Physical assault related to sexuality	21	17	19	20
Domestic violence	30	25	26	25
(Attempted) murder	22	21	21	19
Knife violence	26	23	25	20
Gun violence	20	21	21	16

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, 74% or more feel safe to use all of transport options where there is a need. Across the board there is less need (about half of citizens say they have no need at any time – either day or night or when alone/in groups) to use the metro for both genders while two-wheelers, cycles and cars are used less frequently by women than men.

As Tables 9 and 10 show, out of those who have a need for the transport options during the day or night, 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. However, across the board, as mentioned, most citizens tend to feel safe. There is not a great deal of variation between men and women in their safety perceptions related to transport options.



There is not a great deal of variation between men and women in their safety perceptions related to transport options.

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

	% feeling 'quite' or 'very' safe using mode of transport			
	Women (%)		Men (%)	
Transport	Alone	In Groups	Alone	In Groups
Walking	99	98	97	98
Bus	100	98	98	100
Train	96	97	96	98
Auto Rickshaw	98	95	96	94
Metro	96	91	88	90
Cab	86	86	90	89
Ride share	83	85	88	88
Two-wheeler	87	86	89	89
Cycle	81	82	86	86
Car	87	89	91	86

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)

	% feeling 'quite' or 'very' safe using mode of transport			
	Women (%)		Men (%)	
Transport	Alone	In Groups	Alone	In Groups
Walking	93	95	94	95
Bus	98	97	96	98
Train	96	96	95	96
Auto Rickshaw	93	95	89	96
Metro	93	92	93	92
Cab	82	91	89	89
Ride share	80	84	82	88
Two-wheeler	84	86	77	78
Cycle	81	87	77	75
Car	85	87	84	84

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, only about half of men and women say they do, both while travelling alone and while travelling in a group. Less than 10 percent of men and women recorded that it is only sometimes they have access to transport that makes them feel safe while travelling alone or in a group while the remainder say they do not have access to transport that makes them feel safe.

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	48	51	49	50
No	45	41	45	46
Sometimes	7	8	6	4



Only about half of women and men have regular access to transport that makes them feel safe while travelling alone and in groups.

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

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). In Hubli, both men and women appear to feel safe across all parts of their journeys. As shown in Table 12, the percentage of men and women feeling unsafe in each part of the journey either travelling alone or in a group is less than 2 percent which is remarkable.

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	0	0	<0.5	0
Main bulk	<0.5	0	1	1
Last mile connectivity	<0.5	1	2	2

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 'chinthe' 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 impact on their actions or how they feel when undertaking such actions.



While travelling, both women and men feel safe across all parts of their journey.

When considering specifically travelling to the airport, to the outskirts of the city or the highway, responses are shown in Table 13. For 40% of citizens (women more than men), travelling to the airport is not relevant either alone or in groups. For smaller proportions, 12-18%, travelling to the outskirts of the city or on the highway is not relevant. This is more so for women than men. For those it is relevant, two-thirds or more worry about each of the journeys. Men worry more than women while alone but when in groups worry slightly less than women and equally to women when going to the airport. Trends are similar when considering night or day-time travel.

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	66	69	72	69
To/from outskirts of the city	75	77	79	75
On the highway	76	80	79	74

Specific places

In terms of safety when visiting specific places in a group or alone, it is possible to see from Figures 3 and 4 that at least 63% 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. When alone, larger proportions of men worry about visiting all the places listed, except shopping malls (see Figure 3). In the case of travelling in groups, slightly smaller proportions of men than women worry about visiting areas that are mostly commercial, hospitals and malls.

The greatest worry is there for visiting parks, public toilets, public transport stations, taxi/auto ranks, hospitals and government offices with more than 80% of citizens worrying about these when alone or in groups. When visiting places alone, as shown in Figure 4, additionally, more than 80% of citizens worry about visiting malls and police stations.

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 though many citizens worry about visiting at either time-point; Twenty-eight percent of citizens worry about visiting them alone during the day (compared with 20% during the night and 26% during both the day and night) and 24% worry about visiting them in groups during the day (compared with 19% during the night but 27% during both the day and night). Overall, women are only slightly less likely than men to say they don't worry about visiting a police station at any time, both when alone and in groups.

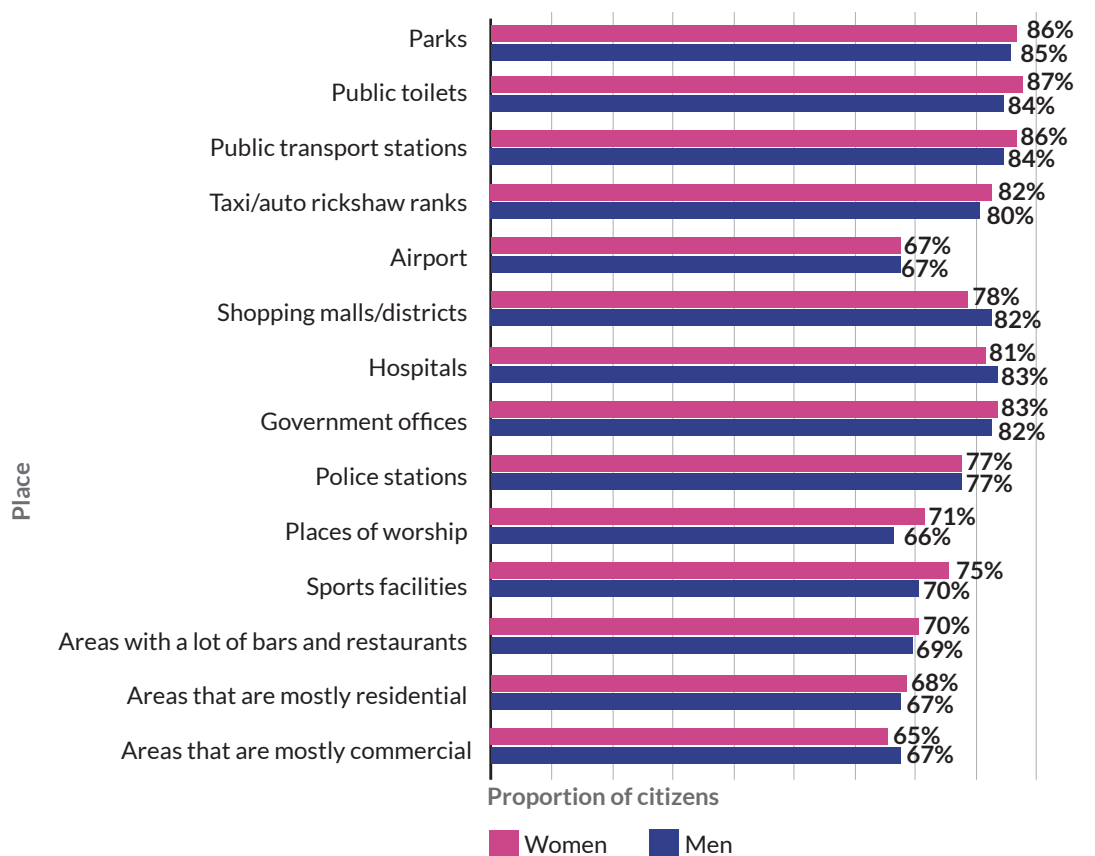


Figure 3: Proportion of citizens who worry about visiting each public place either in the day and/or night while out in groups

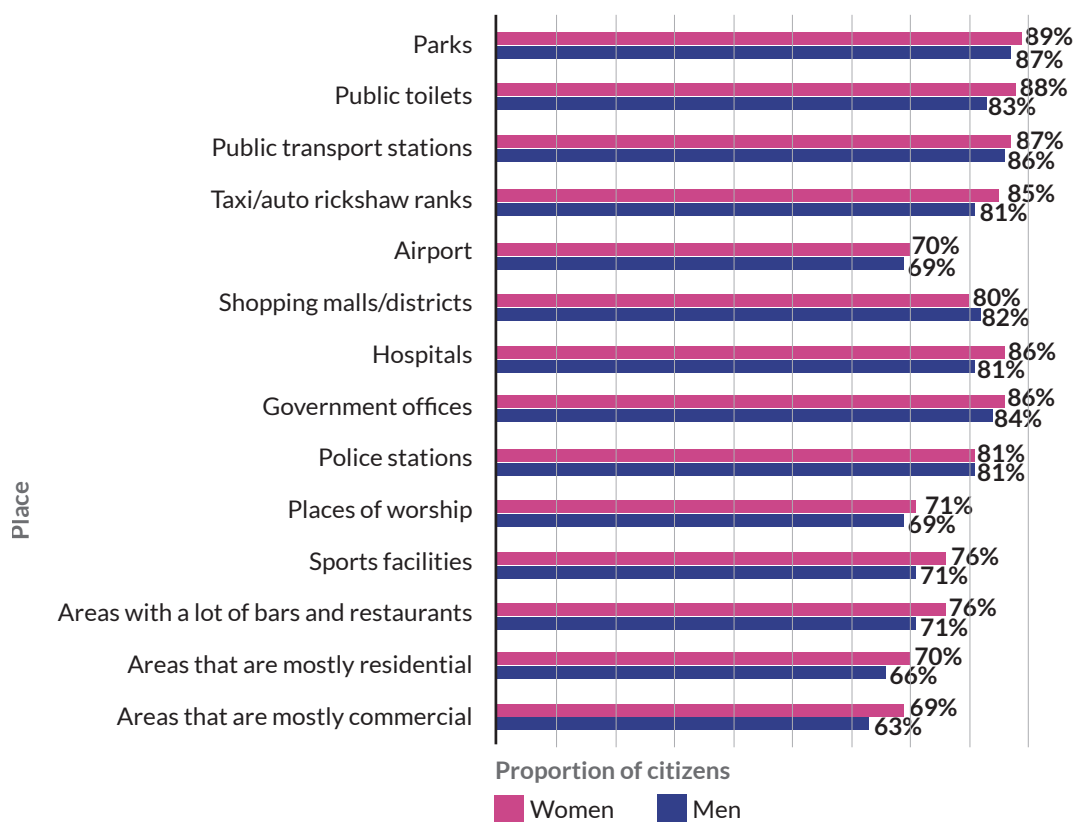


Figure 4: Proportion of citizens who worry about visiting each public place either in the day and/or night while alone

Specific places to live

As can be seen in Table 14, both men and women prefer to live in an area which is mostly residential. The majority of the remainder would prefer to live in an area which is a mix of residential and commercial. Very few citizens would prefer to live in a mainly commercial area.

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

	Women (%)	Men (%)
Mainly residential	54	54
Mainly commercial	3	5
A mix of both residential and commercial	43	41

Despite most citizens suggesting they prefer a residential area to live in, they still, 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. The lowest proportion of citizens feel it is important to have bars nearby where they live, followed by restaurants. This bears a strong relationship with what makes citizens feel safe. As mentioned later, 71% of citizens feel that 'eyes on the street' make them feel safe. Essentially, they feel safe when there are people around which is more likely around amenities.

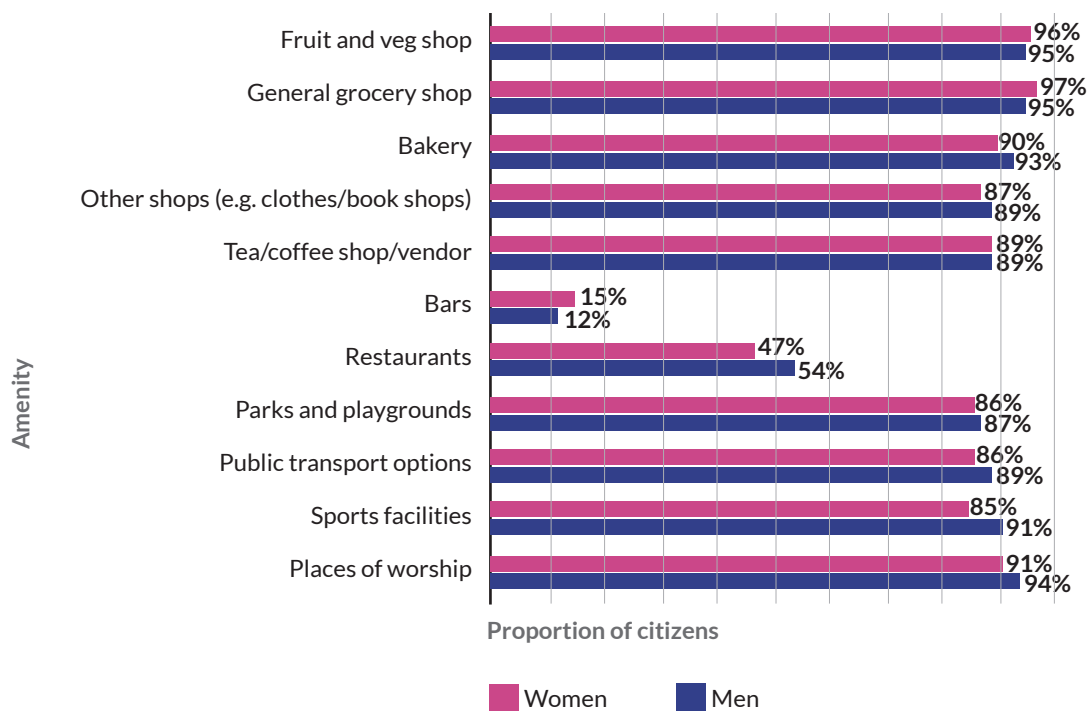


Figure 5: Extent citizens 'agree' or 'strongly agree' it is important for them to have each amenity near their home

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.

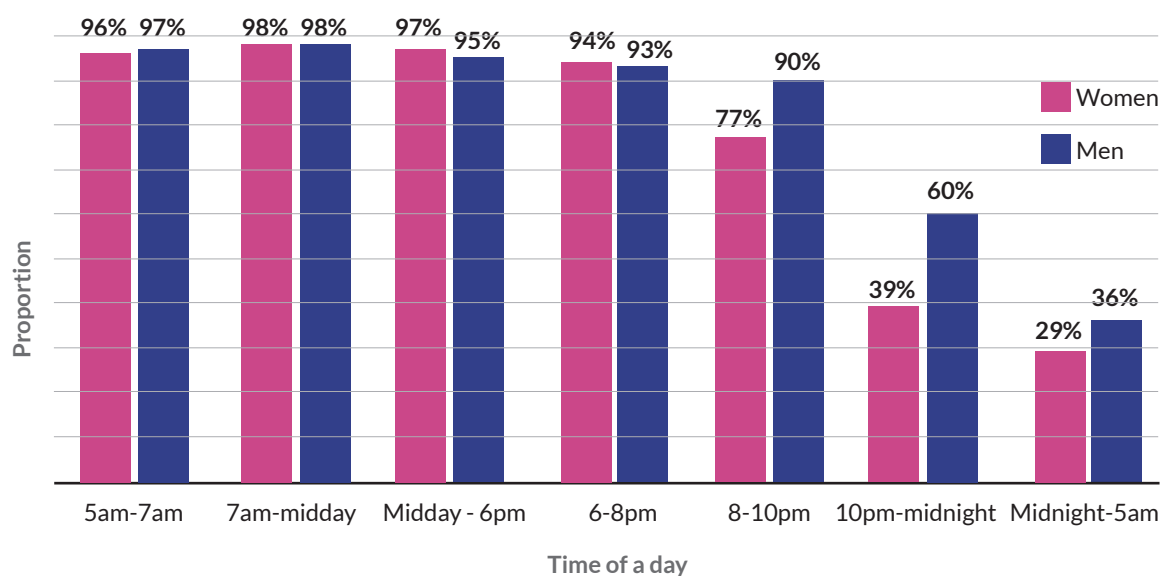


Figure 6: Proportion of citizens who feel 'quite' or 'very' safe out alone at different times of day

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

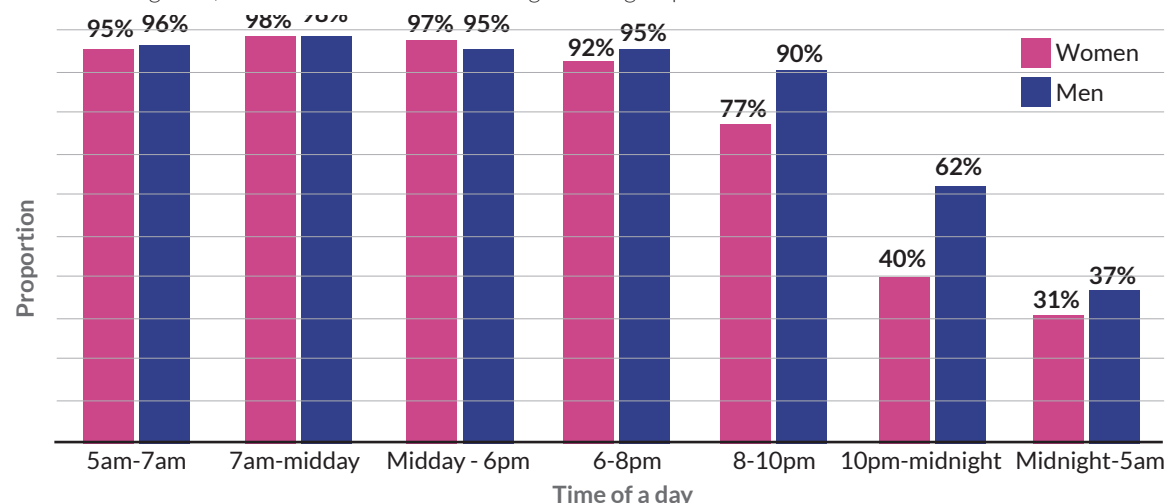


Figure 7: Proportion of citizens who feel 'quite' or 'very' safe out in groups at different times of day

This perception of safety is reflected in the fact that generally the times men wouldn't travel alone or in groups are from 10pm to 5am and for women from 8pm to 5am. 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, 61% of citizens report that the head of the household feel that adult males over the age of 21 can stay out until 10pm or later while this is only 46% for adult women of the same age. However, 13% 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 more likely to say they'll go out at any time in a group (20%) and again, much more likely than women (2%).



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



13% of men would go out alone at any time of day, compared with just 2% of women.

In terms of restrictions placed on women travelling alone at different times of the day, responses are somewhat split with large proportions of women saying women are allowed out at any time (37%) and women are allowed out only until 8pm (44%). Responses from men about women in the household, suggest they're more likely to think women can stay out later, until 11pm (12% of men compared with 6% of women). In terms of any restrictions placed on men, most men (52%) and women (47%) believe they can go out at any time though again, a large proportion of both women (31%) and men (37%) believe they can only go out during the day until 8pm.

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

Just over a third (34%) of citizens in Hubli-Dharwad say they do not travel around the city or visit a public place alone. This is more so the case for women (43%) as compared with men (26%). Women of Muslim faith are more likely to say they never go out alone (52%) than Hindu women (41%).

When asked why they do not go out alone, as shown in Table 15, there are several reasons. For both women and men this is most often because of safety reasons, predominantly dictated by their families but also by themselves. While both men and women suggest there are other reasons, it is safety which drives the largest proportion.



43% of women indicate they do not travel around the city alone, predominantly 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	42	43
I do not want to because of safety reasons	33	29
I am not allowed by family for other reasons	12	11
I do not want to because of other reasons	14	16

*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 (38%) than men (32%).

Out of the 145 citizens who say they do not go out alone, 49 said they do go out in groups. However, 96 said they do not. This group who indicate they never go out, either alone or in groups, comprises slightly more of women (56%) than men (44%). In the case of women, this is predominantly housewives but also working women and is more Muslim women (30% of Muslim women) than Hindu women (24% of Hindu women). In the case of men, all but five were working. 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 almost 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.

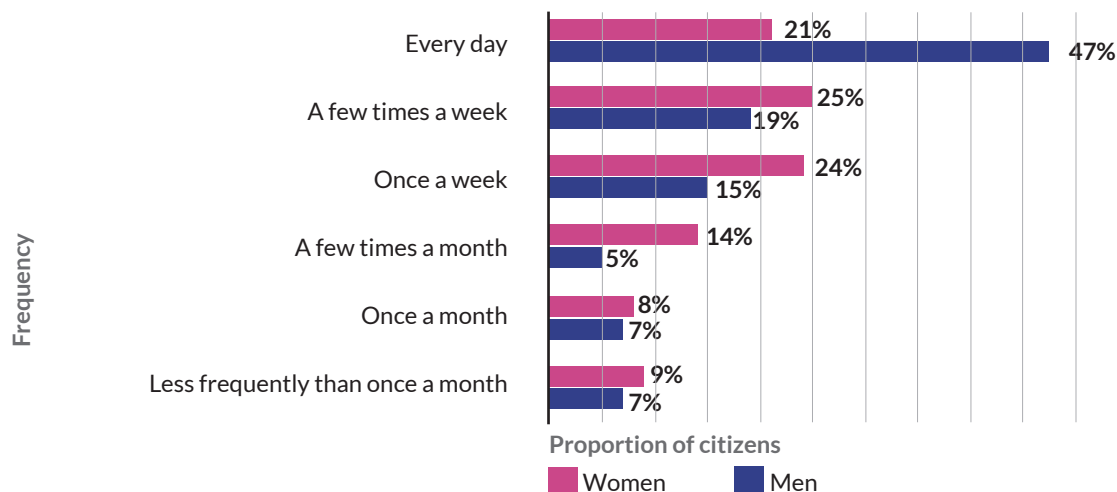


Figure 8: Frequency citizens go out alone

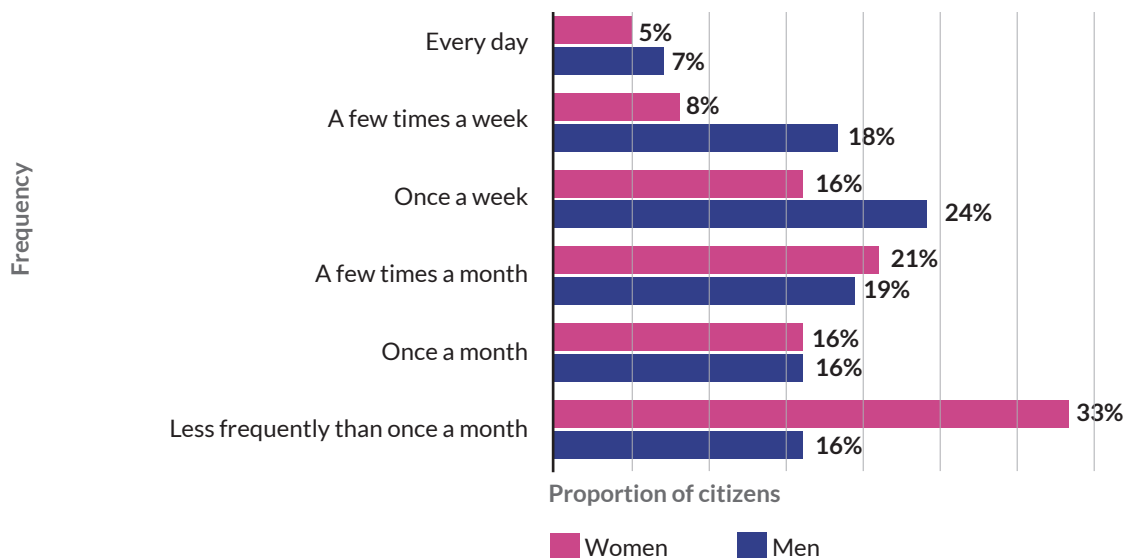


Figure 9: Frequency citizens go out in groups.

4b6. Safety/security precautions which citizens take

Large proportions of men and women take a range of relevant safety precautions when out alone or in groups. At least half of citizens mention each of the listed precautions which range from caution around places travelling/visiting to carrying a weapon of self-defense and informing someone where they're going. When in groups, women are proportionally more likely than men to take each precaution. When alone, women are proportionally more likely than men to take precautions around places travelling and visiting though similar proportions indicate taking precautions such as not listening to music on headphones and sending a live location to someone.

In terms of what relevant precautions the largest proportions of women and men take, these differ, as shown in Tables 16 and 17. Women's top precautions centre around the places they visit and telling someone where they're going. While men also avoid certain places/go only to familiar places and inform someone where they're going, their top precautions also include limiting their alcohol intake, keeping their phone ready to call someone and carrying an alarm.



Women's top safety precautions centre around the places they visit and telling someone where they're going.

Table 16: The top precautions the largest proportion of women take (where relevant) ¹⁷

	Women (%)	
	Alone	Groups
I tell a family member/friend where I am going/my plans	92	91
I travel only on well-lit routes	91	90
I travel only on familiar routes	90	90
I make sure I'm hyper aware of my surroundings	87	89
Avoid certain public places	89	92

Table 17: The top precautions the largest proportion of men take (where relevant)¹³

	Men (%)	
	Alone	Groups
Limit alcohol intake	85	84
Avoid certain public places	78	69
Keep phone ready to call someone	73	64
I tell a family member/friend where I am going/my plans	73	73
Carry a rape alarm	72	57
Go only to familiar places	70	67

For both men and women, many safety precautions are deemed 'not relevant'. In some cases, however, 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.

Interestingly, the vast majority of men and women are asked by members of their household to take most 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 locks. However, proportionally more men and women indicate that women are asked to take precautions (72-88%, depending on the precaution) than men (65-75%, depending on the precaution).

As Table 18 shows, men are proportionally more likely to indicate that they themselves make most of the decisions about whether and what safety precautions they take both when they're alone (69% compared with 47% of women) and in groups (44% compared with 29% of women). When alone, the largest proportion of women say they do make the decisions themselves, however, when in a group, most women say these decisions are driven by both them and their friends/family.



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

Table 18: 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	47	29	69	44
My friends and family	27	24	11	26
Both my friends and family and I do	25	47	19	30

17. 'Hiding a disability' is done by a high proportion where relevant but is not relevant to many citizens here so is not listed.

4b7. Perceptions of police and policing

Familiarity with police

61% of women and 47% of men say they have never interacted verbally with their local police about anything. Those that have, do so infrequently with only 12% of women doing this once a month or more frequently while for men this proportion is higher at 22%. Muslim citizens, both men and women, report more interactions with police than Hindu citizens, particularly Muslim men. 58% of Muslim women and only 24% of Muslim men compared with 63% of Hindu women and 52% of Hindu men say they have never interacted with their local police.

Despite limited interactions, as shown in Figure 10, both men and women are relatively familiar with the police officers and constables working in their area (men more so than women). There is little difference between those of different faiths with regards to this. Citizens are, however, less familiar with who the Station House Officer is in their local police station (27% of women compared with 41% of men).

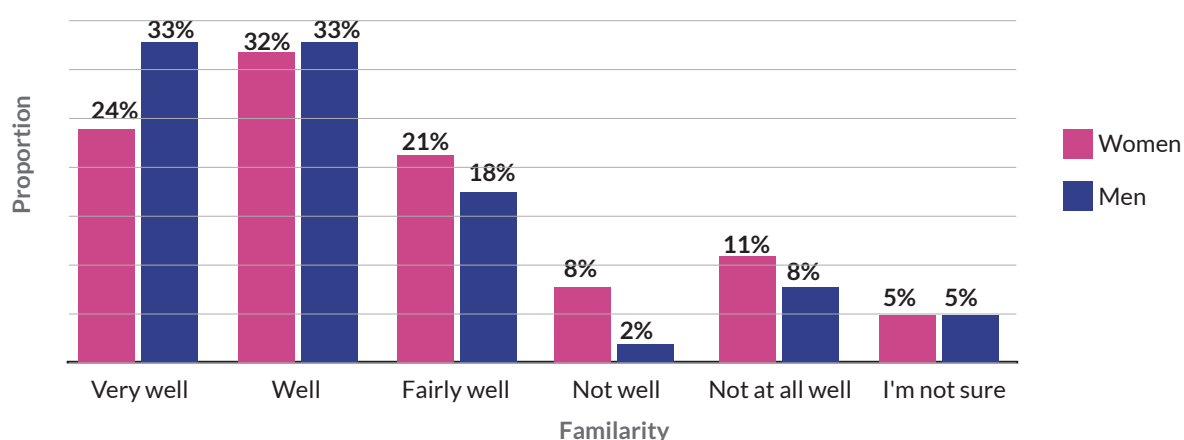


Figure 10: Showing how well citizens know the police officers/constables working in their area.

Furthermore, the vast majority of citizens definitively know where their nearest police station is, as shown in Figure 11.

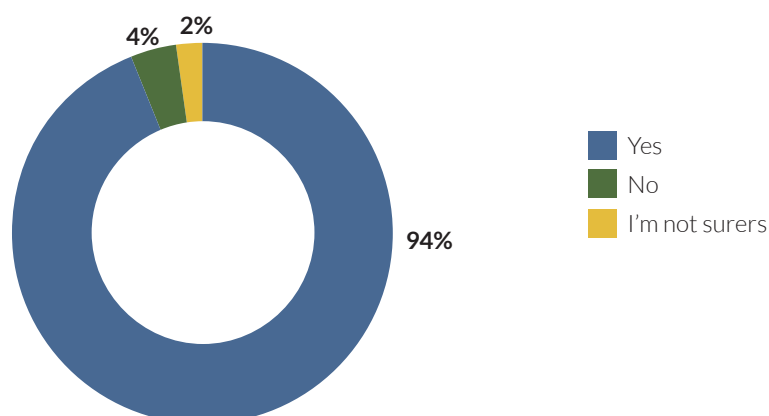


Figure 11: Proportion of citizens who know where their nearest police station is

Familiarity with policing procedures and initiatives

In terms of procedural aspects of policing, most citizens are at least familiar with each of the aspects. Citizens are least familiar with the CrPC (26% are not familiar). However, as shown in Table 19, larger proportions of women, as compared with men, are unfamiliar with each aspect.

Table 19: Proportion of citizens who are not familiar with different procedural aspects of policing

	Women (%)	Men (%)
Filing a complaint	23	3
Filing a FIR	31	10
Presence of a female officer with a female citizen	29	13
The CrPC	34	17

In terms of aids which support safety and security in Hubli-Dharwad, likewise, most citizens are aware of these as shown in Table 20. However, considerably larger proportions of women, as compared with men, indicate they are not familiar with each aid, with 27% and 29% more women than men saying they don't know about the Women's Safety Division and the SCIM portal respectively. So, even in the case of a division made especially for the safety of women, men are more likely to know about it than women, its main intended beneficiaries.

Table 20: Proportion of citizens who are not familiar with different aids which support safety and security in Hubli-Dharwad

	Women (%)	Men (%)
The Karnataka State Police app	22	9
Contact number for your local police	12	7
Emergency number for the police	13	5
ERSS set up by MHA	34	13
Emergency response systems through cab companies	38	11
The 'Women Safety Division'	31	10
The Safe City Implementation Monitoring (SCIM) portal	39	10

General perception of police ability

When considering a general perception of the police, this is positive. For example, 86% of citizens 'agree' or 'strongly agree' that the police in their locality understand the issues that impact their community. There is little difference between men and women in this perception. Hindu citizens (27%), however, are proportionally more likely than Muslim citizens (21%) to say they 'strongly agree' that police understand the issues that impact their community.

More than half of citizens (59%) note that police make rounds in their neighbourhood at least once a day. In fact, 25% of men believe they do this thrice a day, while only 19% of women think this.



Women are less familiar than men with different safety aids, even those specifically aimed at women.



86% of citizens feel that the police in their locality understand the issues that impact their community.

Furthermore, between 81-85% of citizens 'agree' or 'strongly agree' that the 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.

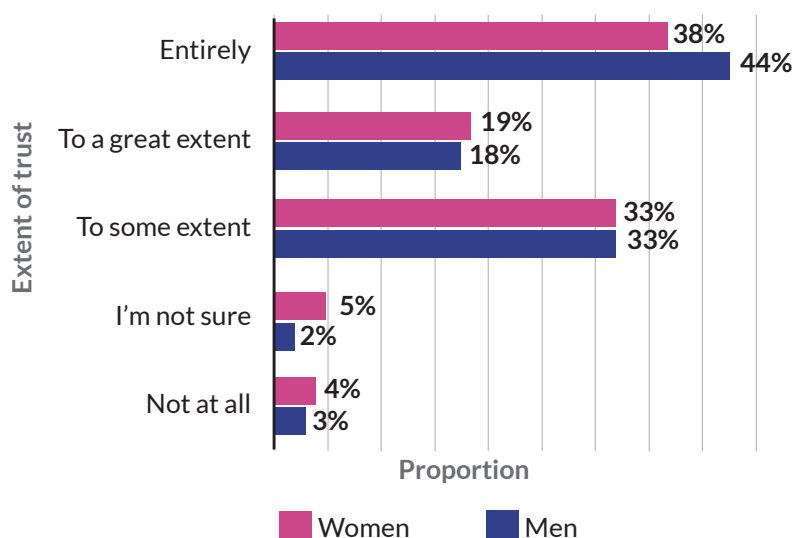
Trust in specific aspects of policing if a citizen themselves/someone they know is in need

As shown in Table 21, perceptions of police being able to resolve a safety/security problem experienced specifically by the citizen are just as positive as beliefs about policing in general in Hubli-Dharwad.

Table 21: Extent of agreement that police can resolve a safety/security issue experienced by the citizen themselves in their area.

	Women (%)	Men (%)
Strongly agree	29	28
Agree	59	57
Neither agree nor disagree	4	8
Disagree	5	3
Strongly disagree	2	1
I'm not sure	1	3

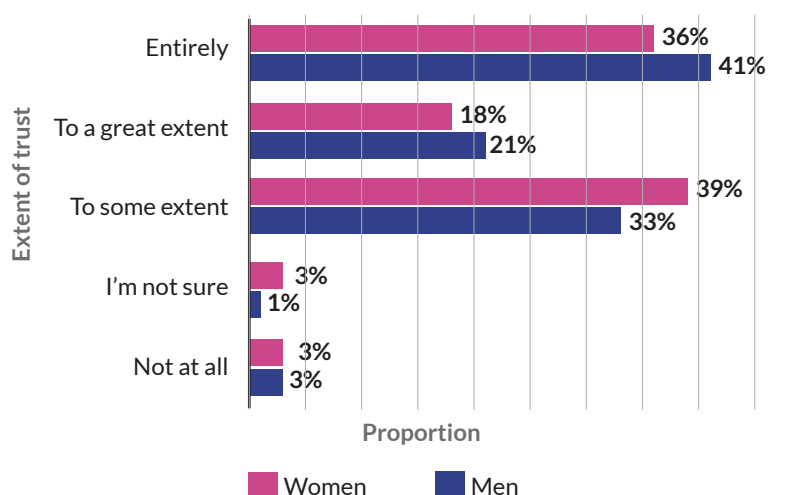
More specifically, there is great trust from citizens in police to arrive in a timely fashion if called with 92% of citizens believing this at least to some extent. Men, however, have a slightly greater confidence in this with 44% trusting this entirely compared with 38% of women as can be seen in Figure 12.



44% of men compared with 38% of women trust entirely that police will arrive in a timely fashion is called.

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 94% of citizens believing this at least to some extent. However, men have greater trust in this entirely than women (41% compared with 36%).



41% of men, compared with 36% of women trust entirely that they will be treated fairly by the police if they are called.

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

These figures are interesting as when asked about being in a specific emergency situation, very few citizens would call the police first. They mention this is mainly because of response times being slow as well as potentially not being helped. This contradiction is discussed further later.

In terms of five key parts of the Code of Criminal Procedure, only 6-10% of citizens are not sure if they trust police to follow them when required. In fact, the majority of citizens believe they will be followed at least to some extent (men and women alike) as shown in Table 22. Men are proportionally slightly more likely to trust the police to do these things as compared with women. However, Muslim citizens are proportionally much more likely than Hindu citizens to say they do not trust police at all to follow these procedures (16-26% of Muslim citizens compared with 6-9% of Hindu citizens).

Table 22: 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	30	49	8	36	48	8
Inform family member of arrest	32	44	14	34	52	11
Non-violent arrest	28	50	12	32	57	7
Permission to keep you in custody over 24 hours	30	43	14	35	51	8
A fair trial	22	57	13	28	60	8

Relationship between citizens and police

Most citizens feel that all citizens are co-operative with police. As shown in Figure 14, 96% of citizens believe this to be the case at least to some extent (with near equal split perceptions between 'entirely', 'to a great extent' and 'to some extent'). Perceptions are similar between men and women.

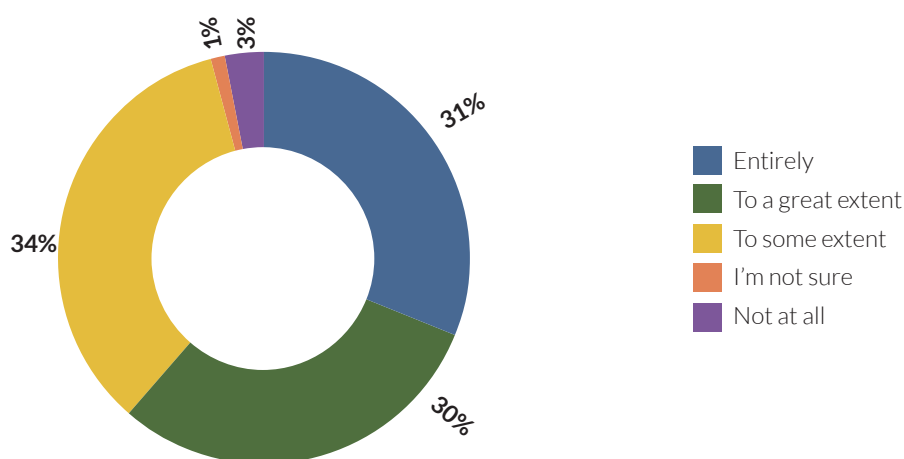


Figure 14: Extent to which citizens believe that all citizens cooperate with police

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 (57%), followed by 35% who say that the police are selective about who they treat kindly and fairly (see Figure 15).

This is similar for men and women though men are slightly more likely to say that police are kind to all (60% compared with 55% of women). However, Muslim citizens (52%) are proportionally much more likely than Hindu citizens (32%) to say that police are selective in who they treat kindly and fairly.

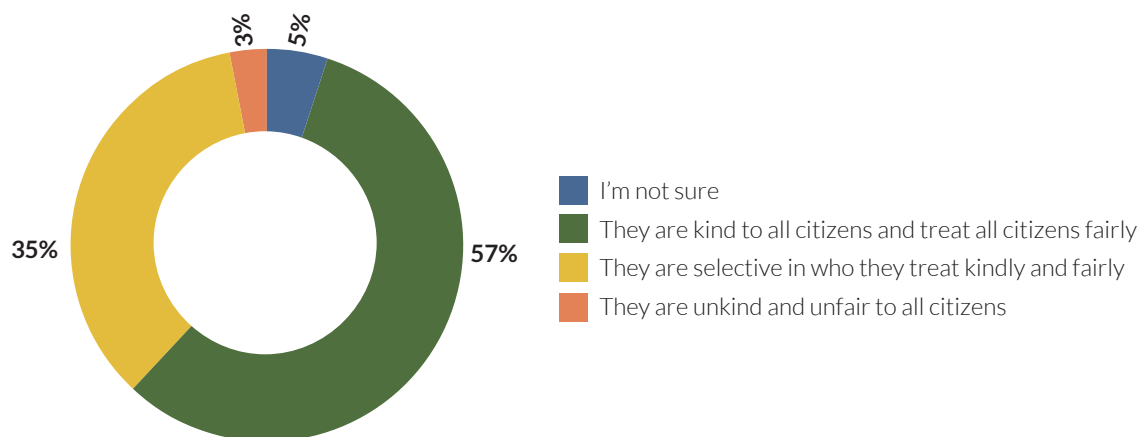


Figure 15: How do the police treat citizens?

Only 60% of citizens believe that law-breakers are afraid of the police. Twelve per cent are 'not sure', 13% say 'it depends' while 17% feel they're not. Women are more likely than men to be unsure.

On the other hand, while most citizens (43%) believe law-abiding citizens are not afraid of police, a significant 40% believe they are. Women are more split with 41% saying both they're afraid and not afraid while 46% of men believe citizens are not afraid and 39% believe they are. At the same time, most citizens (77%) think it is 'usually' or 'always' necessary to have connections to powerful people to get the police to do their job. Men (47%) are more likely than women (39%) to say this is 'always' necessary. Muslim men, more than Hindu men, are more likely to say this is 'usually' or 'always' necessary (92% compared with 78%).

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 most citizens is an immediate neighbor as can be seen in Figure 16. The police are only the first port of call for 25% of women and men. However, this is more so for Hindu citizens (29%) than Muslim citizens (7%)

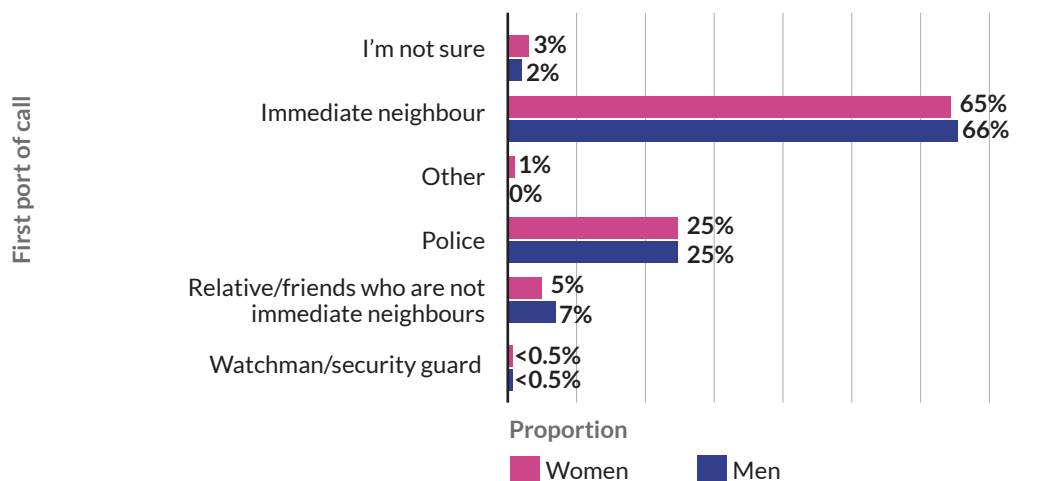


Figure 16: First port of call if faced with a safety/security threat in your house

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 women than men and more so for Hindu citizens (36%) than Muslim citizens (21%).

Indeed, relatives and friends are the most likely to be contacted first. The main reasons for not calling the police first is because citizens do not feel they will arrive on time (53-56% feel this, both while in the house or out in the city). For 11-17% of citizens, additional reasons they wouldn't call the police are that they do not feel they would be treated fairly, that the police may be ill-mannered and that they wouldn't help them (the latter especially when outside of the house). This is in contrast to the earlier question where most citizens indicate they generally trust police to come in a timely manner and treat them well. Perhaps citizens consider police will arrive as quickly as they can, given their resources, but that this is not fast enough in an emergency. Or, they feel they need assistance from family/friends to engage with police since as noted, most citizens feel you need connections to powerful people to get the police to do their job.



Women are more likely than men to call the police as a first port of call in an emergency when out in the city but across all citizens this proportion is low.

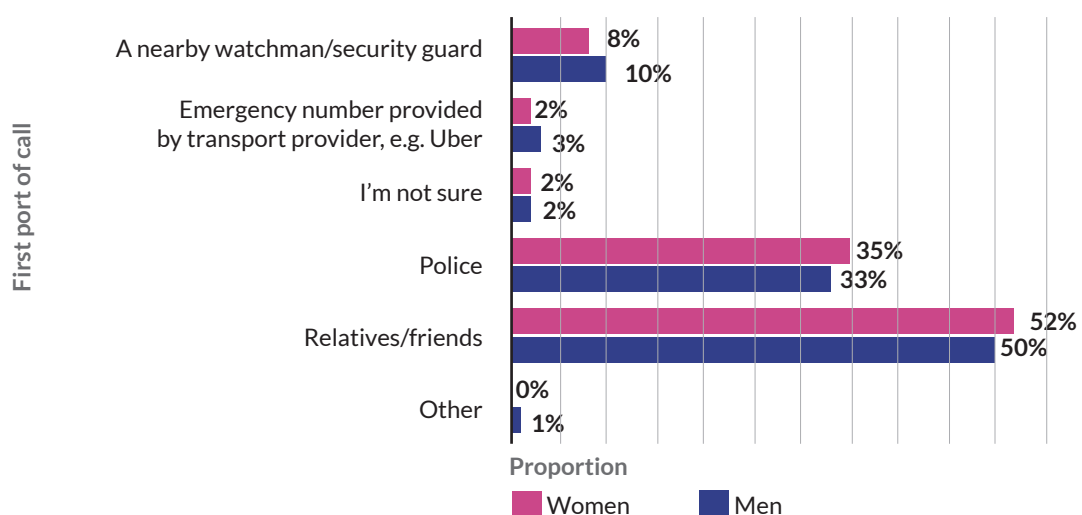


Figure 17: First port of call if faced with a safety/security threat while travelling in the city/in a public place

In terms of reporting a crime to the police, even when calling them is not the first port of call, it is doubtful whether citizens would report any type of crime to the police. Only 21-32% (differing slightly by type of crime) of citizens would 'definitely' report the crime if it happened to them. Women are proportionally slightly more likely to 'definitely' report. There is a similar trend in terms of reporting if a crime happened to a friend or relative with only 20-33% of citizens indicating they'll 'definitely' report each crime.

When asked about the reporting of actual crimes which citizens have faced, 40% of citizens indicated they reported the crime. This is a slightly higher proportion than the above statistics would suggest. None the less, 42% of citizens said the crime was not reported while the remainder are not sure. This is similar for men and women.

However, there are not many citizens (17%) who indicate there might be difficulties which citizens face towards reporting a crime to the police. In fact, most citizens do not feel there are any difficulties (55%). The doubt in reporting may not be in reporting itself but lack of trust of anything happening as a result.



Only 40% of citizens have reported a crime they've faced. This is similar for women and men.

Interestingly, both men and women would be more comfortable reporting a crime to a male officer as Table 23 shows. Though proportionally more women (18%) would prefer a female officer than men (2%). 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 23: Who would you be more comfortable reporting a crime to?

	Women (%)	Men (%)
Male officer	48	66
Female officer	18	2
I am indifferent	33	33

General interactions by citizens with police

As mentioned, 61% of women and 47% of men say they have never interacted verbally with their local police about anything. Those that have, do so infrequently with only 12% of women doing this once a month or more frequently while for men this proportion is higher at 22%. Out of those who have for anything other than an emergency, this has mostly been to discuss safety concerns in their area (32%), to get information (26%) and as a community observer (13%). In terms of whether the police were helpful during the non-emergency interactions described above, 90% of citizens 'agreed' or 'strongly agreed' this was the case, as shown in Figure 18. So, while interactions between citizens and police are limited, the majority of those who have engaged have found engagements positive.

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]

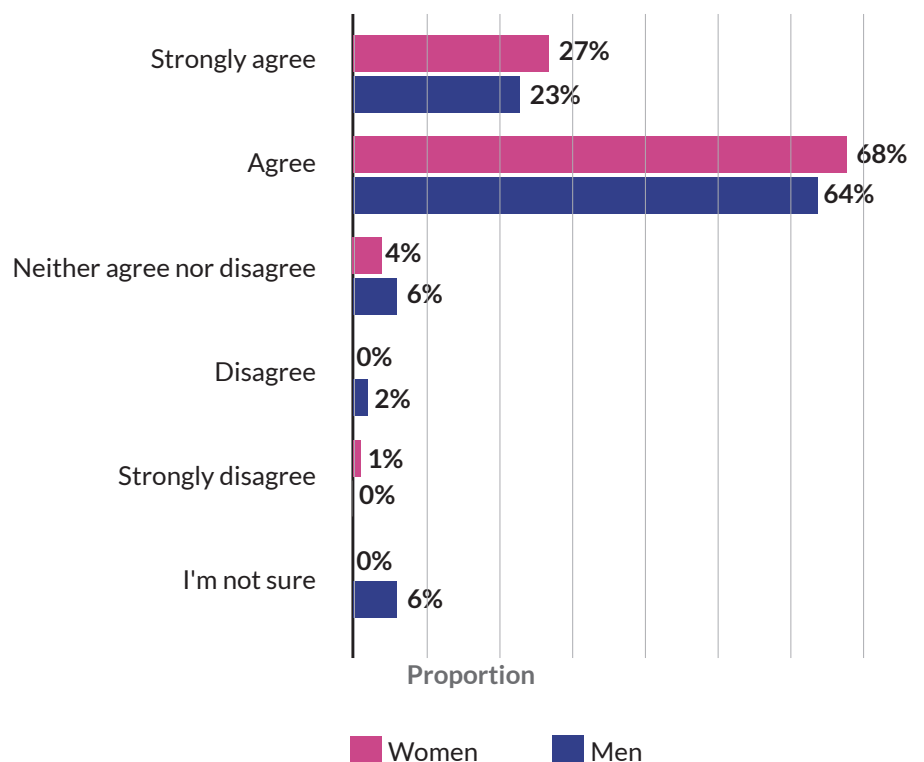


Figure 18: Extent of agreement that police were helpful during interaction

When asked specifically how frequently citizens approach police about suggestions about how safety and security could be improved in their area, most women say they never do this (59%), compared with 37% of men. None the less, any approaches, from men are infrequent with only 20% of men engaging once a month or more frequently. However, 102 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.

The majority 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 24. In particular with citizens sharing knowledge on crimes/issues with police (38%), with police sharing knowledge on crimes/issues with citizens (23%), greater familiarity between citizens and police (17%) and greater trust of police in citizens (14%).

Table 24: Do citizens and police need to work more closely together to ensure safety and security in your locality?

	Women (%)	Men (%)
Yes	55	62
No	32	27
I'm not sure	13	11

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 given in Figure 19. Access to the police seems to be something men favour slightly 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 more likely to make men feel safe than women (70% compared with 66%). Likewise, an assured fast police response will make 63% of men feel safe compared with 58% of women.

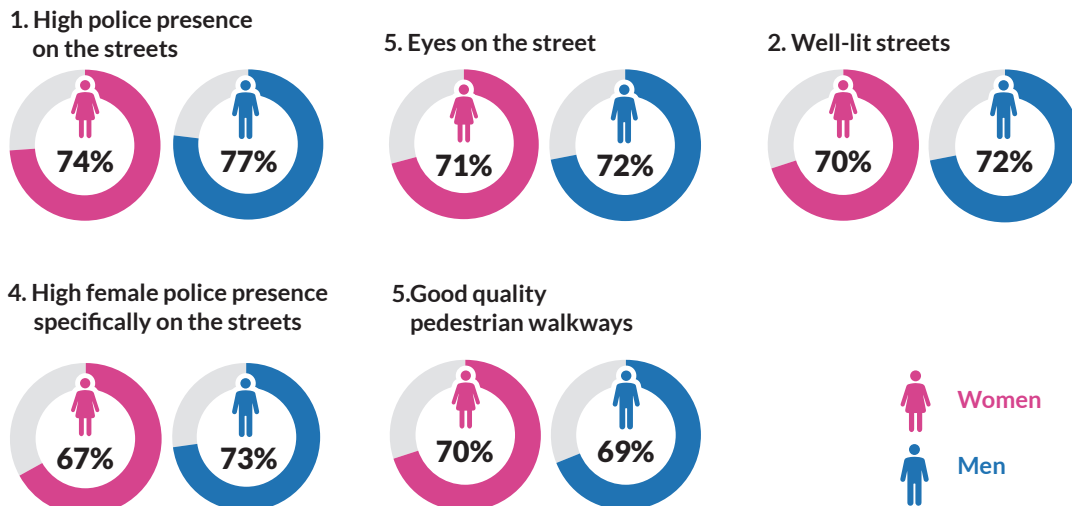


Figure 19: Top 5 safety initiatives which citizens believe would make them feel safe when they travel in the city.

There is a certain amount of ambivalence on whether each safety measure might actually make citizens feel safe (20-37% depending on the measure). Some 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 8-22% of citizens not knowing if certain initiatives are in place in Hubli-Dharwad.

In terms of the top 5 things which make citizens feel safe, at least 74% of citizens in each case feel these things are in place in Hubli-Dharwad.

When considering changes in the way citizens and police interact, there was a lot of support for such changes as shown in Table 25. In particular for the idea of meeting more frequently with police to discuss local safety and security concerns with more than 90% of citizens saying this would make them feel safe to a 'great' or 'some' extent. Women, more than men noted they agreed that being able to reach out to a citizen intermediary who can help you navigate and engage with the police if needed, would make them feel safe (67% compared with 58% of men). Likewise, women were more likely than men to note that increased patrolling would make them feel safer (57% compared with 50% of men). Men on the other hand are more likely than women to feel that more trust in the police to respond quickly in an emergency and more trust in fair treatment from police in an emergency would make them feel safer.

Table 25: 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	92	91
Being able to reach out to a citizen intermediary who can help you navigate and engage with the police if needed	67	58
Knowing more about safety and security issues in your locality	63	64
More trust in the police to respond quickly in an emergency	62	69
More trust in fair treatment from police in an emergency	63	69
Increased patrolling in my neighbourhood	57	50

4b9. Impact of safety concerns on citizens

Mobility and quality of life

Both men and women feel that safety concerns about their mobility around the city influence their quality of life as shown in Figure 20. Men, however, are more likely than women to 'strongly agree' that this is the case.

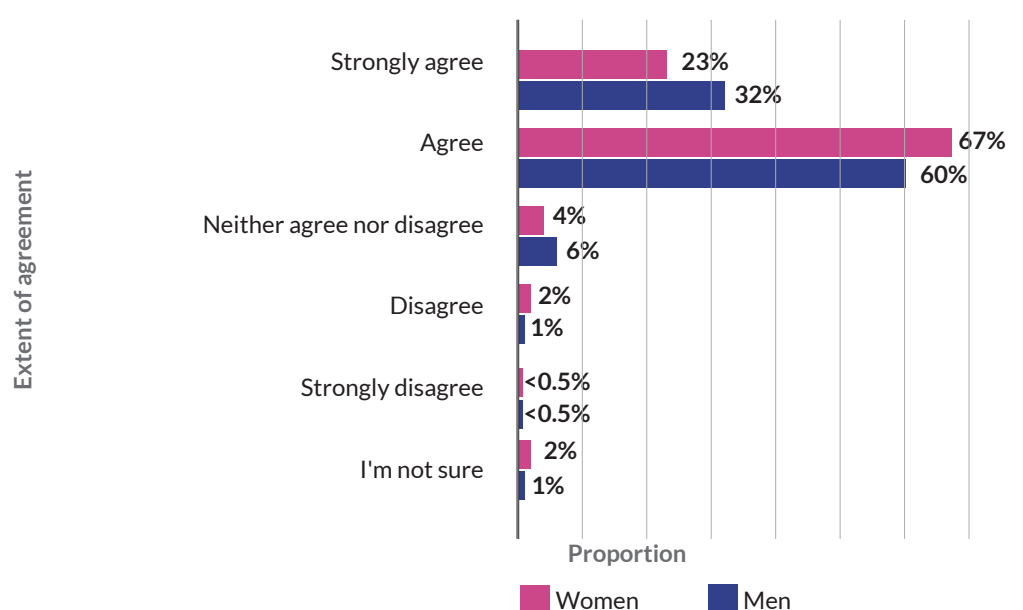


Figure 20: To what extent do you agree that you have safety concerns about your mobility around the city which influence your quality of life.

This is reflected also in actual mobility around the city where most citizens feel some limitation to some extent as seen in Table 26.

Table 26: To what extent do you feel you have limited mobility through the city because of safety concerns?

	Women (%)	Men (%)
To a great extent	30	31
To some extent	61	64
To no extent	7	3
I'm not sure	2	1

Economic opportunity

As seen in Table 27, in terms of choice and location of occupation, safety concerns influence most citizens at least to some extent. However, for all those who definitively feel this is the case, there's a similar proportion who feel this is not the case.

Table 27: 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	44	12	44	47	11	42
Location of occupation	40	14	47	47	10	43

The proportions of women who feel choice of occupation is influenced by safety concerns are higher for working women (50%) compared with other women (42%). However, in terms of location, this is near-enough the same for both working women (39%) and other women (40%).

While there is some split sentiment about whether choice and location of occupation is influenced by safety concerns, the majority of citizens (61%) 'agree' or 'strongly agree' that the ability to take on specific roles and responsibilities within the chosen occupation are affected. Most noteworthy is that 96% of working women said this compared 59% of men. Overall, safety concerns are perceived to influence economic opportunity by both men (89% 'agreeing' and 'strongly agreeing') and women (87%).



96% of working women, compared with 59% of men felt that their ability to take on specific roles and responsibilities within a chosen occupation is influenced by safety concerns.

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
Hubli - Dharwad	Dharwad - 71	153	4	5	5	10
Hubli - Dharwad	Dharwad - 71	155	4	1	0	1
Hubli - Dharwad	Dharwad - 71	143	3	1	2	3
Hubli - Dharwad	Dharwad - 71	159	4	2	2	4
Hubli - Dharwad	Dharwad - 71	169	4	2	2	4
Hubli - Dharwad	Dharwad - 71	174	4	2	2	4
Hubli - Dharwad	Dharwad - 71	181	4	2	2	4
Hubli - Dharwad	Dharwad - 71	185	4	3	2	5
Hubli - Dharwad	Dharwad - 71	191	4	2	2	4
Hubli - Dharwad	Dharwad - 71	195	4	2	2	4
Hubli - Dharwad	Dharwad - 71	196	4	2	2	4
Hubli - Dharwad	Dharwad - 71	209	4	2	2	4
Hubli - Dharwad	Dharwad - 71	223	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	1	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	6	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	8	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	28	4	4	4	8
Hubli - Dharwad	Hubli-Dharward East - 72	56	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	64	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	85	4	2	1	3
Hubli - Dharwad	Hubli-Dharward East - 72	87	4	2	3	5
Hubli - Dharwad	Hubli-Dharward East - 72	126	4	2	3	5
Hubli - Dharwad	Hubli-Dharward East - 72	143	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	153	4	2	1	3
Hubli - Dharwad	Hubli-Dharward East - 72	155	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	168	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	171	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	188	4	2	2	4
Hubli - Dharwad	Hubli-Dharward East - 72	210	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	9	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	21	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	37	4	3	3	6
Hubli - Dharwad	Hubli-Dharward Central - 73	45	4	2	2	4

City	AC	PP	Planned Sample Size	Achieved Sample size		
			Total	Male	Female	Total
Hubli - Dharwad	Hubli-Dharward Central - 73	65	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	73	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	83	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	106	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	108	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	126	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	132	4	3	1	4
Hubli - Dharwad	Hubli-Dharward Central - 73	40	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	139	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	154	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	174	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	176	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	204	4	2	2	4
Hubli - Dharwad	Hubli-Dharward Central - 73	231	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	215	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	12	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	23	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	48	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	58	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	72	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	86	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	96	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	122	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	159	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	200	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	204	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	218	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	223	4	4	4	8
Hubli - Dharwad	Hubli-Dharwad West - 74	233	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	240	4	2	2	4
Hubli - Dharwad	Hubli-Dharwad West - 74	260	4	2	2	4
Hubli - Dharwad	Dharwad - 71	66	8	4	4	8
Hubli - Dharwad	Dharwad - 71	131	8	4	4	8
Hubli - Dharwad	Dharwad - 71	164	8	4	4	8
Hubli - Dharwad	Dharwad - 71	166	8	4	4	8
Hubli - Dharwad	Dharwad - 71	198	8	4	4	8
Hubli - Dharwad	Dharwad - 71	203	8	4	4	8
Hubli - Dharwad	Dharwad - 71	211	8	4	4	8
Hubli - Dharwad	Dharwad - 71	214	8	4	4	8
Hubli - Dharwad	Dharwad - 71	219	8	4	4	8
Hubli - Dharwad	Dharwad - 71	222	8	4	4	8
Hubli - Dharwad	Hubli-Dharward East - 72	23	8	4	4	8
Hubli - Dharwad	Hubli-Dharward East - 72	25	8	4	4	8

City	AC	PP	Planned Sample Size	Achieved Sample size		
			Total	Male	Female	Total
Hubli - Dharwad	Hubli-Dharward East - 72	50	8	4	4	8
Hubli - Dharwad	Hubli-Dharward East - 72	52				
Hubli - Dharwad	Hubli-Dharward East - 72	147				
Hubli - Dharwad	Hubli-Dharward East - 72	160				
Hubli - Dharwad	Hubli-Dharward East - 72	163	8	4	4	8
Hubli - Dharwad	Hubli-Dharward East - 72	176				
Hubli - Dharwad	Hubli-Dharward Central - 73	13	8	4	4	8
Hubli - Dharwad	Hubli-Dharward Central - 73	15				
Hubli - Dharwad	Hubli-Dharward Central - 73	102	8	5	3	8
Hubli - Dharwad	Hubli-Dharward Central - 73	105				
Hubli - Dharwad	Hubli-Dharward Central - 73	88	7	3	4	7
Hubli - Dharwad	Hubli-Dharward Central - 73	153				
Hubli - Dharwad	Hubli-Dharwad West - 74	21	8	4	4	8
Hubli - Dharwad	Hubli-Dharwad West - 74	146				
Hubli - Dharwad	Hubli-Dharwad West - 74	112	8	4	4	8
Hubli - Dharwad	Hubli-Dharwad West - 74	115				
Hubli - Dharwad	Hubli-Dharwad West - 74	264	8	4	4	8
Hubli - Dharwad	Hubli-Dharwad West - 74	265				
Hubli - Dharwad	Hubli-Dharward East - 72	141	12	5	6	11
Hubli - Dharwad	Hubli-Dharward Central - 73	218				
Hubli - Dharwad	Hubli-Dharwad West - 74	244				
Hubli - Dharwad	Dharwad - 71	178	3	1	2	3
Hubli - Dharwad	Hubli-Dharwad West - 74	45	3	2	1	3
Hubli - Dharwad	Dharwad - 71	208	16	11	6	17
Hubli - Dharwad	Hubli-Dharwad West - 74	92				
Hubli - Dharwad	Dharwad - 71	57				
Hubli - Dharwad	Dharwad - 71	168				

SUMMARY

59	PPs with a range of achieved interviews from 1 to 4
21	PPs with a range of achieved interviews from 5 to 8
2	PPs with a range of achieved interviews from 9 to 12
1	PPs with a range of achieved interviews from 13 to 16
83	Total



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