



**THE SPATIAL ANALYSIS OF THE STREET CRIME  
IMPACT ON THE SOCIAL AND ECONOMIC LIFE  
IN THE URBAN NEIGHBORHOOD  
OF CHITTAGONG CITY**

**BY**

**MR. MOHAMMAD ALI HAIDER**

**A DISSERTATION SUBMITTED IN PARTIAL FULFILLMENT  
OF THE REQUIREMENTS FOR THE DEGREE  
OF DOCTOR OF PHILOSOPHY  
INTEGRATED SCIENCE OF BUILT ENVIRONMENT  
FACULTY OF ARCHITECTURE AND PLANNING  
THAMMASAT UNIVERSITY  
ACADEMIC YEAR 2020  
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ENTITLED

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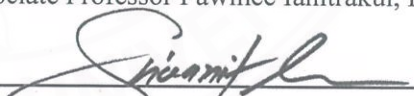
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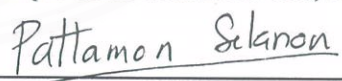
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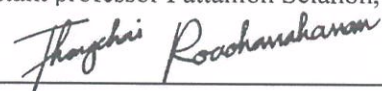
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## ABSTRACT

Urbanization and crime nowadays are growing simultaneously. Urban planners, local government, as well as academicians, are trying their best how to bend the growth of crime to enhance the quality of urban life and development. Along with the global scenario, in Bangladesh, urbanization and urban street crime growth are among the highest rates in the South Asian region. Chittagong city is the commercial capital and the second highest most street crime-prone city in Bangladesh. Most of the economic activities and population concentration are in the business and residential neighborhood areas in Chittagong city. Hence, the dissertation attempted to - (i) identify the socio-economic and spatial factors in the occurrence of urban street crime in the residential and business neighborhood areas; (ii) examine the urban street crime impact on the social and economic life on the residential and business neighborhood areas; (iii) investigate the relationship between the fear of street crime and its actual occurrence in the city; (iv) identify the response to the urban street crime by the residential and business neighborhood communities, law enforcement agencies, and urban planning and design approval authority; (v) provide policy recommendations in bending the growth of street crime in Chittagong city. Due to very limited sources of official crime data and the personal secrecy act; primary sources data played a vital role in this dissertation. Six categories of primary sources of data were collected for



data triangulation. Major field-level data is composed of the household head in-person questionnaire survey, key informants interviews, small group discussion, and in-depth interviews (residents at street crime hotspots, police officers, and urban planners). Secondary sources data were also gathered from Chittagong Metropolitan Police, Chittagong Development Authority, Chittagong City Corporation's annual reports, books, research reports, journal articles, online sources, etc. contributed a lot to validate the primary sources data. Statistical packages for social sciences (IBM SPSS 24 trial version) software was used for statistical analysis. Qualitative, quantitative, and spatial data were analyzed by using descriptive statistics, analysis of variance, chi-square test, logistic regression analysis, qualitative statements, etc. For spatial analysis, Arc View GIS 3.2, QGIS 3.4 software, and Arc GIS Maps, etc. tools and techniques were applied to display the point and spatial distribution of street crime patterns, and displaying the various types of street crime impacts on the social and economic life and the responses to bend street crime in Chittagong city. The study found moderate to the low magnitude of street crime in the residential neighborhood areas in Chittagong city. The theft was the topmost in the residential neighborhood and snatching was at business neighborhood areas. Offenders aged 15-30 years were more prone to commit street crimes. Male people (45% more likely than women) were the prime target/victim and then the women. Major socio-economic factors were poverty, lack of parental care and political patronization were identified as the causes of committing a street crime. Governance points of inactive and insufficient police patrolling, local political patronization were found vital hindrances. Problematic urban planning design such as zigzag streets and narrow street patterns, insufficient street lights, etc. were the focal causes of becoming street crime hotspots in the residential and business neighborhood areas. The urban street crime hotspot analysis model of contour map, spatial autocorrelation map, logistic regression model, etc. identified the vulnerable locations and people in the residential and business neighborhood areas in Chittagong city where people are frequently victimized. The urban street crime impacts on social and economic life were found immense. Individuals, families, and society as well the whole city suffered from urban street crime, especially the impacts on psycho-social and economic life was the prime. Impacts on social life (drug addiction, physical and mental harassment, eve-teasing,

mental panic, the bad image of the locality, scared to travel alone, etc.) were higher in the residential neighborhoods but the variables of impacts on social life due to street crime were found almost similar. The impacts on economic life (victim of extortion, scared to keep cash, business quit, renter leave, land value reduce, income reduce, etc.) were severe in business neighborhood areas and the variables of impacts on economic life were found also higher in the business neighborhood areas compared with the residential neighborhoods. Community people (community guard), law enforcement agencies (police patrolling), and urban planning and design approval authority (installing streetlights and CCTV cameras) together contributing to preventing urban street crime in the residential and business neighborhood areas in Chittagong city. The effectiveness of current activities was partially successful. The hindrance of effectiveness was lack of strong community cooperation, poor governance in the public institutions and urban local government administration; and ignorance, irresponsibility, and unaccountability in the urban planning and design approval authority. Smooth and effective management points of view, in making the city safe and secure and improving the quality of the urban environment, some initiatives immediately need to take such as installing CCTV cameras and sufficient street lights in the vulnerable points especially street crime hotspots, mass gathering, lonely place, etc.; designing urban street grid-iron road network systems, strengthening community cooperation, ensuring accountability and transparency in the public administration, etc. The outcomes of the dissertation need to take consideration for integrated street crime prevention approach by the policy makers, urban local government as well as community leaders to reduce the impacts of urban street crime on their social and economic life in Chittagong city. Finally, more research and investigation were also needed to identify the impacts of urban street crime on the urban neighborhoods to bend the street crime for improving the quality of life in Chittagong city.

**Keywords:** Street crime, residential neighborhood, business neighborhood, hotspot, offender, police station, impacts on socio-economic life, Chittagong city, Chittagong Metropolitan Police, Chittagong Development Authority.

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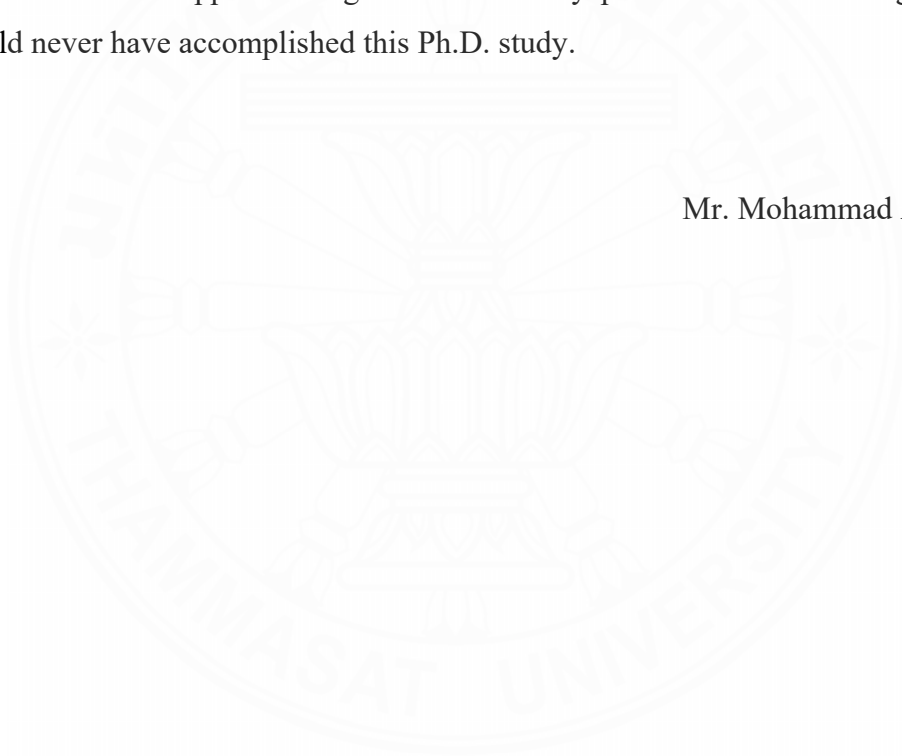
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## LIST OF ABBREVIATIONS

| Symbols/Abbreviations | Terms                                  |
|-----------------------|----------------------------------------|
| ANP                   | Analytical network process             |
| BMP                   | Barisal Metropolitan Police            |
| BN                    | Business Neighborhood                  |
| BP                    | Bangladesh Police                      |
| BPH                   | Bangladesh Police Headquarter          |
| BBS                   | Bangladesh Bureau of Statistics        |
| CBA                   | Community Based Association            |
| CC                    | Chittagong City                        |
| CCC                   | Chittagong City Corporation            |
| CDA                   | Chittagong Development Authority       |
| CMP                   | Chittagong Metropolitan Police         |
| DIG                   | Deputy Inspector General               |
| DMP                   | Dhaka Metropolitan Police              |
| FIR                   | First Information Report               |
| GIS                   | Geographical Information System        |
| HHH                   | Household Head                         |
| IGP                   | Inspector General of Police            |
| IH                    | In-depth Interviewee at crime Hotspot  |
| IP                    | In-depth Interviewee of Police Officer |
| IUP                   | In-depth Interviewee of Urban Planner  |
| KI                    | Key Informant                          |
| KII                   | Key Informant Interview                |
| KMP                   | Khulna Metropolitan Police             |
| OC                    | Officer In-charge                      |
| OP                    | Operations                             |
| PS                    | Police Station (Local name ‘Thana’)    |
| PS <sub>1</sub>       | Kotowali Police Station                |

|                  |                                                      |
|------------------|------------------------------------------------------|
| PS <sub>2</sub>  | Double Mooring Police Station                        |
| PS <sub>3</sub>  | Panchlaish Police Station                            |
| PS <sub>4</sub>  | Bakalia Police Station                               |
| PS <sub>5</sub>  | Chandgaon Police Station                             |
| PS <sub>6</sub>  | Bayejid Police Station                               |
| PS <sub>7</sub>  | Khulshi Police Station                               |
| PS <sub>8</sub>  | Pahartali Police Station                             |
| PS <sub>9</sub>  | Halishahar Police Station                            |
| PS <sub>10</sub> | Bandar Police Station                                |
| PS <sub>11</sub> | Patenga Police Station                               |
| PS <sub>12</sub> | Karnafuli Police Station                             |
| PwC              | PricewaterhouseCoopers                               |
| RMP              | Rajshahi Metropolitan Police                         |
| RN               | Residential Neighborhood                             |
| SGD              | Small Group Discussants                              |
| SGD              | Small Group Discussion                               |
| SMP              | Sylhet Metropolitan Police                           |
| SWOT             | Strengths, Weaknesses, Opportunities,<br>and Threats |
| UNDP             | United Nations Development Program                   |
| UNODC            | United Nations Organization of Drugs<br>and Crime    |
| WHO              | World Health Organization                            |

## **CHAPTER 1**

### **INTRODUCTION**

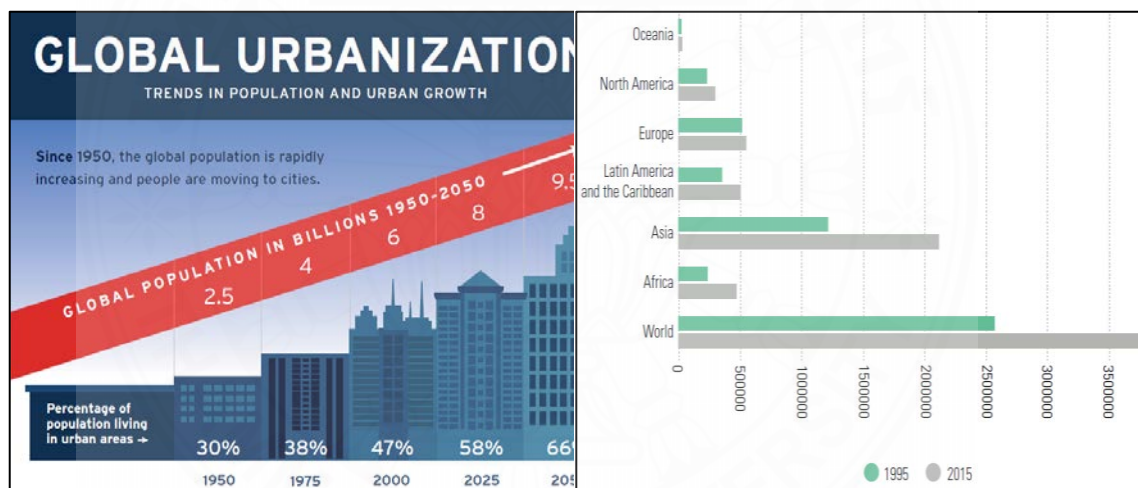
The introductory chapter of this dissertation consists of fourteen sections including background information and rationale for the study; statement of the research problem, research hypothesis, research questions, research objectives, conceptual framework, the scope of the research, strengths, originality, contribution, limitations, and study framework of the dissertation respectively.

#### **1.1 Background and rationale for the study**

Rapid and uncontrolled urbanization creates several problems in the daily life of urban dwellers, especially in the cities of developing countries, like Bangladesh. The situations sometimes become unmanageable or very much challenging for the urban local government as well as city dwellers. Among the arisen various socio-economic difficulties and contests, nowadays urban street crime is one of the burning issues. It deteriorates the quality of urban life and hampers the development of the city. The UN and other reports showed globally, more people live in urban areas than in rural areas, with 54 percent of the world's population residing in urban areas in 2014. In 1950, 30 percent of the world's population was urban, and by 2050, 66 percent of the world's population is projected to be urban (Habitat, U. N., 2016). Global urbanization means that cities are a key engine of worldwide economic growth. Figure 1.1(a) shows global urbanization- trends in population and urban growth and Figure 1.1 (b) displays the continent-based urban population growth in mid-year from 1995-2015.

The UN-Habitat (2016) report said, the change of global urban population from 1995 to 2015 was 2.16%, high-income countries it was 0.88%, middle-income countries 2.63%, and low-income countries 3.68% respectively, which indicates most of the urban populations are absorbing poor countries who already suffering from lack of sufficient infrastructure and good governance let alone planned urbanization. Besides, big cities all around the world are becoming more and more attractive to people from rural areas and abroad because of their financial power and economic

opportunities, cultural wealth and places of interest (culture, tourism), job opportunities that offer a standard of living many people strive for, or simply for the lifestyle they promise and these cities offer numerous criminal opportunities to those who come looking for illegal activities. The rapid increase in the urban population can put overwhelming pressure on authorities and residents to respond. The spread of urban poverty and inequality has increased with the expansion of city populations; this increases the tension and results in greater violence within and around an urban area (Muggah, 2015). Hence, urbanization is the strongest predictor of crime and victimization. Therefore, safety and security are serious problems in any big city in the world, and among the risks, crime ranks high: serious crime as well as petty crime, arson resulting in small or devastating fires, terrorism, etc. (Soomeren, 2013).



Growth; Source: Odierno and O'hanlon. (2017)

(a) Global Urbanization- trends in population and urban growth

Source: Habitat, U. N. (2016)

(b) Urban populations at mid-year (1995-2015)

*Figure 1.1* Global urbanization- trends in population (1950-2050) and urban populations at mid-year from 1995-2015.

Urban population growth continues to address crime as a societal problem (Marzbali et al., 2011). Inadequately managed urban expansion leads to rapid sprawl, pollution, and environmental degradation, together with unsustainable production and consumption pattern (The UNO, 2014). At the same time, the unplanned cities consequently overstretch not only basic infrastructure and services but also policing services of the state (Owusu, 2016). As a result, major urban areas have been



accompanied not only by a rise in crime rates and safety problems but also by an increase in insecurity due to fear of crime which consequently led to a reduction in the quality of life and may cause a destabilization of urban societies (Soomeren, 2013). Many research found that crime rates are higher in poor neighborhoods and areas with higher population density, deteriorated living conditions, and mainly unemployed members of the labor force (Sanidad-Leones, 2006). Along with the levels of urban crime and violence differ from region to region, country to country. The root causes, drivers, risk, and protective factors are locality-specific and influenced by historical, political, cultural, and socioeconomic factors, and factors such as inequality, poverty, and weak rule of law are interconnected with both conflict and non-conflict violence (UNODC, 2015). The levels of crime in some developing countries pose very significant problems for municipal governments (Shaw & Carli, 2011) and urban street crime has immense consequences in the urban environment. Among the several types of effects of urban street crime, social and economic impacts on the residential and business neighborhood were found very significant.

Over the period 2003-2013, high-income countries reported decreasing trends for both violent crimes and property crimes, whereas upper-middle-income countries had rising trends for most crimes except homicide, and low- and lower-middle-income countries had diverse trends over the period. Based on data for 219 countries and territories, UNODC (2015) estimates a global homicide rate of 6.2 per 100,000 populations. The seriousness of the crime and the rate at which it takes place make particular demands on governments, which most developed countries do not face. Rates of homicide in developed countries generally range from 0.5 to 2 or 3 per 100,000 inhabitants and from 20 to over 50 per 100,000 in some developing countries. (Shaw & Carli, 2011). Many factors are influencing where crime occurs, including the physical and social characteristics of the place and the people using the place (Burgess, 2011). Scottish Centre for Crime and Justice Research (2016) mentioned that activities that are legal in one country (e.g. alcohol consumption in the UK) are sometimes illegal in others (e.g. strict Muslim countries). Experts also discourse diversely and their thoughts have many different angles that have been studied as the potential cause of crime. Currently, the three major aspects include a lack of education, living in poverty, and being raised in a single-parent home (Holzman-

Escareno, 2015). Weatherburn (2001) said that poor parent-child attachment, poor parental supervision, and inconsistent, erratic discipline all increase the risk of involvement in the crime. The other important criminal behavior regarding engaging in offending activities to consider the link of the gene, life course development, environment, geography, society, and economic condition, etc. (New Zealand Ministry of Justice, 2009). Figure 1.2 (b) represents the relationship between crime and socio-economic variables which show in an equation such as  $\text{Crime} = f(\text{Urbanization, Unemployment, Inflation, inequality, education})$ . Unplanned urbanization contributes to crime growth (Bapari et al., 2016; Jalil and Iqbal 2010; Ahmed et al., n.d.), and official crime statistics from many countries show that unemployed people have high crime rates, and those communities with a lot of unemployment experience a lot of crime (Braithwaite et al., 1992; Ajimotokin et al., 2015; Nichols et al., 2013; Cheong et al., 2013). There is evidence of unidirectional causality from inflation to crime. Increased prices result in decreasing the real income of the individuals which reduces the purchasing power of the low-income group. This situation forces them to boost their income for maintaining existing living standards by legitimate or illegitimate means including criminal activities (Gillani et al., 2009; Cheong et al., 2013; Tang & Lean, 2007).

Crime rates and inequality or income gap ratio are positively correlated within countries and, particularly, between countries, and this correlation reflects inequality to crime rates, even after controlling for other crime determinants (Fajnzylber et al., 2002; Rufrancos et al., 2013; Hällsten et al., 2011). Likewise, industrialization and migration to the cities resulted in rapid urbanization are major factors that contribute to higher crime rates in urban centers (Sanidad-Leones, 2006). Besides, Education can reduce crimes through wages. Education is the source for raising the wage of a person. Education has two possible ways to reduce crimes. First, good education increases the opportunity cost of crimes because criminal needs time for committing a crime and that time cannot be used for other productive purposes like legal work because high education confirms the better job opportunities in the legal sector. Second is the time wastage of criminals for being in custody or jail. This cost is very high for a criminal because he/she can raise his/her income by spending his/her time in other ways (Jalil and Iqbal 2010; ADB, 2016; Ajimotokin et al., 2015).

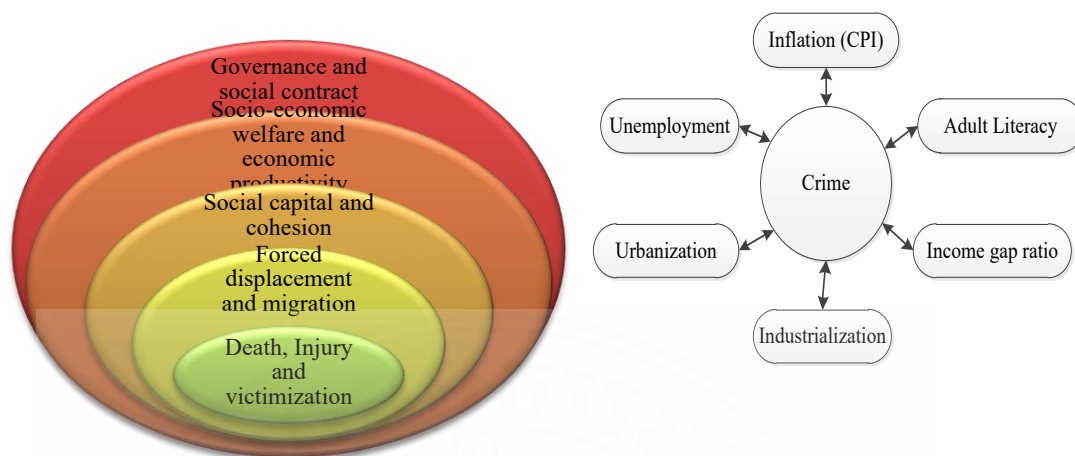
Demographic and socio-economic determinants also play a vital role in crime growth and social peace. Research findings showed that the selected socio-economic factors have a strong impact on crimes, such as industrialization has a positive and significant impact on crimes. The education index has a negative and significant impact on crime volume. The crimes go down with an increase in the level of education. Population density has a positive and highly significant impact on crimes. With the increase in population density in big cities, the opportunity of crimes increases, and overcrowded areas give more opportunities to criminals for pickpocketing, theft, snatching, etc. (Tsushima, 1996). Remittances have a negative and insignificant impact on crimes. Unemployment is another determinant that shows a positive and insignificant relationship with crimes. As a whole, social and economic factors have a significant impact on crimes (Jalil, & Iqbal, 2010; Tsushima, 1996).

The relationship between crime and wealth is ambiguous; most empirical analyses estimate a monotonic relationship and find that wealth hurts crime (Muroi & Baumann, 2009). Hence, socio-economically disadvantaged neighborhoods (slums & squatters) are characterized by a high degree of social isolation from mainstream society. As such, residents have less access to jobs and less exposure to conventional role models. Moreover, extremely disadvantaged neighborhoods have relatively few working and middle-class families to serve as social buffers cushioning the effect of uneven and poor economic conditions. This impedes the ability of communities to sustain basic institutional structures and various sources of social control. These qualitatively distinct features of the social environment lead to unusually high levels of crime. In this connection, Patrick V. Murphy (1985) former NYPD Commissioner mentioned that the root causes of crime are poverty, unemployment, underemployment, racism, poor health care, bad housing, weak schools, mental illness, alcoholism, single-parent families, teenage pregnancy, and a society of selfishness and greed. It is a fact that the growth of extremely poor urban areas epitomizes the social transformation of the inner city. This transformation is said to have very detrimental consequences for the residents of poor neighborhoods; prominent among them is a very high crime level (Krivo & Peterson, 1996). Shaw and

McKay (1942) also perfectly showed that the three structural factors low economic status, ethnic heterogeneity, and residential instability weaken the social bonds within a community, which translates into a higher number of individuals engaging in criminal activity (Baier, 2014).

Different urban problems are blamed for the decline of the quality of urban life which includes the increase of crime incidence in core urban settings (Chowhury, 2011). Crime rates are higher in poorer neighborhoods and densely populated areas deteriorated living conditions, and mainly unemployed members of the labor force (Sanidad-Leones, 2006). It is primarily the outcome of multiple adverse social, economic, cultural, and family conditions. Along with these, several factors influence where crime occurs, including the physical and social characteristics of the place and the people using the place (Burgess, 2011). Crime is a social problem of great complexity that is present in every society and has always been attention to urban concern. The most talked-about crime problem in society refers to street crimes. Street crime refers to crime such as vandalism, car theft, mugging, snatching, street robbery, or hijacking that is usually committed outdoor.

Social and economically disadvantaged neighborhoods (slums & squatters) have relatively few working and middle-class families to serve as social buffers cushioning the effect of uneven and poor economic conditions. These qualitatively distinct features of the social environment lead to unusually high levels of crime. As the socio-economic inequality prevailing is very much high in the urban social formation, especially in the developing countries, the impacts of street crime are immense considering the magnitude of its effects in several aspects. Where crimes occur frequently, is making the neighborhood people highly vulnerable and predictable. Besides, the fear of crime was reported by the residents as the main problem, increasing the likelihood of reporting bad health (Santana, et al. 2009). Hence, the impacts of crime are much diversified in the urban environment. The variation of impacts might be linked with the formation of urban neighborhood characteristics and the quality of urban governance. The right side Figure 1.2 (a) (Muggah, 2012) shows the magnitude of urban crime impacts and (b) crime and socio-economic determinants' relationship.



(a) The impacts of crime (Muggah, 2012)

(b) Crime and socio-economic determinants' relationship,

*Figure 1.2* Crime and socio-economic determinants' relationship and the impacts of crime by Jalil and Iqbal 2010; Fajnzylber et al., 2002; Rufrancos et al., 2013; Hällsten et al., 2011; Sanidad-Leones, 2006.

A much greater impact of crime is the fear of crime considering death, injury, and victimization. Social networks and their spatial distribution play a crucial role in residents' fear of crime. Fear of crime changes over the day and this pattern appears to be determined in part by the spatial location of altars, the number of safety ties, and crime rates in both ego and alter neighborhoods. Certain personal network structures have varying consequences for fear of crime between day and night (Boessen et al., 2016). Crime and the fear of crime, lower the quality of life for many Bangladeshis, particularly the urban poor, those living in slums and squatter areas, damaged by crimes such as drug trafficking and abuse, theft, women & children harassment, and abuse, etc. Additionally, the shortage of housing is quite acute as the prevailing situation fails to accommodate the rapidly growing city population. As a result, socio-economically disadvantaged people take shelter in slums and squatter settlements and these are widespread in different areas of all cities in Bangladesh, especially metropolitan cities. Crime and antisocial activities are found especially in the slums. Quarrel, clash, conflict in the slums, and squatter settlements are regular phenomenon that creates noise and violence that disturbs the nearby city dwellers.

(Jahan, 2012). Living conditions in socioeconomically disadvantaged people's settlements in Bangladesh are often appalling and, in fact, much worse than those in more rural areas (UNICEF Bangladesh, 2010). In this context, locating crime hotspots and spatial analysis of crime are recognized as powerful tools for the study and control of crime because crime map helps police to identify the problematic block. The most powerful weapon in law enforcement is an information technology (Ahmadi, 2003). Chittagong, the port city of Bangladesh is very much crucial for the regional development of South Asian landlocked countries like Nepal, Bhutan, and parts of Southern China, Northeast India, and Myanmar. Despite its immense potential, Chittagong faces great challenges because of high population growth, scattered industrial locations, poor infrastructure, extreme social inequality (35.4% slum dwellers, CUS, 2005), and crimes, etc. (Mia et al., 2015). Hence, along with several socio-economic challenges for Chittagong city, urban street crime is a vital one that is a severe concern for the city dwellers as well urban local administration.

## **1.2 Statement of the research problem**

Urban street crime has been increasing gradually in developing countries as well as in Bangladesh, although this trend might be less significant in the developed world. The grounds behind these situations are: increasing the uneven rate of resources distribution (disparity), high growth of population, the sky-scraping rate of unemployment, mass illiteracy, deprivation of the poor from the political and human rights, rich people-friendly state policy, predominantly feudalism in the society, degradation of social capital and values, traditional mechanism of crime prevention, mass corruption in the administration, lack of proper planning and logistic support in the local and national level and frequently the victim of natural and man-made disasters, etc. in Bangladesh (Islam, 1997).

The literature review showing that the urban street crime situation is deteriorating at an alarming rate day by day in Bangladesh. The types of crime and rates of crime are also very high and increasing with diversity and changing very dynamically, which were shown in many research reports and government records as well. The trend differs in city-to-city considering the city size and economic prosperity



and rural to urban areas too (Rahman, 2013). Hence, it has been identified as a key issue in urban areas in Bangladesh and particularly affects the urban poor. Accurate data on levels of violence in urban areas are scarce, but available information indicates the levels of street violence are serious and perceived to be on the rise (Baker, 2007).

Very recent government documents for urban policy were also mentioned that in Bangladesh, life is becoming insecure, perhaps due to its inability to manage the law and order situation. Social unrest, violence, theft, robbery, murder, hijacking, kidnapping, eve-teasing, illegal toll collection, drug addiction and drug trading, violence against women and working children, etc. have become prominent among urban problems. The spread of street crime and violence has forced the government to set up special anti-crime forces and agencies to combat such activities. This statement was stated in the national urban sector policy of Bangladesh regarding the law and order situation in urban areas, which demonstrates as terrible (GOB, 2011). Crime statistics of Bangladesh Police (BP, 2016) shows that police station based crime record is higher in Chittagong City from 2010 to 2015 in comparing with other four large regional cities in Bangladesh. Crime growth from 2010 to 2015 in Chittagong Metropolitan Police (CMP) areas was 19.67% of 5 years duration. Besides, Rajshahi Metropolitan Police (RMP) and Barisal Metropolitan Police (BMP) areas police station based crime record increase very slowly (RMP 11.08%, BMP 4.04%) but in Khulna Metropolitan Police (KMP) and Sylhet Metropolitan Police (SMP) areas crime record was declined (KMP 7.6%, SMP 6.53%). Hence, these trends of criminal record also point out that in Chittagong city areas crime is growing gradually in contrast with the rest of the regional cities in Bangladesh (Haider, 2015).

With a land area of 157 km<sup>2</sup>, Chittagong City is the second-largest city and commercial capital of Bangladesh. Being a major contributor toward national exports and imports, Chittagong has become a thriving city with strong linkages to the domestic economy. Therefore, increasing the threats of crime and violence is one of the burning issues of policymakers and urban governance. In this connection, recent research shows that all types of crimes are indicating an increasing tendency gradually even though there was a fluctuation in some years considering the volume of criminal records which was disclosed by the CMP police station record during 2001-2015. Major findings of this research show that illegal drug dealing, theft, women, and child

oppression offenses of serious nature were always recorded during 2001-2015 in Chittagong Metropolitan areas in all police stations' though most of the city dwellers also mentioned theft, snatching, hijacking, extortion, violence (political and local gangs), robbery, illegal floating sex business, murder, illegal arms dealing and business, eve-teasing, abduction/kidnapping, and rape consecutively.

A recent study found that a total number of crimes lodged with the police in six metropolitan police (Dhaka, Chittagong, Khulna, Rajshahi, Sylhet, and Barisal) 164953 from 2009 to 2012, police recorded as many as 6, 52,505 crimes throughout the country whereas all metropolitan police registered a total of 164953 crimes. The percentage of crime recorded by Metropolitan police if we compare with the national crime figure is 25.27%. This data demonstrates that one-fourth of the total crimes recorded in Bangladesh occurred in these six metropolitan cities (Rahman, 2013).

A very current estimate revealed that around 1.4 million criminal offenses of various types occurred in Bangladesh between 2001 and 2010 of which the Miscellaneous category represented the highest 55.9 % of total crimes, followed by narcotics-related offenses 11.1 %. Furthermore, violence against women ranks in the third position, accounting for 10.5 % of the incidence of total crimes in the form of rape, assault, acid throwing, ransom, etc. followed by theft cases 6.6 %, smuggling 3.5 % and murder 2.8 % (Dewan et al., 2014). Table 1.1 shows the comparative crime statistics in Bangladesh from 2001 – 2018 (data was not publicly available after date).



Table 1.1  
*Comparative Crime Statistics in Bangladesh: 2001 – 2018*

| Year  | Dacoit | Robbery | Murder | Speedy Trial | Riot | Women & Child Repression | Kidnapping | Police Assault | Burglary | Theft  | Others Cases | Recovery Cases |               |           |           |        | Total Cases | %      |
|-------|--------|---------|--------|--------------|------|--------------------------|------------|----------------|----------|--------|--------------|----------------|---------------|-----------|-----------|--------|-------------|--------|
|       |        |         |        |              |      |                          |            |                |          |        |              | Arms Act       | Explosive Act | Narcotics | Smuggling | Total  |             |        |
| 2001  | N/A    | 2023    | 3678   | 2396         | 2161 | 13338                    | 834        | 344            | 3654     | 7432   | 65422        | 3151           | 746           | 5636      | 3076      | 12609  | 114,191     | 3.95   |
| 2002  | 963    | 1397    | 3503   | 1693         | 1276 | 18967                    | 1040       | 281            | 3959     | 8245   | 68898        | 3060           | 570           | 9018      | 4746      | 17394  | 127616      | 4.42   |
| 2003  | 949    | 1170    | 3471   | 2179         | 890  | 20717                    | 896        | 271            | 3883     | 8234   | 66194        | 2293           | 499           | 9494      | 4499      | 16785  | 125639      | 4.35   |
| 2004  | 885    | 1207    | 3902   | 2053         | 754  | 13318                    | 898        | 280            | 3356     | 8605   | 67531        | 2370           | 477           | 9505      | 4182      | 16534  | 119323      | 4.13   |
| 2005  | 796    | 898     | 3592   | 1814         | 570  | 11981                    | 765        | 240            | 3270     | 8101   | 70046        | 1836           | 595           | 14195     | 4334      | 20960  | 123033      | 4.26   |
| 2006  | 795    | 843     | 4166   | 1638         | 570  | 11730                    | 722        | 337            | 2991     | 8332   | 76381        | 1552           | 308           | 15479     | 4734      | 22073  | 130578      | 4.52   |
| 2007  | 1047   | 1298    | 3863   | 1980         | 263  | 15217                    | 774        | 278            | 4439     | 12015  | 93224        | 1746           | 232           | 15622     | 5202      | 22802  | 157200      | 5.44   |
| 2008  | 885    | 1583    | 4099   | 1700         | 203  | 15246                    | 817        | 296            | 4552     | 12188  | 87417        | 1529           | 239           | 19263     | 7962      | 28993  | 157979      | 5.47   |
| 2009  | 764    | 1298    | 4219   | 1817         | 112  | 13997                    | 858        | 357            | 3456     | 9171   | 87022        | 1721           | 227           | 24272     | 7817      | 34037  | 157108      | 5.44   |
| 2010  | 656    | 1059    | 3988   | 1666         | 130  | 17752                    | 870        | 473            | 3101     | 8529   | 87139        | 1575           | 253           | 29344     | 6363      | 37535  | 162898      | 5.64   |
| 2011  | 650    | 1069    | 3966   | 1863         | 109  | 21389                    | 792        | 581            | 3134     | 8873   | 88355        | 1269           | 207           | 31696     | 5714      | 38886  | 169667      | 5.88   |
| 2012  | 593    | 964     | 4114   | 1907         | 94   | 20947                    | 850        | 659            | 2927     | 8598   | 96112        | 1115           | 289           | 37264     | 6578      | 45642  | 183407      | 6.35   |
| 2013  | 613    | 1021    | 4393   | 1896         | 172  | 19601                    | 879        | 1257           | 2762     | 7882   | 93930        | 1517           | 1007          | 35832     | 6437      | 44793  | 179199      | 6.21   |
| 2014  | 651    | 1155    | 4514   | 1716         | 79   | 21291                    | 920        | 702            | 2809     | 7660   | 90400        | 2023           | 520           | 42501     | 6788      | 51832  | 183729      | 6.36   |
| 2015  | 491    | 933     | 4035   | 1544         | 93   | 21220                    | 806        | 629            | 2494     | 6821   | 84137        | 2081           | 725           | 47692     | 6179      | 56677  | 179880      | 6.23   |
| 2016  | 408    | 722     | 3591   | 1052         | 53   | 18446                    | 639        | 521            | 2213     | 6110   | 77747        | 2291           | 487           | 62208     | 4680      | 69666  | 181168      | 6.27   |
| 2017  | 336    | 657     | 3549   | 1045         | 23   | 17073                    | 509        | 543            | 2163     | 5833   | 74645        | 2208           | 362           | 98984     | 5599      | 107153 | 213529      | 7.39   |
| 2018  | 262    | 562     | 3830   | 922          | 26   | 16253                    | 444        | 811            | 2137     | 5561   | 69736        | 2515           | 1310          | 112549    | 4501      | 120875 | 221419      | 7.67   |
| Total | 11744  | 19859   | 70473  | 30881        | 7578 | 308483                   | 14313      | 8860           | 57300    | 148190 | 1444336      | 35852          | 9053          | 620554    | 99391     | 765246 | 2,887,563   | 100.00 |

Source: Bangladesh Police, (2021) and Dewan et al., (2019)

In Bangladesh, crime statistics had increased rapidly from 2001 to 2018. The crime record showed in 2001, 114,191 in all over Bangladesh but in 2018 it had increased to 288,756, which pointed out 2428.71% increased during this period (Bangladesh Police, 2021, Dewan et al., 2014).

It needs to mention that Table 1.5 mentioned crimes, all of the types of crimes occur in the urban street in Bangladesh as well as in Chittagong city. Crime data recorded in police information systems offer only a partial view of crime in society, and not all crime reported to the police ends up being recorded as a crime. Due to a lack of public trust in law enforcement authorities means that many crimes are not reported. In this connection, we can mention one of the most civilized and developed countries, England's crime statistics scenario that indicates that according to the British Crime Survey (BCS), only 42% of crime is reported to the police and that the police only ever record 74% of the crime which is reported to them. This means that only about 31% of all crime is reported and recorded by the police let alone the poor administration and politically most corrupt countries in the third world such as Bangladesh (Chainey and Ratcliffe, 2005). As a result, under-reported data generates bias and therefore a negative impact on statistics on crime and criminal justice produced by such authorities.

Figure 1.3 shows the police station-based recorded crime trend in Bangladesh from 2001-2018. The below diagram indicates that police station-based recorded crime in Bangladesh is increasing very rapidly. Hence, Figure 1.3 shows the growth of criminal records from 2001 to 2018 and it was 93.91% within the last 18 years in Bangladesh.

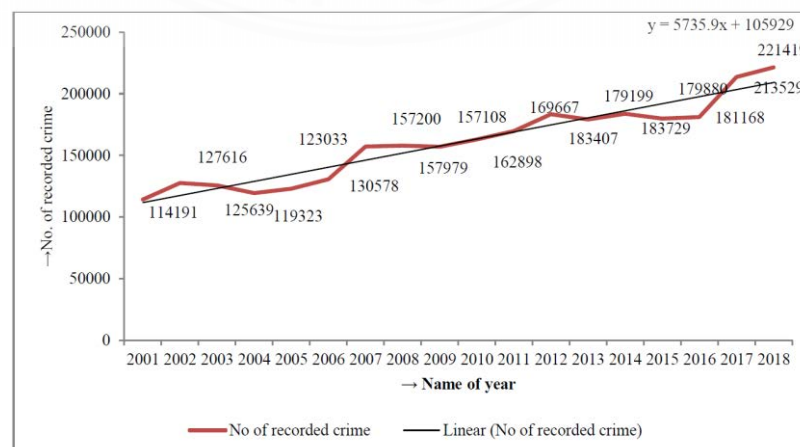
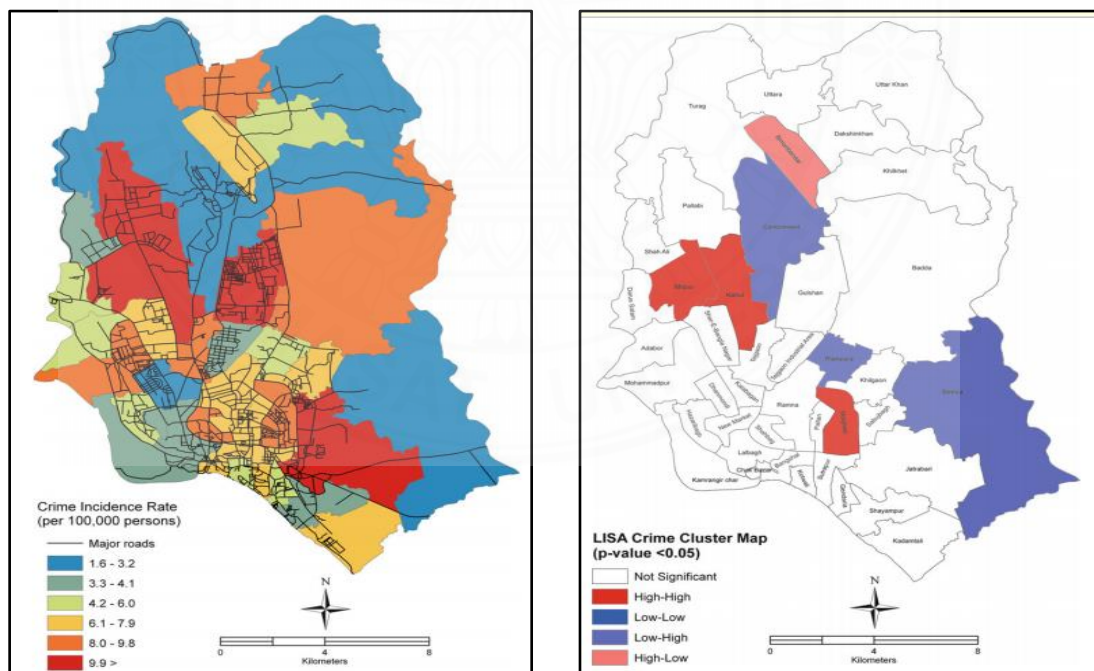


Figure 1.3 Crime record trend in Bangladesh from 2001-2018.

Besides, the types of crimes differ from one metropolitan area to another metropolitan area in urban areas in Bangladesh. Among the most common, reported crime and violence are toll collection, robbery and dacoity, mastan-induced violence, drug addiction, land grabbing and violence, violence against women and children, illegal possession and use of firearms, illicit trafficking in women and children, murder, and kidnapping. Some serious crimes like hijacking and bomb-throwing have all added a new dimension to the problems of crime-controlling administration. Drug addiction is often linked to the crime of crime and violence (Rahman, 2013). In this connection, Dewan, et al. (2014) found distinct temporal variation with the pre-monsoon season, having the highest crime occurrences and there are three single-centered criminal hotspots of crime and the size of male population and poverty rate were the best predictors of crime incidence in Dhaka Metropolitan Area (DMA). Figure 1.4 shows the spatial variation of the raw incidence rate of crimes in DMA and the spatial clusters (hotspots) of crime in DMA from August 2011–July 2012.



(a) Spatial variation of the raw incidence rate of crimes in DMA

(b) Spatial clusters (hotspots) of crime in DMA from August 2011–July 2012

*Figure 1.4* Spatial variation of the raw incidence rate of crimes in DMA and spatial clusters (hotspots) of crime in DMA from August 2011–July 2012. By Dewan et al. (2014)

The cost of crime prevention in Bangladesh in such a low per capita income country is huge. In this regard one of the prominent lawyers in Bangladesh, Dr. Shahdeen Malik mentioned in a seminar titled —Human Security in Bangladesh: Recent Trends and Responses| in his keynote speech that the issue of human security, particularly in the context of our criminal justice system, is surely a very complex one. Presently, there are more than 150,000 police and other personnel employed by the country at a cost of at least around 2,000 crore Taka (Bangladeshi currency). Currently, this cost rose at least three times per year to deter crimes and arrest, convict, and punish criminals. This deployment of a considerable number of persons and outlay of substantial resources is, as is readily accepted by most, not only failing to deter crimes and punish criminals but is also unable to transform the system into an efficient and just one (CPD, 2003). Table 1.2 shows the regional cities and the criminal record in Bangladesh.

Considering regional cities (a provincial city like Thailand) and their police station-based crime record in Bangladesh indicates that there was a great variation according to the Bangladesh Police (BP) crime statistics 2016 (BP, 2016). The report of the Bangladesh urban forum mentioned that life is becoming insecure, due to its inability to manage the law and order situation (Bangladesh Urban Forum, 2013). Therefore, the spread of crime and violence has forced the government to set up special anti-crime forces and agencies to combat such activities (GOB, 2011). According to Bangladesh Police (BP, 2016) and Rahman (2013) crime statistics, among the five regional metropolitan cities in Bangladesh show a gradually increasing trend.

Table 1.2

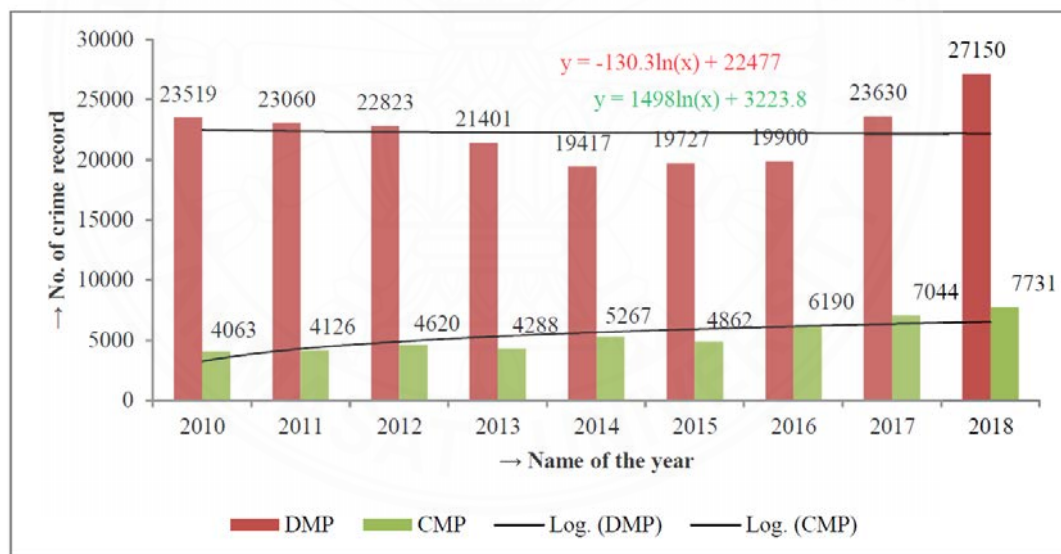
*Regional cities and crime record in Bangladesh*

| Metropolitan area | 2010     |       | 2011     |       | 2012     |       | 2013     |       | 2014     |       | 2015     |       | 2016     |       | 2017     |       | 2018     |       | Total    |        | Annual Changed 2010-2018 |
|-------------------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|--------|--------------------------|
|                   | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %     | <i>f</i> | %      |                          |
| DMP               | 23519    | 70.12 | 23060    | 70.27 | 22823    | 68.76 | 21401    | 67.95 | 19417    | 62.96 | 19727    | 64.56 | 19900    | 61.23 | 23630    | 60.26 | 27150    | 60.03 | 200627   | 64.85  | 83.67                    |
| CMP               | 4063     | 12.11 | 4126     | 12.57 | 4620     | 13.92 | 4288     | 13.61 | 5267     | 17.08 | 4862     | 15.91 | 6190     | 19.04 | 7044     | 17.96 | 7731     | 17.09 | 48191    | 15.58  | 120.67                   |
| KMP               | 1767     | 5.27  | 1397     | 4.26  | 1373     | 4.14  | 1370     | 4.35  | 1602     | 5.19  | 1642     | 5.37  | 1710     | 5.26  | 2612     | 6.66  | 2604     | 5.76  | 16077    | 5.20   | 89.98                    |
| RMP               | 1571     | 4.68  | 1495     | 4.56  | 1509     | 4.55  | 1622     | 5.15  | 1586     | 5.14  | 1745     | 5.71  | 1956     | 6.02  | 3017     | 7.69  | 4247     | 9.39  | 18748    | 6.06   | 121.48                   |
| BMP               | 1139     | 3.4   | 1200     | 3.66  | 1434     | 4.32  | 1387     | 4.4   | 1386     | 4.49  | 1185     | 3.88  | 1349     | 4.15  | 1532     | 3.91  | 1779     | 3.93  | 12391    | 4.01   | 109.76                   |
| SMP               | 1484     | 4.42  | 1538     | 4.69  | 1433     | 4.32  | 1428     | 4.53  | 1583     | 5.13  | 1393     | 4.56  | 1398     | 4.3   | 1380     | 3.52  | 1716     | 3.79  | 13353    | 4.32   | 88.86                    |
| Total             | 33543    | 100   | 32816    | 100   | 33192    | 100   | 31496    | 100   | 30841    | 100   | 30554    | 100   | 32503    | 100   | 39215    | 100   | 45227    | 100   | 309387   | 100.00 | 91.37                    |

Note: DMP-Dhaka Metropolitan Police, CMP -Chittagong Metropolitan Area, KMP- Khulna Metropolitan Area, RMP-Rajshahi Metropolitan Area, BMP- Barisal Metropolitan Area, SMP-Sylhet Metropolitan Area;

Source: Bangladesh Police, (2021)

Along with these, another crime statistic of Bangladesh Police (BP, 2021) shows that police station-based crime record is higher in Chittagong City from 2010 to 2018 in comparing with other four large regional cities in Bangladesh. It indicates that the crime record growth trend from 2010 to 2018 in CMP areas annually increased by 120.67% in the last 9 years duration. Besides, KMP, RMP, BMP, and SMP areas police station-based crime records increased slowly (KMP-89.98%, RMP-121.48%, BMP- 109.76%, and SMP- 88.86%). Hence, these trends of criminal record also pointed that in Chittagong city areas crime is growing gradually in contrast with the rest of the regional cities in Bangladesh, except capital city Dhaka. As result, socio-economic impacts of crime are increasing simultaneously in urban and rural societies. The government and community were bound to take necessary actions and had to spend a lot of money to bend the crime. Figure 1.5 demonstrates the DMP and CMP crime record trends from 2010 to 2018.



Note: DMP-Dhaka Metropolitan Police, CMP -Chittagong Metropolitan Area

Figure 1.5 DMP and CMP crime record trends from 2010 to 2018.

It is also apparent that addressing crime using the latest technology and authentic data may be widely used in other country but Bangladesh's perspective towards using technology and information with reliable data in criminal analyses study has yet been widely utilized. This issue is probably due to the risk of research



security, non-cooperation from the related institutions and authority, insufficient knowledge, skill, and funds to conduct research and program in line with the subject matter. Therefore, the social and economic impacts of crime could not measure. The quality of urban life, safety & security is deteriorating day by day. Although safety and security are some of the fundamental issues of sustainable development. However, the recent development of awareness in the national and local authority of Bangladesh is adopting many programs for a safe city.

### 1.3 Research Gap

The literature review exposed the current urban crime situation in Bangladesh as well as in Chittagong city. The analysis of the literature review of the current research proposal indicates that the urban street crime problem is a burning issue in Chittagong city as well as in Bangladesh. Based on the spatial and socioeconomic variables' investigation, urban street crime has immense impacts on the socio-economic environment and livelihoods of the city dwellers. It also exposed that the gradually rising of crime record trends is one of the vital obstacles to ensure sustainable urban development and quality of life. Hence, it reveals that-

- Lack of studies related to the urban street crime of Chittagong city in Bangladesh (Haider, 2015).
- Most of the studies were focused on the capital city of Bangladesh, Dhaka (Dewan et al., 2013; Rahman, 2013; Ashraf, 2012; and Chowdhury, 2009).
- To the best of my knowledge, no research had been conducted on the growth of street crime patterns in Chittagong City, influencing factors, and its impacts (social, economic, psychological-fear) on the urban neighborhood environment.

Therefore, an extensive study is needed to visualize the spatial variation of social and economic impacts scenarios and to identify and analyze the possible interventions for further improvement to expose the new horizon of prospective studies on this issue.

## 1.4 Research Questions

This dissertation investigated the following research question:

a) What are the socio-economic impacts of urban street crime in the residential and business neighborhood areas in Chittagong City?

## 1.5 Research Objectives

Based on the research questions, the objectives of this dissertation are set:

a. To identify the causal factors leading to the creation of street crime patterns in Chittagong City;

b. To examine the socio-economic impacts of urban street crime patterns on the residential and business neighborhood communities;

c. To investigate the relationship between the fear of street crime and its actual occurrence in the city of Chittagong;

d. To analyze the responses of the residential neighborhood communities, business, neighborhood communities, law enforcing agencies, and urban planning and design authority in preventing urban street crime; and

e. To provide policy recommendations to check the growth of street crime in Chittagong City.

## 1.6 Key terms used in the dissertation

After setting the dissertating objectives, It was felt urgent to define some key terms related to this dissertation. These terms will help to understand the notion of this dissertation.

**Street crime** is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur frequently in the urban streets at day and night (Chowdhury, 2009 & EU, 2013). In this dissertation, the meaning of street crime implies an outdoor crime that usually occurs in the urban street. Based on



the Chittagong Metropolitan Police (CMP) crime statistics, literature review, and pilot survey data findings fourteen (14) types of street crime (Snatching, theft, drug addiction, and illegal drug dealing, hijacking, kidnapping, extortion, or illegal toll, armed robbery, illegal arms dealing, eve-teasing, illegal sex business, pick-pocketing, political violence, gambling, etc.) were included for the primary data investigation. Urban street crime has multi-dimensional impacts on the urban environment and sustainability. It creates a threat to people, life, property, and activity since time immemorial. This dissertational investigated the social and economic impact of urban street crime on residential and business neighborhoods.

**Urban Neighborhood** has been crucial to the design and planning of the urban environment. Neighborhoods are composed of people, who enter, by the very fact of birth, or by chosen residence into common life'' and in some primitive, incoherent fashion exist wherever human beings congregate''. The neighborhood is thus based on a social framework, which appears wherever human beings live together because ``neighbors are simply people who live near one another''. Urban neighborhoods have been the focus of attention of city planners, architects, and urban designers for a long time. Neighborhoods are often seen as solutions to urban social problems, stemming from the deterioration of local community ties. The neighborhood introduces clear physical definitions, organized local institutions, and a communal pattern of activities (Kallus, & Law-Yone, (2000). The neighborhood is a definable, imageable, and manageable residential area (Brower, 1996). In the past few years, urban designers have developed neighborhood typologies for the improvement of urban policy. Components of the built environment: building, plot, land use, and streets, can then be organized into each area type. There are six discrete area types: rural preserve, rural reserve, sub-urban, generally urban, urban center, and urban core. Moving along the gradient of these area types, differences in design, ecology and social structure are apparent (Song, & Knaap, 2007).

In short, the urban neighborhood is an ``important organ of urban life,’’ in which people are bound together, interlinked, and live interdependently like all living organisms. It also could be said a combination of geographical boundaries, ethnic or cultural characteristics of the inhabitants, psychological unity, or concentrated use of an area's facilities; as well as it is a small urban area where

residents are influenced by socioeconomic effects and services within (Park, & Rogers, 2015). Based on the formation and activities of the city dwellers, each urban neighborhood has some distinct features and therefore, they are called individually. Sometimes, in broader perspective it is called urban land use zone, like the residential neighborhood (high class, middle class, lower-middle-class, poor people or slums & squatters), commercial neighborhood (wholesale, retail, mixed), administrative neighborhood, educational neighborhood, healthcare neighborhood, recreational, transport hub & nodes neighborhood, open spaces, etc. Neighborhoods are the most recognizable and viable units of identity and actions to provide customized alternatives. They also have the political capacity to protect the interests of the neighborhood and to explain what they need or describe any unwanted activities in the neighborhood. Future risk/benefits could be reduced or increased because residents identify neighborhood threats/assets in the early phases of the planning process (Park, & Rogers, 2015). Due to the diversity of physical formation and economic activities of the urban neighborhoods, street crime occurrence and impacts of street crime also deviate significantly.

**Residential neighborhood** is a term much popularly used by the architect and urban planner. Depending on the size, level of cohesion, and services shared, neighborhoods are defined at multiple scales. In terms of the services provided, four levels of neighborhoods could be identified and each unit includes four or five geographically adjacent units of the lower level. Residential neighborhoods are the smallest units with shared identities often expressed in names. Residential neighborhoods tend to be homogeneous in terms of neighborhood designs, demography, and socioeconomic status. Street patterns, lot size, landscape patterns, ethnicity, income, or education level, might be similar. It is the smallest unit organized around children-related facilities such as a nursery, play lot, parent education space, a social room, or convenience shops. It has a population of about 1,200<sup>+</sup>. A neighborhood is usually organized around an elementary school with playgrounds, community centers, social rooms, or shops. A population of 5,000 is required. A district has a high school that is surrounded by playfields, auditoriums, gymnasiums, social and recreational facilities, adult education facilities, shopping centers, or health centers. The proposed population for this level of the neighborhood

is 25,000. A section is the largest. It is likely to have a junior college with a cultural center, social and recreational facilities, a civic administration center, or hospitals. The population at this level reaches 75,000 (Park, & Rogers, 2015). There are various challenges in the urban residential neighborhood in maintaining the quality of urban life; a multi-facial security framework is guiding urban residential neighborhood security in order to provide justice and sustainable global security. The modern-day urban residential neighborhood security is creating a wide gap between citizen's security and privacy. The sheer scale of insecurity in the poor areas or slums means that, in many contexts, it has become routinized or normalized into the functional reality of daily life. Violence is linked to fear and insecurity, which pervades people's lives, with serious implications for trust, well-being, and social capital among communities and individuals (Bako, et al., 2018).

**Business neighborhoods** can vary in size and tenant mix but generally fall within a retail hierarchy used by the shopping center industry. The characteristics of the traditional types of shopping centers or retail concentrations from the development-oriented perspective of the urban land institute. It is a "convenience shopping center," usually anchored by a convenience grocery store, drugstore, or restaurant. Other common tenants include hair salons, medical/dental offices, phone sales, dry cleaner, video rental, and insurance/real estate offices. The average size of the convenience shopping center is 20,000 square feet in size, with 10 tenants serving primarily day-to-day needs (Easton & Owen, 2009). The business neighborhood provides areas for convenient neighborhood access to daily goods and services. Typical uses include grocery stores, banks, dry cleaners, and restaurants. It is consistent with the neighborhood commercial land use category of the general plan. Business neighborhood district applies to commercial areas of the city where retail goods and services are available to serve the neighborhood and communitywide needs. Typical land uses include larger shopping centers, specialty shopping centers, and other retail establishments that serve the community at large. Residential land uses may be appropriate, particularly as part of mixed-use development. It is a mixture of small, individual, and multi-tenant commercial buildings, shopping centers, automobile services and sales, and fast-food restaurants (City of Fairfield, 2021).

Understanding physical and social disorders in public spaces are fundamental to understanding urban business neighborhoods. Certainly, visual signs of decay silently but forcefully convey messages about affected business neighborhoods. Disorder triggers attributions and predictions in the minds of insiders and outsiders alike, changing the calculus of prospective shop buyers, real estate agents, insurance agents, and investors. The extent of disorder reflects the extent of businessmen's effectiveness in improving their neighborhoods and may affect their willingness to sustain their activism (Sampson & Raudenbush, 2001). The theoretical model also showed business cycles could affect the rate of criminal activity (Arvanites & Defina, 2006). Hence, business neighborhood environments could be designed or redesigned to reduce the opportunities for crime to occur and at the same time the fear of crime-without resorting to the building of fortresses and the resulting deterioration in the quality of urban life (Gardiner, 1978).

**Urban street crime impact on social life** has tremendous social and psychophysical impacts on urban dwellers as well rural people. Urban street crime in cities has reached record levels in many nations and is having a devastating impact on people's health and livelihoods and the economic prospects of many cities. Fear of street crime isolates the poor in their homes and the rich in their segregated spaces. Violence, the use of physical force which causes hurt to others, can also be defined to include psychological hurt and material deprivation (Moser, 2004). Primary group relationship is replaced by secondary group relationships in urban society due to temporary, superficial and impersonal interactions. These relations eventually lead to family breakup, alcoholism, crime, and other negative aspects of urban life (Soh, 2012). The creation of secondary relation in the urban sociology crime is one of the challenging outcomes which have significant, yet varying consequences, on individual crime victims, their families and friends, and communities. The impact of crime on victims results in emotional and psychological, physical, financial, social, and spiritual consequences (Wasserman & Ellis, 2007). Safety opportunities for socializing in the urban neighborhood functionality, crime and safety, and access to destinations in the neighborhood were all independently positively related (Leslie, et al., 2010). The association between levels of crime and public street use, suggesting that less crime would be committed in areas with an abundance of potential witnesses

(Welsh & Farrington, 2008), and residents of low socioeconomic status areas reported higher perceptions of crime.

**Urban street crime impact on economic life** of urban street crime comparably is lesser than the social and psychophysical. The economics of urban street crime is important because street crime is closely related to poverty, social exclusion, and other economic problems. Most criminals have limited education and labor market skills, poor employment records, and low legitimate earnings (Freeman, 1999). Crime, and especially the fear of street crime, affects the mental and physical wellbeing of victims, causing behavioral alterations, with serious consequences for the whole community. It is also the main contributor to the decline of quality of life in urban areas (Santana, et al., 2009). Fear of street crime causes consumers, employees, and entrepreneurs to alter their routine activities in areas that experience a surge in violent activity. Increased street crime has the greatest consequences for service-related establishments in low-crime neighborhoods. The fear of victimization imposes additional indirect costs to society through its negative impact on local business establishments (Greenbaum, & Tita, 2004). Surges in any type of street crime can significantly reduce the growth of new retail and service businesses and slow home value appreciation. Further, higher levels of neighborhood violence can be associated with fewer retail and service establishments and fewer new jobs. Higher levels of political or other types of violence were also associated with lower home values, credit scores, and homeownership rates. All types of street crime or violence have led to certain types of retail and service businesses moving out of the areas where they live and work. Across the board, they shared that street crime or violence hurts housing prices and drives people to relocate from or avoid moving to affected neighborhoods. Homeowners, like business owners, are also financially affected by violence and may be compelled to invest in security technologies to protect themselves, their homes, and their families (Annie & Bai, 2017).

**Spatial analysis of urban street crime pattern** is a collection of techniques to describe and visualize spatial distributions; identify typical locations or spatial outliers; discover patterns of spatial association, clusters, or hot spots; and suggest spatial regimes or other forms of spatial heterogeneity i.e. changing the structure or changing association across space (Anselin et al., 2000). In other words, it

is ways in which a spatial representation can be given to standard spatial data analysis (SDA) tools by associating them with particular locations or spatial subsets of the data (Anselin, 1999). In addition; it needs to clarify here what is meant by spatial crime data. Spatial crime data is that the units of analysis are geographically referenced. This means that they have attributes i.e. a pair of geographical coordinates that can be used to establish where they are situated relative to the other units in the sample. These data refer to points, to cells of a grid, or areas depending on the contexts also referred to as zones, frames, or polygons (Bernasco & Elffers, 2010).

### **1.7 Conceptual Framework**

Crime assessment based on crime per block and density of crime per population helps to determine the crime pattern as well as to find a suitable location to establish a new police station or direct patrolling of police to the hotspots to reduce crime (Ahmadi, 2003). Although we know facts of crimes in urban areas are the less possibility of arrest and the less probability of recognition and families are less intact in urban areas. When the neighbors of urban areas are poor then there is more chance of crimes in urban areas. Income inequality has a long-term positive relationship with crimes. This is why Nobel laureate Gary Becker (1992) perfectly mentioned that if there is a 1 % increase in income then the delinquency decreases by 2.5%. The UN-Habitat (2007) report provided a conceptual framework for urban crime vulnerability, risk, and resilience (p. 25, Table 2.1). This conceptual framework mentioned what is a threat to safety and security regarding urban crime and violence. It said specific risk events in the urban areas are the various types of crime and violence, such as burglary, assault, rape, homicide, and terrorist attacks. Thus, the response might include more effective criminal justice systems, improved surveillance, community policing, better design of public/open spaces and transport systems, improved employment for youth, development of gated communities, and provision of private security services. The key outcomes due to the safety and security threats include loss of assets, injury, death, damage to property, emotional/psychological suffering stress, fear, and reduced urban investment, etc.



History says that laws and rules were framed in all societies all over the world to govern the conduct of individuals. Provisions of punishment for those who break the law were there in those laws also. In 2300 BC, the Sumerian rulers codified their concept of offenses against society. The rules and laws codified in ancient times have been modified and adapted in different societies over the years to cope with the needs of society (Hoque, n.d.). Over time, crime control methods were grouped into two major categories: formal and informal. Formal crime control uses the law and government agencies (e.g., police, courts, and prisons) to deter crime, whereas informal crime control utilizes moral and social institutions (e.g., the family, religion, peers, and neighbourhood groups) to deter illegal behaviors (Lambert, et al. 2012). Thus, it is obvious that absolute wiping out of crime in the present day is neither possible nor desirable. What we can do to prevent every possible way. Crime prevention strategy can be very effective in this respect, which will initiate to make society free of crime as much as possible. Crime prevention measures, if taken, in proper time in the proper place will surely endeavor the inauguration of rubbing off the crime from society with enforcing the compact efforts by mixing all the variables viz. economic, social and legal at a time, which deserve to take in a given situation (Mullah, n.d.). In this connection, another study conducted by three development organizations entitled, “Creating safer communities in Bangladesh” and in their study mentioned that effective understanding of and responses to issues of safety and security depend on giving ownership of the process to the community themselves. In partnership with the state bodies responsible for security, justice, and other basic services, they are best placed to identify the major threats to their safety and devise practical steps to address these. This insight is not a new one, and recent years have seen an increase in participatory and community-based approaches to issues like policing, small arms control, and crime prevention (BRAC, et al. 2011).

Probably for these reasons, one of the prominent lawyers in Bangladesh, Dr. Shahdeen Malik (2003) mentioned in a seminar titled “Human Security in Bangladesh: Recent Trends and Responses” in his keynote speech he mentioned that the issue of human security, particularly in the context of our criminal justice system, is surely a very complex one. Currently, there are more than 150,000 police and other personnel employed by the country at a cost of at least were around 20,000



millionBDTaka (Bangladeshi currency, and currently this cost rose at least three times) per year to deter crimes and arrest, convict, and punish criminals. This deployment of a considerable number of persons and outlay of substantial resources is, as is readily accepted by most, not only failing to deter crimes and punish criminals but is also unable to transform the system into an efficient and just one (CPD, 2003). The key laws on human security in Bangladesh are as follows:

i) The Penal Code, 1960; ii) The Evidence Act, 1872; iii) The Code of Criminal Procedure, 1898; iv) The Child Marriage Restraint Act, 1929; v) The Muslim Family Law Ordinance, 1961; vi) The Children Act, 1974; vii) The Dowry Prohibition Act, 1980; viii) The Suppression of Violence against Women and Children Act, 2000; ix) The Public Safety (Special Provisions) Act, 2000; and x) Law and Order Disruption Crimes Act, 2002 (UN Report, 2008).

Basically, in Bangladesh, the Ministry of Home Affairs (MOHA) and Bangladesh Police (BP) are taking the lead role in establishing crime prevention and community safety through their efforts to implement the Community Policing Strategy (CPS) throughout the country. In time, other government ministries, NGOs, and CBOs have also incorporated the principles and philosophies of crime prevention and community safety into their respective policies. Reactive policing in Bangladesh is made even more difficult through the high police/citizen ratio; therefore, the need to invest in prevention strategies appears more obvious. There are an over-reliance and unrealistic expectation that the Bangladesh Police can be solely responsible for curbing the crime rate; however, it can play a crucial leadership and practitioner role in crime prevention (Bangladesh Police, 2010). Table-1.3 shows the police-people ratio in some developing and developed countries including Bangladesh and Thailand.

Table 1.4

*Police -People Ratio in some Developing and Developed Countries including Bangladesh*

| Sl # | Country     | Police-People Ratio | Sl # | Country     | Police-People Ratio |
|------|-------------|---------------------|------|-------------|---------------------|
| 1    | Bangladesh  | <b>1: 1138</b>      | 6    | New Zealand | 1: 416              |
| 2    | India       | 1: 728              | 7    | Singapore   | 1: 295              |
| 3    | Philippines | 1: 665              | 8    | Malaysia    | 1: 249              |
| 4    | Pakistan    | 1: 625              | 9    | Thailand    | <b>1. 228</b>       |
| 5    | Japan       | 1: 563              | 10   | Hong Kong   | 1: 220              |

Source: Bangladesh Police (2009)

The dissertation deals with a crime against property and crime against persons that frequently make the victims of city dwellers. Crimes against property and crimes against persons can take many forms and have many different names. This research focused on street crimes. Street crimes are always considered to be a major urban problem in every developing country. A fast-growing regional city like Chittagong is experiencing a horrifying situation of increasing street crime. i.e., vandalism, snatching, street robbery or hijacking, murder, kidnapping that are usually committed outdoor which have greater impacts in the society and these occur frequently in the urban streets day and night. These types of crime occurrences have impacts on all most all of the city dwellers that move around the city for their daily activities. Especially, street crimes create huge fear among the citizens and restrict the movement of people that ultimately reduce the production and personal contract let alone urban governance, socioeconomic welfare, social capital, and cohesion.

Street crime is a term for any criminal offense in a public place. A victim in the street where their property is snatched and the victim is not assaulted is also considered a street crime. Street crime is understood as a crime committed by an individual or groups of people in public spaces is often mentioned as a priority issue in terms of security in many cities all over the world (EU, 2013). Besides, fear of street crime has become recognized as a problem in its own right. It affects travel and activity patterns, constrains participation in social activities, generates psychological stress, and is arguably a severe limitation on individual liberty (Atkins, Husain & Storey, 1991). Crime occurs in places where both opportunities and criminals are available and most criminals search for accessible places, easy to move through and that provide high opportunities for an escape to commit their crimes and research found most criminals commit their crimes within overcrowded areas to include commercial areas with grid networks due to providing clearer and more direct and predictable routes and therefore attract more potential offenders, while the existence of commercial uses helps in attracting more potential targets (Adel, Salheen & Mahmoud, 2016).

A high rate of street crime can have many adverse repercussions such as the negative impact on the investment climate and can deter or delay both domestic and foreign investment, and hence growth. It leads to a higher cost of doing business,

because of the need to employ different forms of security, and diverts investment away from business expansion and productivity improvement, and may lead to a less than optimal operating strategy. It leads to business losses, arising from looting, arson, theft, extortion, and fraud. It leads to loss of output because of reduced hours of operation (including avoiding night shifts) or loss of workdays arising from outbreaks of violence, and avoidance of some types of economic activity. It also reduces output because of the temporary (from injury) or permanent (from murder) exit of individuals from the labor force. In the latter case, the loss is not just the current output, but the output in the remaining years of the individual's working life. It can also cause a permanent shut-down of firms or relocation to less crime-prone countries (Harriott (Ed.), 2003). Along with these, a neighborhood reputation also concerns can support widespread street crime, a street culture, where the direct incentives for such behavior are weak. There are social benefits to street reputations, but those benefits are dominated when reputation concerns draw into crime those who obtain no direct gain from it (Silverman, 2004).

The concept of street crime prevention is grounded in the notion that crime and victimization are driven by many causal factors. A wide range of factors and circumstances influence the lives of individuals and families as they grow up, and local environments, and the situations and opportunities that facilitate victimization and offending. Determining what factors are associated with different types of crime can lead to the development of a set of strategies and programs to change those factors, and prevent or reduce the incidence of those crimes (UNODC, 2010). Traditionally, the city government takes many soft and hardware steps to reduce street crimes such as increasing police patrolling, CCTV observation, neighborhood community participation, street light, and street widening, etc.

The safe ride program reduces crime counts by 14%. This influence persists among different categories of crime. Moreover, increased program intensity, as measured by the number of rides delivered, also decreases street crime counts. This influence is greater on weekends, as one might anticipate. The cost of the safe ride program suggests that it is a relatively efficient way to reduce crime (Weber, 2014). In addition, the improvement of street lighting will reduce both crime and fear of crime. Improved visibility, it is thought, will increase the possibilities for identification and

apprehension of criminals and hence deter the perpetration of criminal acts, while also providing reassurance to those people who are fearful of personal safety in public places (Atkins, Husain & Storey, 1991).

Street crime situation and its impacts on social and economic life is a severe issue in Chittagong city, Bangladesh. Considering crime statistics and citizens' perception (Rahman, 2013; Mannan and Ahmed, 2014; and Haider, 2015), it's affecting one's mobility and productivity and sometimes, even life. Hence, street crime and violence affect all members of society, regardless of sex, age, and income but are more evident in urban areas, especially poor and marginalized neighborhoods. It intrudes into homes, schools, commercial establishments, public transport, and sports, and other public venues (Rahman, 2013). In this connection, Haider (2015) mentioned that street crime effects in CMP higher in non-residential areas of the city except increase mental stress and spoiling teenagers live in residential areas along with losing finance and assets, increasing sufferings of people, increasing drug addiction, etc. Mannan and Ahmed (2014) found in their study that due to mobility risk, boys are sent to faraway schools that are good, but girls are sent to schools that are not as good but are closer to home. Such discrimination affects their current education and future potential. Because of fear of harassment/violence, women usually return home before dark, which adversely affects their productivity and empowerment. Many school mothers have to walk their children to school, as there are no buses that service certain routes, and as such, they cannot perform their household tasks on time.

It could be quoted from Malik (2003) that human insecurity is like cancer no single group of people or factors have caused it, and it can only be effectively tackled, when all segments of society work closely together – the Government, academicians, political parties, civil society, local communities, and the private sector. Hence, considering the current situation of socioeconomic features, a background study of the research problems, formulation of research questions and objectives, existing role of public administration, and local government's activities of Chittagong city helped to construct the following research conceptual framework. Figure 1.6 (See in the next page) shows the urban socio-economic ecology of street crime.

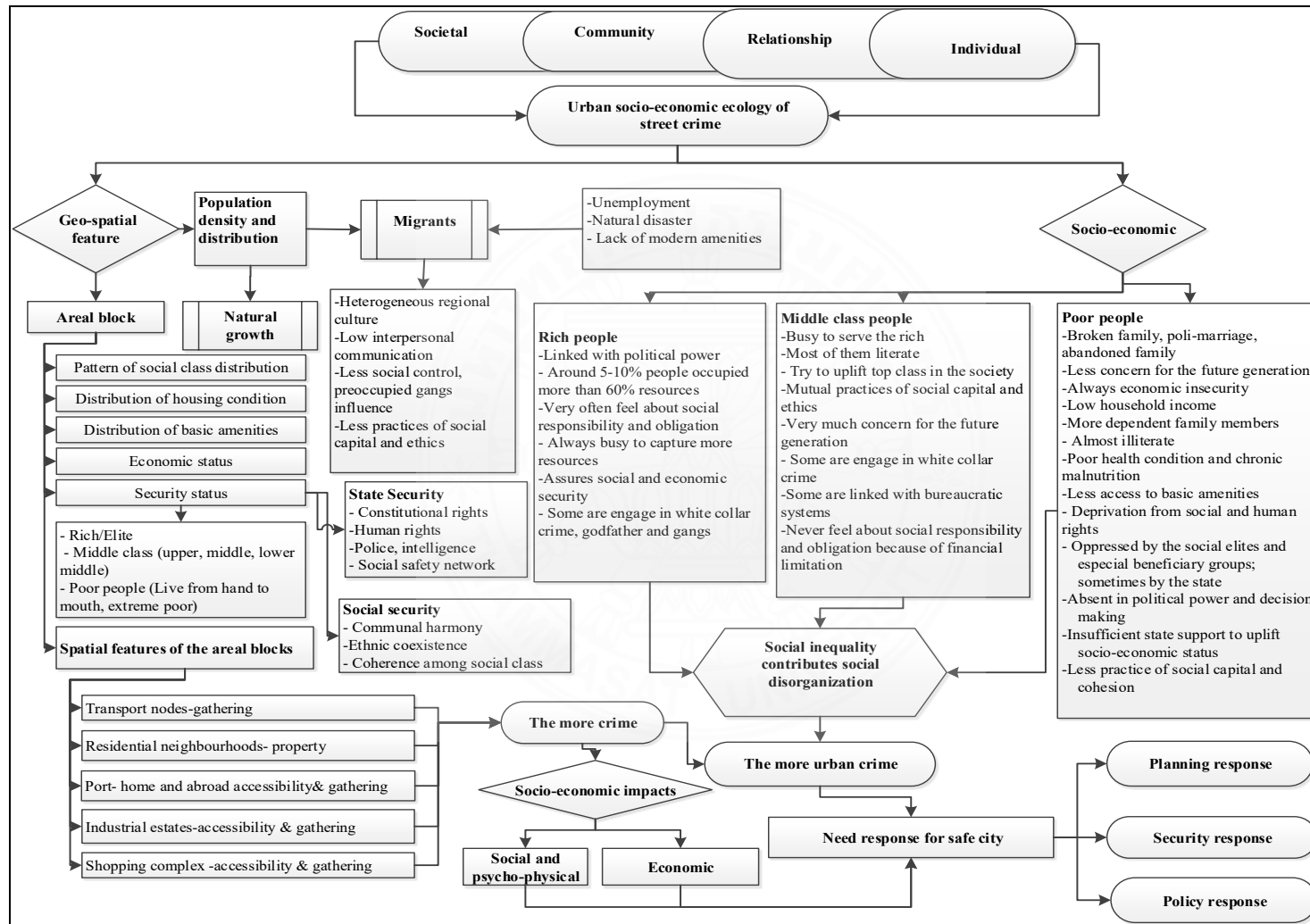


Figure1.6 Urban socio-economic ecology of street crime

Besides, Figure 1.7 demonstrates the conceptual framework: urban street crime causes & effects and need a response in Chittagong City, Bangladesh

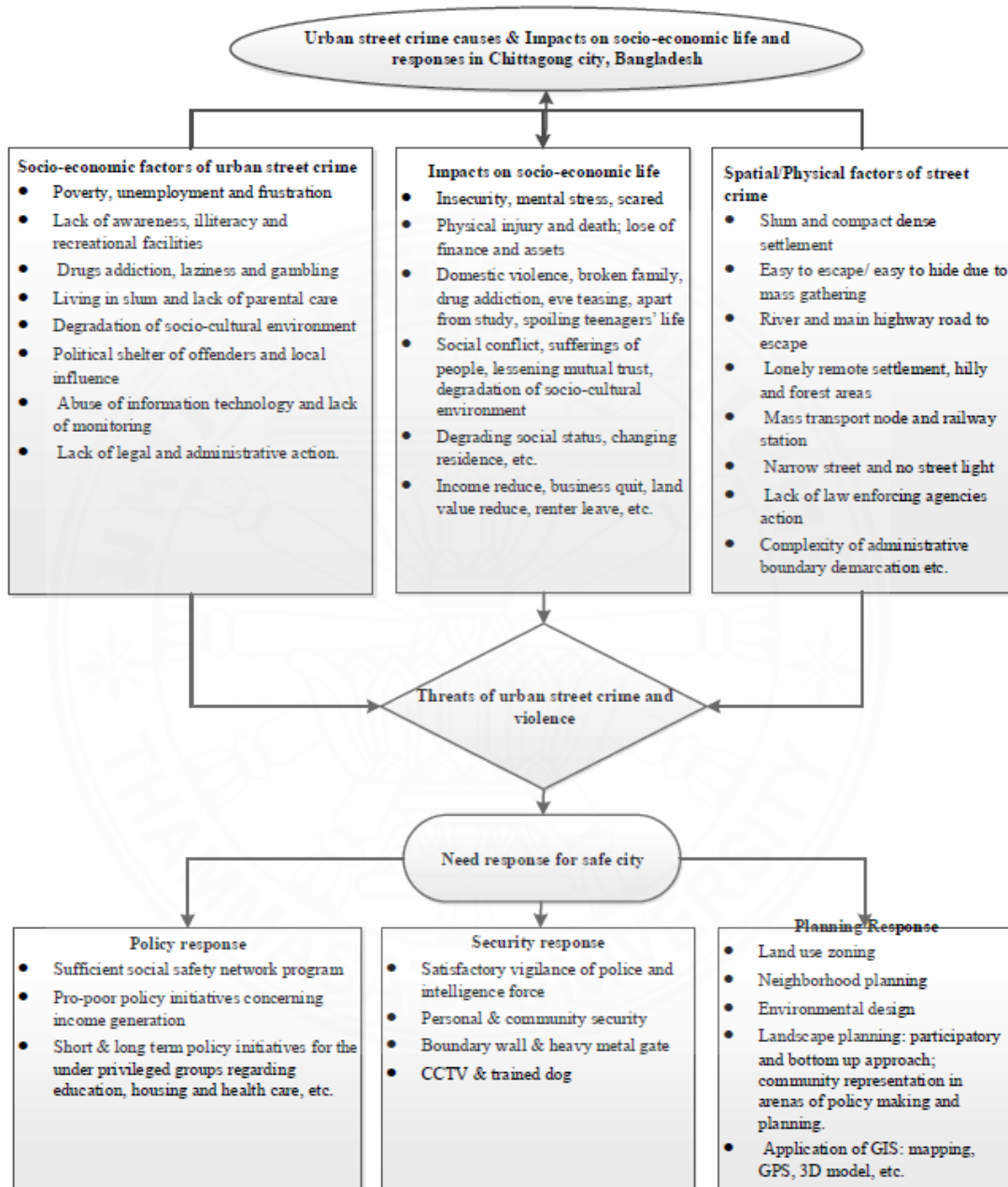


*Figure 1.7 Urban street crime causes & effects and need a response in Chittagong City, Bangladesh. By Haider (2015); Chowdhury (2014); Western Australian Planning Commission (2006); Series, Rounds, & Commissions, (2012); Morse, Isacson, and Meyer, (2011).*



## 1.8 Scope of the Research

The scope of this dissertation was limited to the following aspects:

This research was conducted in Chittagong Metropolitan Police Areas into its' twelve (12) sub-district regions that were locally named Thana to identify the major street crime patterns. Figure 1.8 displays the Chittagong Metropolitan Police (CMP) area and its police stations' location

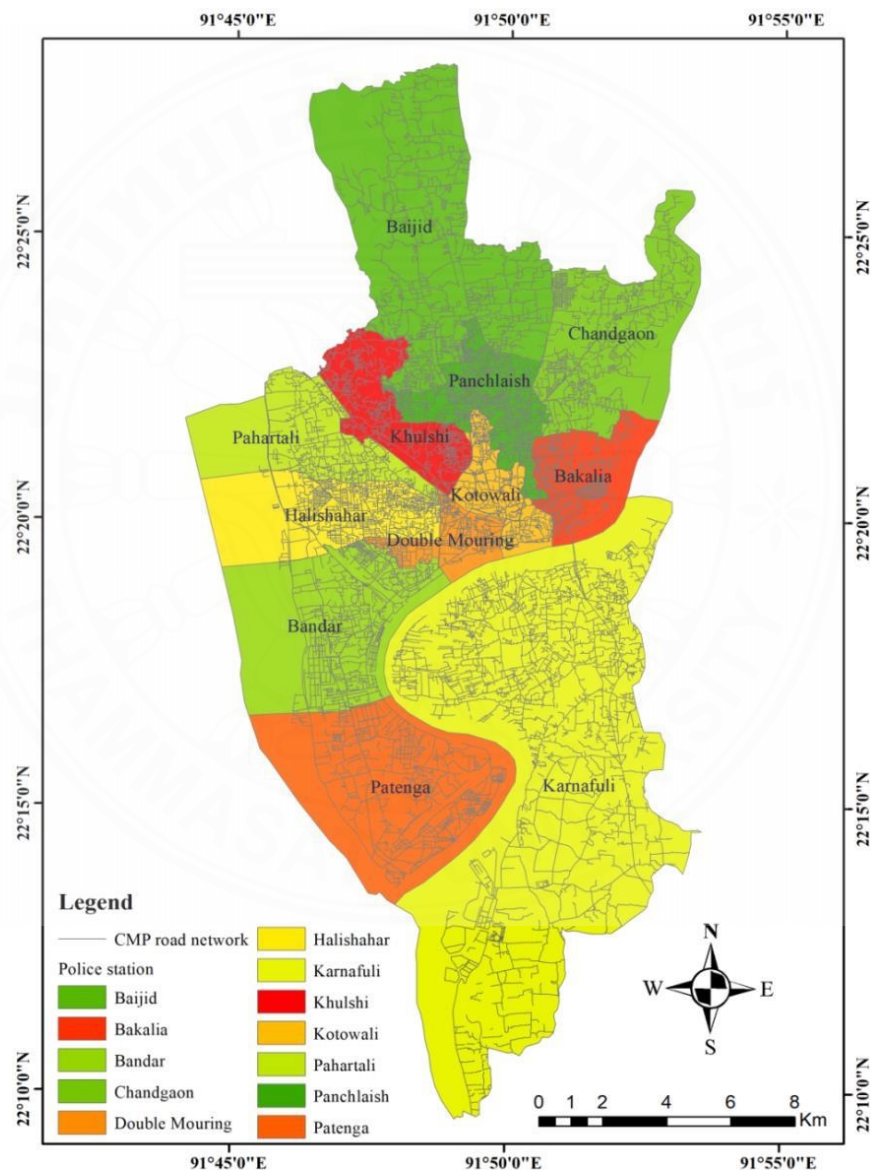


*Figure 1.8* Chittagong Metropolitan Police (CMP) area and its police stations' location by Chittagong Development Authority's (CDA), GIS section, 2014.



The study made spatial analysis of street crime patterns in the Chittagong Metropolitan area and identified the factors leading to create street crime hotspots in Chittagong City;

It was evaluated the impacts of urban street crime on the social and economic life on the residential and business neighborhood communities as well as the spatial relationship between the fear of street crime and its actual occurrence in the city;

This study analyzed the responses of residential and businesses communities, law enforcement agencies, urban planning, and design approval authority to prevent the growth of street crime; and

Finally, it was made policy recommendations concerning preventing the growth of street crime in Chittagong City.

## 1.9 Originality of the research

**Firstly**, the dissertation is conducted under very intensive supervision by the two renowned academic scholars from the Faculty of Architecture and Planning, Thammasat University, Thailand. All data and information were collected from primary and secondary sources following the research ethics and standard rules and regulations like other conventional research do. Primary data were validated with the secondary sources of data and information as well as real-life experiences. All data sources were cited in the text and complete references were attached in the dissertation. The research is an authentic and new investigation works in the academic realm. This is a unique study and nobody did this research earlier.

**Secondly**, the dissertation found the nature of urban street crime in Chittagong city and which aged group of people is prone to commit the crime, who are the target of the offends and at what time and where they have the maximum opportunity were identified. These findings are exceptional. It will help law enforcement agencies to make their crime control plan, as well as community people, could be aware of in their daily life activities.

**Thirdly**, the study identified the major urban street crime hotspots in the residential and business neighborhood areas in Chittagong city, as well as the factors of becoming street crime hotspots. These findings are also the first time. Nobody did this

work except me. These results will contribute to making national policy on how to solve factors of becoming street crime hotspots. Community people, law enforcement agencies, and urban planning and design approval authority can take necessary measures to eliminate the factors of becoming urban street crime hotspots in the residential and business neighborhood areas in Chittagong city.

**Fourthly**, the dissertation exposed the urban street crime impacts on the social and economic life of city dwellers in the residential and business neighborhood areas. Especially, the frequency of victimization, types of victimization, and fear of urban street crime and its consequences were determined. These findings were also very exceptional those nobody exposed before. These significant outcomes could contribute to the policymakers and urban local government in taking the urgent initiative to ensure the safety and security of the city dwellers as well as in reducing the impacts of urban street crime in Chittagong city.

**Fifthly**, this study identified the current response of urban street crime prevention in the residential and business neighborhood areas by the community people, law enforcement agencies, and urban planning and design approval authority as well as the level of effectiveness of the present street crime prevention measures also evaluated. Nobody did this work earlier and these outcomes could contribute to community people, law enforcement agencies, and urban planning and design approval authority to determine their loophole and taking necessary actions in bending the urban street crimes in Chittagong city as well as other similar cities especially in capital city Dhaka, regional city Khulna, Rajshahi, Barisal and Sylhet at home and some other South Asian, African or South American cities where the street crime rate is very high and has a significant impact.

**Finally**, the study determined the needed initiatives in preventing urban street crime in the residential and business neighborhood areas by the community people, law enforcement agencies, and urban planning and design approval authority in Chittagong city. None except me found this result and these significant outcomes of the study contribute to modify the current street crime prevention response as well as making it up-to-date to bend the impact of urban street crime on the social and economic life in the residential and business neighborhood areas in Chittagong city. Therefore, this is original and trustworthy academic research.

### 1.10 Framework of the study

The first and introductory chapter of this dissertation deals with the most important issues which consider as the backbone of the research. It contains the main focus of research is “research question, objectives”, the key terms used in the dissertation, “conceptual framework”, even though scope and originality of the dissertation. Chapter 2 deals with the literature review. An overview of the previously published works on the concept of crime, urban street crime, and related phenomena was analyzed and it helped to generate the idea and other problems related to urban street crime. It also contains international and national level street crime and how other researchers accept and describe it. Chapter 3 named methodology. This chapter illustrated the methods and tools used in this research. Briefly discussed from where and how data had been collected and the data were processed and analyzed and interpreted. The profile of the study area and the respondents were enclosed in Chapter 4. In this chapter, a brief geographical and administrative area based on each police station was given. Along with these, primary respondents’ (Household head) socio-economic and demographic variables were described. Chapter 5 is named —The findings|. It is the heart of the dissertation which study divided into two types of areas that are residential neighborhood and business neighborhood. It presents the all outcomes from the field investigation and also some comparisons with CMP crime statistics. Chapter 6 is titled the discussion chapter. It deals with the in-depth analysis of the nature of the urban street crime, hotspots, impacts of urban street crime on the social and economic life, current response of the various community and institutions, tools and techniques of street crime prevention, and what types of initiatives were needed to take urban street crime prevention in Chittagong city with all output of findings. The final chapter is the conclusion and recommendations that is Chapter 7. It included the final scenarios of urban street crime and its impacts on socioeconomic life in the urban residential and business neighborhoods of Chittagong city along with the national policy, local institutional, and community recommendation for preventing urban street crime. Figure 1.9 displays the framework of the study.

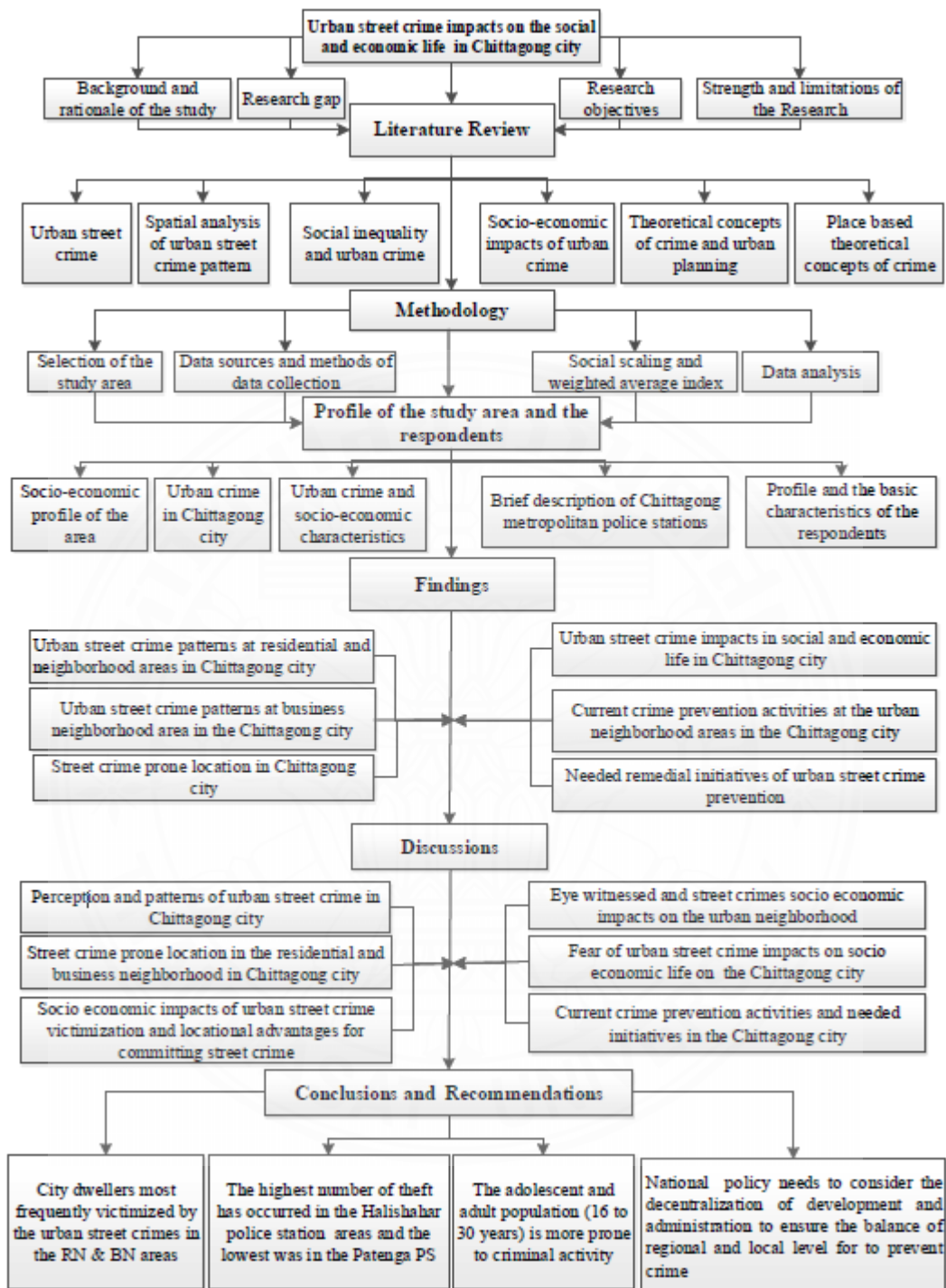


Figure 1.9 Framework of the study.

## CHAPTER 2

### LITERATURE REVIEW

A comprehensive literature review was conducted in gathering the existing theoretical knowledge and understanding the empirical research results on urban street crime, its pattern in the urban neighborhoods, the socio-economic impacts of street crime, location-based crime prevention methods, etc. In this contextual, the literature review chapter was formulated into twenty-two sections. It begins with the concept of crime. Then the review continues on urban crime, urban street crime, urban crime pattern, spatial analysis of urban crime pattern, urban crime hotspots, crime in urban neighborhoods, crime and urban neighborhood organizations, social inequality and urban crime, urban crime, urban land use theory, and urban crime, urban design, and urban crime, theorizing pattern of urban crime, the impact of urban crime, fear of urban crime, location-based crime prevention methods, place-based theoretical concepts of crime, community-based crime prevention, urban planning, and safe urban life, challenges of urban crime prevention, urban crimes in Bangladesh; and finally, chapter summary on literature review were done consequently. Figure 2.1 displays the contents of the literature review.

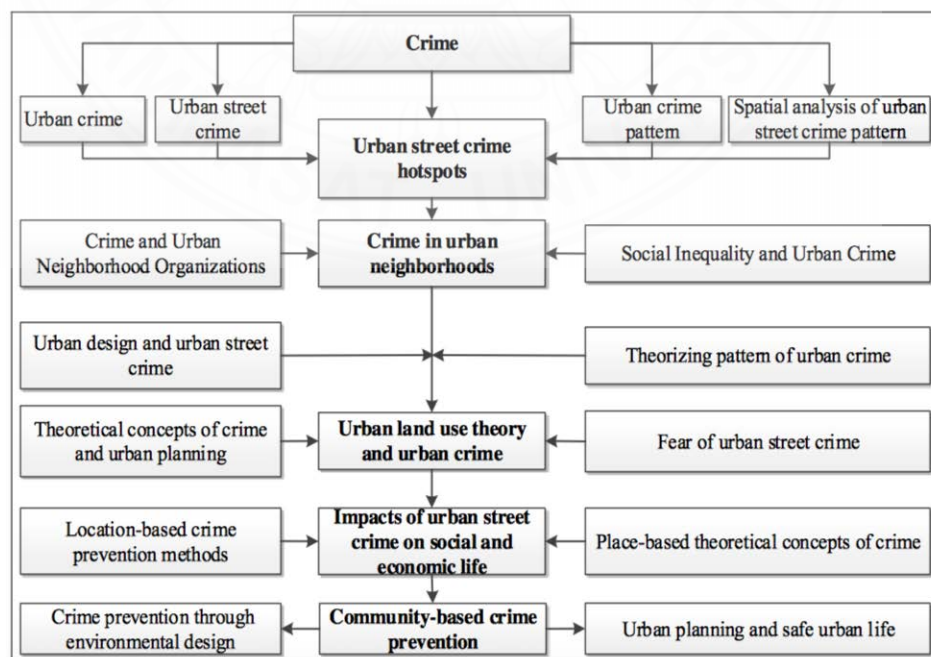


Figure 2.1 Contents of literature review

## 2.1 Crime

Crime is a socially constructed and often contested phenomenon that depends upon the definition of some kind of behavior by the State as being anti-social and punishable by law (Davies, 2004). In another way, it can be defined that crimes are activities that governments have threatened to punish rather severely. This threat, in principle, is not contingent on whether any third-party complaints about the activity. If there is no government or no prospect of punishment, there is no crime. This is why crime has been referred to as a part of anomie that includes the offender, the victim, and the situation (Kamalipour, et al. 2014). It's also defined as is a violation of societal rules of behavior as interpreted and expressed by the criminal law, which reflects public opinion, traditional values, and the viewpoint of people currently holding social and political power. Individuals who violate these rules are subject to sanctions by state authority, social stigma, and loss of status (Siegel, 2014). Similarly, Schiller, et al. (2010) said that crimes usually are defined as acts or omissions forbidden by law that can be punished by imprisonment and/or fine. Murder, robbery, burglary, rape, drunken driving, child neglect, and failure to pay your taxes all are common examples. In this connection, Wayne Morrison (2005) formulated four frameworks in defining crime and these are: (a) crime as a social construction; (b) crime as a product of religious authority/doctrine; (c) crime as a reflection of nation-state legality; and (d) more recent concepts beyond the nation-state derived from social and political theory. These four frameworks, he explained as follows-

- Crime is any action or omission that causes harm in a situation that the person or group responsible 'ought' to be held accountable and punished, irrespective of what the law books of a state say.
- Crime is an action against the law of God, whether as revealed in the holy books, such as the Quran, the Bible, or Torah, or that we instinctively recognize as against God's will, irrespective of what the law books of a State say. If the State law books allow something that we know to be against God's will, this does not change its status—it is still a crime.



- Crime is an act or omission that is defined by the validly passed laws of the nation-state in which it occurred so that punishment should follow from the behavior. Only such acts or omissions are crimes.

- If there is no public authority capable or ready to police social activity and punish offenders, then there is no crime. Crimes and criminals only exist when a public body has judged them according to accepted procedures. Without the State and the criminal law, there is no crime. Without criminal justice systems, there are no criminals.

- Crime is an irrelevant concept as it is tied to the formal social control mechanism of the state deviance is a concept that is owned by sociology, thus my study obviously should be the urban ecological sociology of deviance, rather than criminology.

Hence, it reveals that crime indicates any action that harms any person or person's physical or mental or financial, assets or all together, which recognizes by the state laws, religious rules, regulations & practices, social capital, norms, and values, etc. However, we ought to remember that the state, and only the state, has the power to define crime. Hypothetically, a society could eradicate crime tomorrow simply by rescinding all of its criminal statutes. Of course, this would not eliminate the behavior specified by the laws; in fact, the behavior would doubtless increase because the behavior could no longer be officially punished. While it is absurd to think that any society would try to solve its crime problem by eliminating its criminal statutes, legislative bodies are continually revising, adding to, and deleting from their criminal statutes. Nevertheless, crime has a great effect in any society in the context of social harmony, cohesion, stability, and dynamism of social development as well. This is why, the World Bank (2008) stated that the economic costs of crime and violence (such as costs to the judicial system, health care costs, foregone earnings, costs of private security, and loss of competitiveness) are extremely high and by some estimates, the losses up to 14% of its GDP to violence.

Therefore, the aforesaid sections of review on 'crime' reveal that crime is defined by the society as well as by the state and it is an action which has negative effects on human physical, economic, psychological and in a broader aspect, it infects in the society as a whole. By increasing income generation and dropping the



unemployment rate are two vital variables to shrink crime. In addition, many types of actions and initiatives including reactive crime approach as well as social approaches and new and sophisticated crime-prevention techniques, for example, biometric approaches, CPTED, intelligent closed-circuit television (CCTV), urban safety communication, etc. along with a combination of several branches and institutes of government and private business in a coordinated manner are needed in reducing crime in any society to improve the quality of life and safer environment. Along with this review of crime definition, the below sections were reviewed on urban crime' due to the diversification and intensity of crime is higher in urban settlements comparing with rural ones.

To protect the safety of citizens and maintain the peace and security of society, every nation spends considerable sums of money on law enforcement. Citizens and social organizations too, invest some money in protecting themselves from victimization. In sum, crime is a costly social phenomenon. The full impact of crime on society cannot be assessed by just counting the number of offenses committed. Even the official records of monetary or property losses in crimes comprise only a fraction of the total cost of crime. A cost of crime estimate helps us to realize more explicitly the extent of harm caused by criminals to our society (Keng, 2006). Along these, evidence also indicates that the social cost of crimes may be considered in countries with a higher than average level of criminality. The research found that the cost of crime may be larger than 7 % of gross domestic product (GDP) in Latin America, in comparison with 4 % in the United States and 2 % or less in European countries and many Asian countries (Bourguignon, 2001). More importantly, Nobel laureate Gary Becker (1968) mentioned that income inequality has a long-term positive relationship with crimes. If there is a 1% increase in income, then delinquency decreases by 2.5% (Jalil& Iqbal 2010). Internationally, the two most commonly used indicators recorded are- crime and the cost of delinquency per capita (Cozens 2008).

Crime also has profound emotional and physical effects upon the victims, causing behavioral alterations that may bring serious consequences for the whole community. These include fear of crime (anxiety and insecurity), the outcome of which may be worse than that of the criminal act itself as it causes people to drastically alter their daily routines(Santana et al., 2009). The relationship between the physical

environment and feelings of insecurity is a tricky one as well. Some environments are perceived as secure but are not safe at all (Soomeren, 2013). Based on CPTED and DOC, Soomeren (2013) provided a concept diagram called ‘One theme, three concepts’ are as follows-(i) the physical environment- buildings, streets, houses, components, products, and so on. Design, from the smallest chair to the city as a whole; (ii) Crime-criminal offenses that happened: a burglary, an act of vandalism, a robbery, etc. and (iii) Fear of crime or (more generally) feelings of insecurity.



*Figure 2.2 One theme, three concepts by Soomeren, (2013)*

Along with this framework of concepts, Soomeren (2013) opined that the relationship between these three concepts to be dynamic and sophisticated. Not necessarily all people who live in a high-crime area feel insecure. Some do, some don't. People experience fear differently, according to their age, lifestyle, gender, level of social contact within the community, the perception of neighborhood decline or rehabilitation, socioeconomic or cultural background, and personal experience as a victim of crime. Fortunately, the fear of crime has received significantly more attention in the academic literature, general media, and national and local politics.

Similarly, debates over its nature, significance, and resolution and, most recently, even its very existence, have multiplied. Increasingly, fear of crime is seen as

inseparable not only from crime and disorder in western cities but also from a range of other social and economic problems concerned with housing, employment, environmental planning, and social exclusion relating to poverty, gender, race, and so on (Pain, 2000). However, another study evident that crime within an individual's neighborhood influences their fear of crime but crime occurring within neighboring communities had little or no effect on feelings of safety and security. Indeed, crime occurring in the broader region of the individual's immediate neighborhood had a significantly negative relationship with fear (Breetzke & Pearson, 2014).

## **2.2 Urban crime**

Rapid industrialization and urbanization enhanced to increase crime rates in big and medium-sized cities and even in some small cities in developed and developing countries (Tsushima, 1996). A review of the literature indicates that criminology, environmental design, sociology, and environmental psychology are closely involved with the issue of crime in the city with relatively different perspectives (Kamalipour, et al. 2014) and it is argued that violence in cities has reached record levels in many nations, and is having a devastating impact on people's health and livelihoods and the economic prospects of many cities. In addition, fear of violence isolates the poor in their homes and the rich in their segregated spaces. Within cities, variations in violence levels are related to neighborhood income levels, gender, and age. More areas that are prosperous suffer from violent crime, usually property-related, but severe violence is generally concentrated in lower-income areas, particularly in the marginal periphery (Moser, 2004). In this connection, Braithwaite (1989: 44–9) states that crime is committed disproportionately by people living in large cities who have experienced high residential mobility in areas characterized by high residential mobility and who live in areas characterized by high residential mobility and young people who are strongly attached to their school are less likely to engage in crime.

Therefore, urban areas are generally recognized as the breeding grounds for criminals and have higher rates of crimes compared to rural areas. Urban crime can be different types of crimes, which have been committed in the urban areas, for analysis purposes specifically in the geographical area identified by urban areas. The main facts

of crimes in urban areas are the less possibility of arrest and the less probability of recognition and families are less intact in urban areas. When the neighbors of urban areas are poor's then there is more chance of crimes in urban areas (Jalil & Iqbal, 2010). Research on urban crime has become concerned mainly with explaining why urban crime rates vary, why some social, economic, and spatial characteristics are correlated with variations in urban crime rates, and how certain crime characteristics of urban places affect individual criminality and finally found that characteristics of cities and neighborhoods influence crime rate. In this regard concern to the urban crime, the city might have a crime-causing effect that did not begin with American criminologists Émile Durkheim (1897), Max Weber (1958), Ferdinand Toennies (1887), and other European sociologists wrote about the changes that occurred as a result of the transition of societies from agrarian and village-based forms to industrial and urban-based ones. They proposed that during the rapid social change, growing and expanding cities would be hotbeds of crime and experience several other problems (Crutchfield and Kubrin, 2002).

Mueller (2005) mentioned historically, the causes and origins of crime have been the subjects of investigation by many disciplines. Some factors are known to be affected by the volume and type of crime occurring from place to place. These factors are:

- The population density and degree of urbanization.
- Variations in the composition of the population, particularly youth concentration. Stability of population concerning residents' mobility, commuting patterns, and transient factors.
- Modes of transportation and highway system. Economic conditions, including median income, poverty level, and job availability.
- Cultural factors and educational, recreational, and religious characteristics.
- Family conditions concerning divorce and family cohesiveness.
- Climate.
- The effective strength of law enforcement agencies.
- Administrative and investigative emphases of law enforcement.

- Policies of other components of the criminal justice system (i.e., prosecutorial, judicial, correctional, and probation).
- Citizens' attitudes toward crime.
- Crime reporting practices of the citizenry.

Urban crime has largely been addressed with different approaches to the conception of crime and its main initiatives. But, the growing body of knowledge in the studies of urban crime indicates the social and spatial aspects of the problem in the cities. While different approaches to the issue of crime can be categorized in two broad ranges of sociality and spatiality, it is possible to denote that urban crime cannot be thoroughly explored in the absence of either social constructs or spatial features. In addition, considering the relationship between sociality and spatiality in the city, it has been critically argued that the practices of design and interventions in the built environment need to be based on “design-level” theories in which the spatiality is likely to be considered as a departure point. Ilan (2009) stated that the legacy of poverty, exclusion, and solidarity has informed counter-hegemonic relationships with crime, justice, and governance in many inner-city communities. Besides, according to the WHO (2008) report entitled “Our cities, our health, our future” and there mentioned that violence is having a devastating impact on people's health and livelihoods in many urban areas. It also has many other costs and can undermine a city's economic prospects. Fear of violence isolates the poor in their homes and the rich in their segregated spaces. The sheer scale of violence in many low-income slums or informal settlements means that it has become “routinized” or “normalized” in daily life. Fear and insecurity pervade people's lives, with serious implications for trust and well-being among communities and individuals. Nowadays street crime is becoming a gang culture and high levels of violence in the private realm. It should be pointed out that violence is not an issue only for low-income countries. The situation in some high-income countries is as bad as many developing countries and the underlying social determinants are similar.

Thus, the aforesaid reviews demonstrate that urban crime is diversified and every day innovative types of crime add to an urban environment due to technological advancement and economic development along with the increase of social inequality and disadvantaged settlements. The scenario of urban crime is more distinct among

developed and developing countries. Linking with urban crime, the following sections reviewed on ‘urban crime pattern’.

### **2.3 Urban street crime**

The popular image of crime is unquestionably that of street crime, involving assaults, murder, theft, and sexual assault, largely committed by strangers. These images are bolstered by advertising that explicitly uses the fear of crime as a means to sell security devices and promote private policing as the answer to the presumed problem. Street crime is a loose term for any criminal offense in a public place. A victim in the street where their property is snatched and the victim is not assaulted is also considered a street crime. Street crime, understood as a crime committed by an individual or groups of people in public spaces is often mentioned as a priority issue in terms of security in many cities all over the world (EU, 2013). Fear of street crime has become recognized as a problem in its own right. It affects travel and activity patterns, constrains participation in social activities, generates psychological stress, and is arguably a severe limitation on individual liberty (Atkins, Husain & Storey, 1991). Crime occurs in places where both opportunities and criminals are available and most criminals search for accessible places, easy to move through and that provide high opportunities for an escape to commit their crimes and research found most criminals commit their crimes within overcrowded areas to include commercial areas with grid networks due to providing clearer and more direct and predictable routes and therefore attract more potential offenders, while the existence of commercial uses helps in attracting more potential targets (Adel, Salheen & Mahmoud, 2016).

A high rate of street crime can have many adverse repercussions such as the negative impact on the investment climate and can deter or delay both domestic and foreign investment, and hence growth. It leads to a higher cost of doing business, because of the need to employ different forms of security, and diverts investment away from business expansion and productivity improvement, and may lead to a less than optimal operating strategy. It leads to business losses, arising from looting, arson, theft, extortion, and fraud. It leads to loss of output because of reduced hours of operation (including avoiding night shifts) or loss of workdays arising from outbreaks of violence,



and avoidance of some types of economic activity. It also reduces output because of the temporary (from injury) or permanent (from murder) exit of individuals from the labor force. In the latter case, the loss is not just the current output, but the output in the remaining years of the individual's working life. It can also cause a permanent shut-down of firms or relocation to less crime-prone countries (Harriott (Ed.), 2003). Along with these, a neighborhood reputation also concerns can support widespread street crime, a street culture, where the direct incentives for such behavior are weak. There are social benefits to street reputations, but those benefits are dominated when reputation concerns draw into crime those who obtain no direct gain from it (Silverman, 2004).

The concept of street crime prevention is grounded in the notion that crime and victimization are driven by many causal factors. It is evident that a wide range of factors and circumstances influence the lives of individuals and families as they grow up, and of local environments, and the situations and opportunities that facilitate victimization and offending. Determining what factors are associated with different types of crime can lead to the development of a set of strategies and programs to change those factors, and prevent or reduce the incidence of those crimes (UNODC, 2010). Traditionally, the city government takes many soft and hardware steps to reduce street crimes such as increasing police patrolling, CCTV observation, neighborhood community participation, street light, and widening, etc.

The safe ride program reduces crime counts by 14%. This influence persists among different categories of crime. Moreover, increased program intensity, as measured by the number of rides delivered, also decreases street crime counts. This influence is greater on weekends, as one might anticipate. The cost of the safe ride program suggests that it is a relatively efficient way to reduce crime (Weber, 2014). In addition, the improvement of street lighting will reduce both crime and fear of crime. Improved visibility, it is thought, will increase the possibilities for identification and apprehension of criminals and hence deter the perpetration of criminal acts, while also providing reassurance to those people who are fearful of personal safety in public places (Atkins, Husain & Storey, 1991).



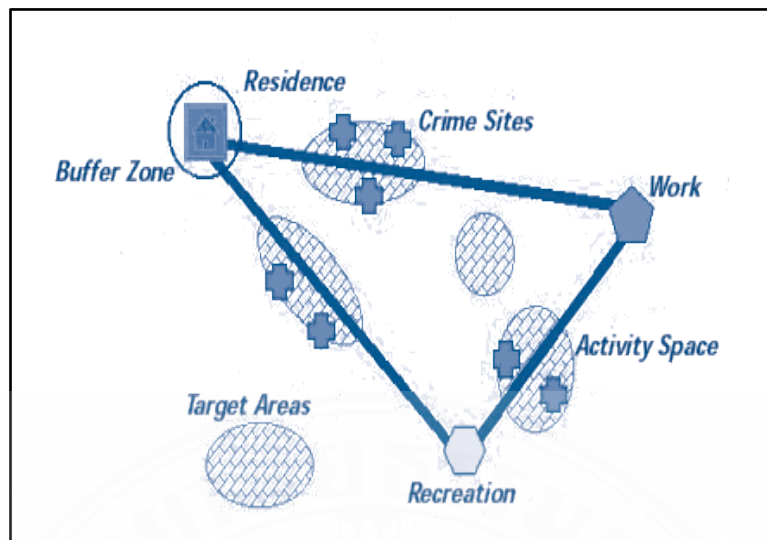


Figure 2.3 Crime Pattern by Brantingham, (1997).

## 2.4 Urban crime pattern

A crime pattern is a group of two or more crimes reported to or discovered by police that are unique (Bruce & Santos, 2011). Crime research depicts that crime is not distributed evenly across the surface in any human settlements considering urban or rural phenomena. The distribution here means the location of a particular crime occurrence. The physical characteristics of urban space and the organization of activities in space that make up the streets have an effect on the people's interaction with space including the shaping of crime and crime patterns. Figure 2.4 depicts the crime pattern (Brantingham, 1997). The theoretical theme argues that criminal events can be understood in the context of people's movements in the course of everyday lives — offenders commit offenses near places they spend most of their time, and victims are victimized near places where they spend most of their time (Brantingham, et al. 2005).

International Association for Crime Analysts (n.d.) mentioned that a crime analyst may determine the possibility of a pattern based on one of three factors: (i) Modus Operandi Commonalities, found through a careful review of incident reports and their narratives; (ii) Exceptional Volume, found through some brand of threshold analysis, either deliberate or unconscious; and (iii) Geographic Proximity, found through crime mapping along with intelligence-based pattern identification, identifying hot spots and criminogenic, and cross-jurisdictional pattern identification. Based on

these factors, experts identified several types of crime patterns, for example, Bruce and Santos (2011) mentioned that seven common types of crime patterns reflect the fundamental requirement of commonly shared elements necessary to define a set of crimes as a pattern (crime elements) (i. Series, ii. Spree, iii. Hot Prey, iv. Hot product, v. Hot spot, vi. Hot place and vii. Hot setting) but Chainey & Ratcliffe (2005) said three types of crime pattern (i. Uniform, ii. Random and iii. Clustered).

Kamalipour, et al. said (2014), there is a possible relation between urban crime and the built environment. Crimes intersect with the geographies of social, economic, and demographic characteristics in urban places (Cahill, 2004). The local increase in the crime level is influenced by places of concentration of people, especially potential victims and stolen objects, or neighborhoods of potential criminals (SypionDutkowska & Leitner, 2017). Even tree canopy plays a vital role in crime patterns, specifically; low and dense vegetation is positively associated with actual or perceived crime risk because it affords criminals a place to hide (Troy, Grove, & O'Neil-Dunne, 2012). Crime is one of the greatest challenges facing large cities. Violent crime rates in U.S. cities with populations over 500,000 in 1993 were four times higher than in cities with populations below 50,000, and seven times greater than in rural areas (Cullen & Levitt, 1999). Crime is not evenly distributed in the city (Asl, et al. 2014). In this regard, Santana, et al. (2009) opined that on the level of the neighborhood, there tends to be an association between crime and deprivation clusters, with a large central cluster and also some isolated situations. For this reason, Brantingham, et al. (2005) opined that crime is not random and there is definite patterning in the temporal and spatial characteristics of the physical crime. They also described that crime pattern modeling simplifies the task of system integration and validation of crime patterns and theories and helps to gain a better understanding of complex social systems.

An increasingly animated debate is taking place +e between two schools of thought on how to design cities to minimize crime. The points at issue are aptly summarised in Table 2.1 of six points where the 'new urbanist' position, as set out 'Safescape', is contrasted to the 'defensible space position, originating in Oscar Newman's book 'Defensible Space' (Newman, 1972). It is essential to know in analyzing crime patterns in any urban area in which these issues are variables to begin

to build the body of evidence needed to decide these issues. Along with urban design variables and crime, using the data on the characteristics of the inhabitants i.e., income, race, homeownership, family structure of that area, and physical-environmental predictors i.e., block size, landscape, etc. are some important variables that are frequently used to predict the occurrence of violent crime pattern by geographical area (Christens & Speer, 2005).

Table 2.1

*Urban design and variables of crime issues*

| Name of variables     | Safes cape                                                                              | Defensible space                                                                                                                 |
|-----------------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Public vs. Private    | Maximize commons to promote interaction and a sense of community                        | Maximize private areas to create defensible space; create a sense of community through smaller developments with fewer strangers |
| Uses                  | Mix uses to provide activity and increase eyes on the street                            | Mixed-use reduces residential control and therefore increase crime                                                               |
| Streets and footpaths | Encourage walking and cycling, increase surveillance through a grid street pattern      | Limit access and escape opportunities to provide more privacy and increase residential control                                   |
| Alleys                | Face buildings toward alleys to provide eyes on the alleys                              | Eliminate or gate alleys as they increase burglary and are dangerous for pedestrians                                             |
| Autos                 | Build homes close to the street, forcing parking to be on the street or near courtyards | Autos are safest in garages or visible in front of the house, rear courtyards facilitate a burglary                              |
| Density               | High density to promote activities, sustain public transit, and reduce sprawl           | Density creates vulnerability when it increases common areas or unsafe parking.                                                  |

Source: Hillier, B., & Sahbaz, O. (2005). High-resolution analysis of crime patterns in urban street networks.

Figure 2.4 shows the complex search area for the individual offender.

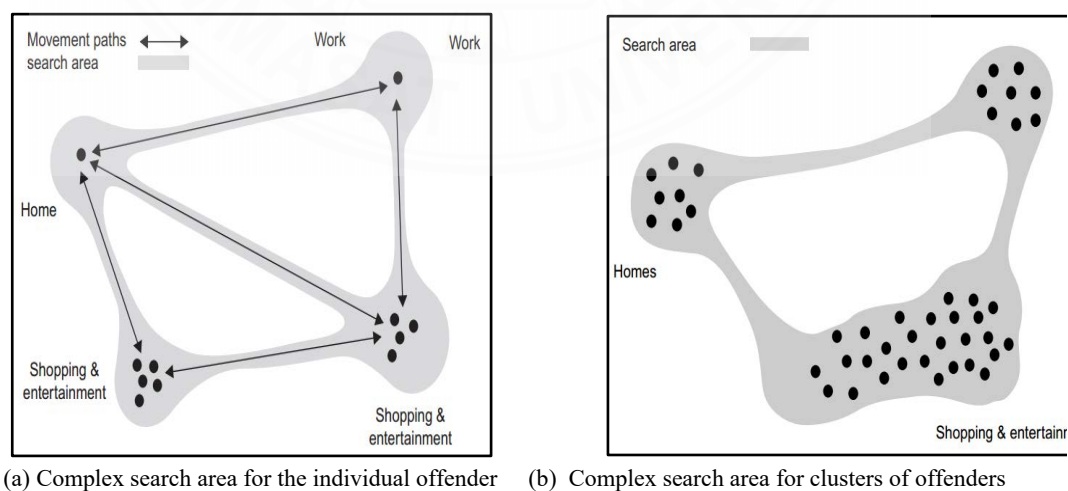


Figure 2.4 Complex search areas for the individual and cluster offenders by Soomeren, 2013

Analyzing the distribution of crime patterns helps in getting the scenario by comparing it in a specific geometric shape on a map. It also carries great importance to prevent crime and save people from physical assault and loss of properties through community awareness and law enforcement agencies' proactive actions. Anselin et al. (2000) opined that the promise of using spatial data and analyses for crime control remains to be demonstrated and depends on the nature of the relationship between crime and place. Craglia et al. (2000) mentioned that community policing requires very easy systems for officers on the beat to enter the location and characteristics of a reported crime. It may enable greater involvement of local communities in crime prevention, particularly if the communities themselves develop the expertise to map their neighborhoods.

Besides, Short, et al. (2010) said that developing a mathematical model to describe the spatiotemporal patterns of urban crime using well-known criminological ideas regarding how criminal events affect future crime risk in a location and how risk can spread from one area to another. They also discussed that recognizing crime tends to form dense clusters in space and time, leaving some areas with little or no crime problem, police routinely target their limited resources at those locations experiencing high crime. That hotspot policing would be an improvement over random patrol is uncontroversial; it has been well known since the 1970s that random patrol has a little measurable effect on crime.

Gonzales et al. (2005) and Asl et al. (2014) applied some popular techniques that the geographic area is insignificant to explain the different methods for trying to understand crime patterns. They mentioned that the data should be treated merely as point events of crime within a geographical boundary area. In some cases, these points will be aggregated to small area geographies such as beats or census blocks to demonstrate the applicability of certain techniques. They mentioned several simple-to-use global statistical tests that can be used to help analysts understand general patterns in the crime data. These tests include—(i) Mean Center, (ii) Standard deviation distance, (iii) Standard deviation ellipse, and Tests for clustering. In addition, Asl et al. (2014) also used the following techniques to identify the spatial distribution pattern of crimes such as graphics-based statistical models, the Nearest Neighbor Index (NNI), and Quatric Kernel Density Estimation Interpolation

Technique. Moreover, Uittenbogaard (2013) used \_space syntax methods to examine spatial patterns, three-dimensional modeling to assess impacts of and on crime, spatial regression models, spatial clustering, and virtual simulations and participation models in the spatial analysis of crime pattern. In addition, IACA (n.d.) said that good analysts use a combination of methods to identify crime patterns regularly, for example- report review every day; crime mapping perhaps every week; threshold analysis perhaps every month; and intelligence-based methods and crossjurisdictional methods as the situation permits.

Besides, Craglia, et al. (2000) explained how anyone can get a particular area's crime pattern. They described that given a list of x, y coordinates of crime events, spatial and temporal analysis of crime (STAC) identifies hot-spot areas as follows: (1) The user defines the study area by giving the x, y coordinates of its two extreme points. (2) STAC divides this area into a 20 X 20 (rectangular or triangular) grid and calculates the x, y coordinates of each node. (3) Each crime incidence is given an internal record number and, based on its x, y coordinates are associated with the nearest node in the grid. (4) STAC creates circles with a user-defined search radius centered on each node and calculates the number of crime events in each circle. (5) The x, y coordinates of the nodes that have at least two incidents in the search radius are recorded, along with the number of incidents found for each node. (6) The results are ranked, and the 25 nodes with the highest number of incidents are stored. (7) STAC checks for overlapping circles— i.e. circles that share the same incidents. If any are found, they are combined into a bigger set called a cluster. (8) For each cluster, STAC calculates a deviational ellipse—i.e. an ellipse centered on the mean x and y of the distribution of incidents in the cluster, with the perimeter located at one standard deviation from the center—so that, in a normal distribution of events, 95 percent will fall within the ellipse. (9) STAC outputs a report file for each run, and x, y coordinates for the center and perimeter of the identified deviational ellipses, which can be imported into any GIS package for display.

Hence, the aforementioned literature review on urban crime patterns shows the types of crime patterns, how to analyze urban crime patterns, and some well-accepted modern techniques of urban crime pattern analysis. Now connecting with the urban crime pattern, the following sections reviewed one important urban crime pattern that is clustered pattern of crime which is popularly known as crime hot spot.

## 2.5 Spatial analysis of urban street crime pattern

Generalizations about the determinants of street crime at the global, regional, national, or local scale fail to take into account important scale differences in the spatial analysis of crime. In this connection, spatial analysis results showed that spatial consequences included the concentration of poverty, minorities, and crime in increasingly destroyed neighborhoods, which although small in size, are the sources of a highly disproportionate amount of crime. Ackerman & Murray (2004) opined that ecological studies represent a very common spatial analysis technique. The availability of detailed socioeconomic and demographic data at neighborhood scales combined with crime rate information and advanced computer technology permits several quantitative techniques to be used to assess potential cause and effect relationships.

It should mention here that during the early twentieth century, Shaw and McKay (1942) also showed how crime and other social problems varied across urban communities, mapping the geographical patterns and using community characteristics to explain these distributions (Bernasco & Elffers, 2010). Along with these, two different reasons are more important why we should care about our crime data being geographically referenced. The first reason is that the spatial arrangement of the data might bias the findings of the regular statistical analysis, and we need spatial statistics to diagnose the situation or correct it. The second reason is that the spatial dimension is a necessary element of our findings and conclusions, because we are intrinsically interested in spatial patterns and spatial effects, and need spatial statistics to explore them. Hence, analyzing the relationship between aspects of place and the clustering of crime undoubtedly leads to enhance crime prevention strategies as well as provides efficient and accurate predictions of future crime patterns (Xue & Brown, n.d.)

In this regard, we should know what is meant by spatial analysis of urban street crime patterns. Experts defined it in various ways. In general, it is a collection of techniques to describe and visualize spatial distributions; identify typical locations or spatial outliers; discover patterns of spatial association, clusters, or hot spots; and suggest spatial regimes or other forms of spatial heterogeneity i.e. changing the structure or changing association across space (Anselin et al., 2000). In other words, it



is ways in which a spatial representation can be given to standard spatial data analysis (SDA) tools by associating them with particular locations or spatial subsets of the data (Anselin, 1999). In addition; it needs to clarify here what is meant by spatial crime data. Spatial crime data is that the units of analysis are geographically referenced. This means that they have attributes i.e. a pair of geographical coordinates that can be used to establish where they are situated relative to the other units in the sample. These data refer to points, to cells of a grid, or areas depending on the contexts also referred to as zones, frames, or polygons (Bernasco & Elffers, 2010).

Nowadays, two types of spatial analysis methods are popularly used. The first is often referred to as exploratory spatial data analysis (acronym ESDA) and is concerned with the description and exploration of spatial data. Typically, the results of these analytical methods are visualized with the use of geographic information systems (GIS). Geographical information systems are software tools for digital cartography that help to process, organize, analyze, and visualize geographically referenced information. The second type of spatial data analysis is spatial modeling. This term refers to a set of regression analysis techniques that are adapted to spatial data. It is also known as statistical spatial analysis that has been the most common approach for analyzing spatial data. Statistical spatial analyses include the analysis of point patterns, the analysis of spatially continuous data, the analysis of area data, and the analysis of spatial interaction data. These analyses address the characteristic randomly determined nature of patterns and relationships (Xue & Brown, n.d.).

It is obvious that technological advances, primarily in computer capabilities, are fundamental to recent analytical advances in the methods available for analyzing place-based crime data. The advent of computer mapping applications and accompanying geographic information systems (GIS) is crucial to being able to measure and represent the spatial relationships in data (Anselin et al., 2000). Recent developments in computing hardware and GIS software have made it possible to interact directly with large spatial databases and to obtain almost instantaneous results for a wide range of GIS operations (Anselin, 1999). Perhaps the most powerful analytical tools emerging from GIS technologies are (1) flexible spatial aggregation capabilities to facilitate the measurement of place-based crime and (2) simple contiguity matrices for representing neighbor relationships between different areal units.



In addition to these analytical advances, computerized police records management systems and computer-aided dispatch (CAD) systems of citizen calls to police make it possible to systematically quantify varying levels of criminal activity at different places within a city. Moreover, Xue & Brown (n.d.) said the most common statistical spatial crime pattern data analysis techniques: nearest neighbor methods and Kfunctions, kernel smoothing methods, spatial autocorrelation, and covariance modeling, Geostatistical and spatial econometric modeling, multivariate techniques, and spatial interaction models, etc. For cluster pattern of crime analysis, Gonzales et al. (2005) applied several techniques i.e., mean center, standard deviation distance, standard deviation ellipse, nearest neighbor index (NNI), Moran's I, Geary's C statistic sequentially which mentioned in a report entitled, 'Mapping Crime: Understanding Hot Spots'. Therefore, aforesaid reviews on spatial analysis of urban crime patterns' disclose the definition of spatial analysis of crime patterns, its importance, types, and methods of spatial analysis of crime patterns. This review also helped me to identify the appropriate techniques in my research based on available data and its characteristics. The next sections of reviews continue on the cluster pattern of urban crime that means urban crime hotspots.

## **2.6 Urban street crime hotspots**

Where does the most recorded crime occur? Where do offenders and victims live and spend time? Are particular places perceived as more threatening than others, and if so, when and to whom? Is it possible to prevent crime by changing people's surroundings? How can we theorize the surroundings, environments, or spaces in which we live? What does it mean to think 'spatially'? In this way, many questions arise concerning crime, crime hotspots, and crime prevention. Therefore, the geographic distribution and the determinants of urban crime have long been an important area of interest for criminologists, sociologists, and geographers. Criminologists and sociologists believe that crime results from social stress and conflicts and the rates of crime in the urban neighborhood are highly affected by the demographic and socio-economic contexts. From the perspective of spatial analysis,

geographers consider that crime has a geographic dimension and is disproportionately distributed across different geographic scales (e.g., national, regional, and local).

Within cities and metropolitan areas, crime is exceptionally concentrated in relatively few, small areas crime hotspots (Zhang & Peterson, 2007). Thus, Taylor and Harrell (1996) mentioned that a wide range of features of the physical environment at the street block and neighborhood levels have proven relevant to predicting crime rates and crime-related outcomes, such as fear of crime and neighborhood confidence. Given the concentration and clustering of crime, Wolff (2014) did his Ph.D. dissertation entitled, "The Concentration of Crime in Cities across the U.S." He focused his research on two questions- (i) do the concentration and clustering of crime vary across cities? (ii) Is variation in the concentration of crime (either spatial or aspatial) associated with the between-city differences in criminal activity, net of other factors known to contribute to city crime rates?

To accomplish the goals stated above, this dissertation relies heavily on data from the National Neighborhood Crime Study (NNCS). The final data set includes the count of reported homicide (murder and non-negligent manslaughter), forcible rape, robbery, aggravated assault, burglary, larceny, and motor vehicle theft for a total of 9,563 neighborhoods within the 91 cities for the years 1999, 2000, and 2001. His dissertation results showed that there is a substantial amount of variation in the concentration and clustering of crime present across the sample of cities considered. This variation was apparent on both measures of crime's concentration used in this study and was present for each of the four crime types considered. He also found that while there is some evidence that lower concentrations of homicide are related to higher homicide rates at the city level, there is no evidence that the concentration of other forms of crime has a significant impact on city crime rates. Therefore, his study implies that "Hot Spot" areas identify clusters of actual events or locations, regardless of arbitrary boundaries, they allow us to link situation to place and place to space and research has shown that occurrences of social disorder, crime, and law enforcement activity tend not to be randomly scattered in space, but are clustered in certain areas (Block & Block, 1995). Several factors were influenced where crime occurs, including the physical and social characteristics of the place and the people using the place (Burgess, 2011). Hotspots show the potential value of place

in the analysis of crime, and studies have found a relationship between crime hotspots and certain land uses and population characteristics (Hiropoulos & Porter, 2014). In recent years, crime scholars and practitioners have pointed to the potential benefits of focusing on crime prevention efforts in crime-specific areas. Several studies suggest that crime is not spread evenly across city landscapes. Rather, there is significant clustering of crime in small places, or “hotspots,” that generate half of all crimes. Even within the most crime-ridden neighborhoods, crime clusters at a few discrete locations and other areas are relatively crime-free (Braga, 2012).

In this regard, the 80/20 rule suggests that targeting or focusing on the highest 20 % of crime hotspots can have a dramatic influence on the majority (approximately 80 %) of total crime in the study area. According to the 80/20 rule, the net impact of crime prevention and crime control strategies the 20 % would be much higher than attempting to target an entire neighborhood (Herrmann, 2015). Therefore, in understanding crime hotspots, it refers to, “A hot spot is an area that has a greater than an average number of criminal or disorder events, or an area where people have a higher than average risk of victimization. This suggests the existence of cool spots—places or areas with less than the average amount of crime or disorder” (Chainey, et al. 2005). The most basic form of a hot spot is a place that has many crimes. A place can be an address, street corner, store, house, or any other small location, most of which can be seen by a person standing at its center. Although hot places often are concentrated within areas, they often are separated by other places with few or no crimes. Because such hotspots are best depicted by dots, they have a dimension of zero (Gonzales, et al. 2005).

It is well recognized that some places experienced persistently higher occurrences of crime than others depending on several factors such as population density, road network, and social background. Spatial statistics recommend the major technical procedure for crime pattern analysis (Ludin, et al. 2013). American sociologist Boggs (1965) suggested re-conceptualizing crime occurrence rates in terms of environmental opportunities. A factor-analytic test of these crime-specific occurrence rates and the corresponding criminal offender rates indicates that different neighborhoods are exploited for different kinds of crime. Two components of crime occurrence were identified in her study. The familiarity of offenders with their targets

is one factor suggested by these kinds of offenses that occur in high-offenders neighborhoods. Profitability is another element of crime occurrence suggested by these types of crime that occur in high social rank neighborhoods where crime targets are likely to be a greater value than among the lower-rank populations in offenders' areas.

Nowadays crime prevention practitioners are increasingly aware of the importance of places of crime. A place is a very small area, usually a street corner, address, building, or street segment. A focus on crime places contrasts with a focus on neighborhoods (Eck, & Weisburd, 2015). At this point of view, Moreto (2010) opined that in reality; there are certain areas and places that are more conducive for offenses to occur. For instance, four distinct factors have been identified that affect the variation in risk of a location being victimized:

- Surrounding area;
- Household/premise characteristics;
- Immediate design and planning features and;
- Other aspects of lifestyle affecting the location.

In addition, Lum (2011) said that the way we describe and measure crimes in places, in addition to the size of that geographical area, can matter in predictive models explaining those crime patterns. She also mentioned that increasing the spatial sensitivity of measures, either by taking into account exact locations of events and their relation to each other or by drastically reducing the geographical region that is being examined, may lead to better predictions in explaining crime patterns across places. This research describes the connection with crime variation in the context of the geographical region of a city. Chainey and Ratcliffe (2005) also mentioned that crime is not spread evenly across maps. It clumps in some areas and is absent in others. People use this knowledge in their daily activities. They avoid some places and seek out others. Their choices of neighborhoods, schools, stores, streets, and recreation are governed partly by the understanding that their chances of being a victim are greater in some of these places than in others. They also found that areas of concentrated crime are often referred to as hotspots. Researchers and police use the term in many different ways. Some refer to hotspot addresses, others refer to hotspot blocks, and others examine clusters. Like researchers, crime analysts look for

concentrations of individual events that might indicate a series of related crimes. Hence, researchers on spatial patterns of crimes gave more emphasis on an important element of effective law enforcement and community policing efforts, which should focus on the quick identification of emergent “hotspots” of increasing criminal activity. In this way, the crime data analysis allows a greater understanding of the dynamics of prohibited activities, providing answers to where, why, and when certain crimes are likely to occur. This section of review helped how to determine the research variables and tools for data collection and analysis (spatial, demographic, social, and economic).

## **2.7 Crime in urban neighborhoods**

Neighborhoods are principally defined by the people who live in them. They are areas within cities where children attend school, play and grow up. Adults live and work there and form friendships. Neighborhoods offer schools, churches, libraries, community centers, parks, stores, child care centers, entertainment facilities, and other “anchor points” where neighbors meet and socialize (Higgins & Hunt, 2016). Urban neighborhoods are based on typologies, stages of change, and functions which include economic, administrative, political, and social (Hunter, 1979). Neighborhood characteristics affect children’s social and behavioral development, educational attainment, and participation in crime and violence, and risk-taking behaviors, such as smoking, alcohol and drug abuse, and early sexual activity (Sastry, Pebley & Zonta, 2002). In this connection, Troy, et al. (2016) conduct research entitled, “The relationship between residential yard management and neighborhood crime: An analysis of Baltimore City and County”. They collected vegetation maintenance data were drawn from the 2007 and, (ii) Greater Baltimore Residential Land Management Survey. The survey using a two-tier stratified random sampling method using Google Earth to eliminate vacant parcels. They run a Poisson regression model-based estimator that is a hybrid between the Newton–Raphson, and Fisher scoring methods and uses all the same variables (and transformations) as were used in the OLS analysis. The significance of coefficients was assessed using a Wald Chi-square hypothesis test. Their research results showed that indicators of yard

management, from cut lawns to the presence of yard trees, are inversely associated with crime, while indicators of neglect, such as litter or desiccation, are positively associated with crime.

Moreover, Kalantari, et al. (2016) did a study entitled, “A New Methodological Framework for Crime Spatial Analysis Using Local Entropy (EntropyThe degree of disorder or randomness in the system) Map”. Considering the relationship between land use and crime, they focused on the potential spatial dependency between commercial land uses, banks, bus and subway stations, and pickpocketing in Tehran. They used local entropy models and a nonparametric approach to analyzing the spatial dependency. Using ArcGIS ESRI product they created the local entropy maps to show the significance level of each local region, which allows interactive examination of significant local multivariate relationships. Their investigation results show a high spatial autocorrelation between mentioned land uses and specified crimes. The parameters indicate a significant cluster distribution. Furthermore, pickpocketing density at the bus stops is at the high Bonferroni (Bonferroni-one of several methods used to counteract the problem of multiple comparisons) level. The results specify that spatial patterns of pickpocketing are related to land use in the study area.

The reviews on crime in urban neighborhoods’ exposed the definition of urban neighborhoods, how do urban neighborhoods form, types of urban neighborhoods, what types of crime occur in which neighborhoods, what are the reasons for diversification of crime patterns in different neighborhoods, neighborhood-based crime pattern analyzing techniques, etc. The reviewed literature was based on theoretical and empirical research results. This review of results helped me to understand the crime pattern in an urban neighborhood and identify the analyzing techniques of specific urban neighborhood crime. Linking with urban neighborhoods, the following section reviews were done on urban neighborhood organizations because theoretically and empirically proved that neighborhood organizations have a vital influence on the occurrence of crime and urban street crime patterns.



## 2.8 Crime and urban neighborhood organizations

Different types of urban neighborhoods—in creating conditions favorable or unfavorable to crime and delinquency. Poverty, residential mobility, and weak social networks decrease a neighborhoods' capacity to control the behavior of people in public and hence increase the likelihood of crime. It is hypothesized that certain variables mediate the relationship between exogenous structural conditions and neighborhood crime i.e., informal control, social ties, social capital, and collective efficacy. Along with others, informal control has been privileged because it was is community-based and thus more central in mediating the effects of neighborhood characteristics on crime, (Kubrin and Weitzer, 2003). In this regard, Roman, et al. (2009) did research entitled, “Community Organizations and Crime: An Examination of the Social-Institutional Processes of Neighborhoods”. The objectives of the research were to articulate and measure how local organizations are linked to social control and crime along with the study tests methods for examining and measuring the social control generating a function of local organizations and institutions to inform policy, research, and practice around community development for crime control and public safety. They hypothesized that the accessibility of organizations will be related to collective efficacy and neighborhoods with high levels of institutional capacity will be neighborhoods with low crime rates. Figure 2.5 shows the community institutional capacity model (Roman et al., 2009).

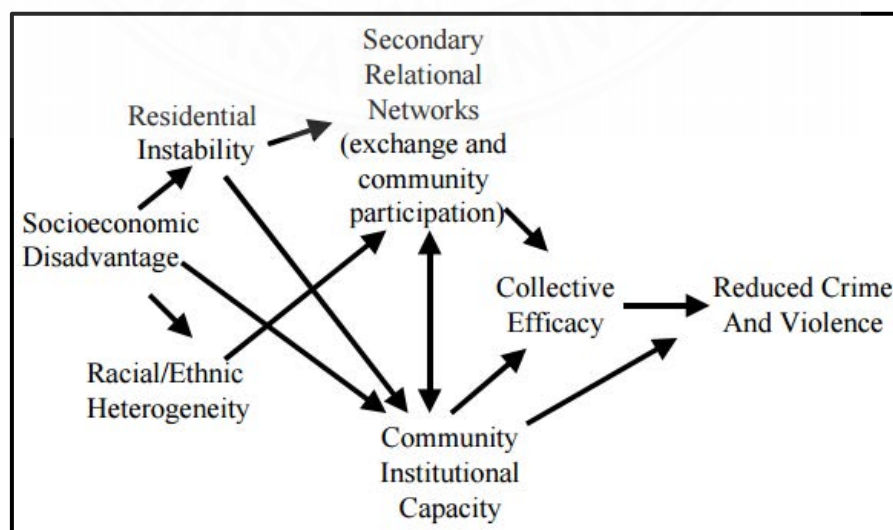


Figure 2.5 Communities Institutional Capacity Model by Roman, et al., 2009



They explored the relationship between institutional capacity and crime, as well as explored the relationship among a full complement of neighborhood variables (residential stability, economic disadvantage, ethnic heterogeneity, collective efficacy, institutional capacity, and crime). One important indicator, social capital has been the term used to capture the positive or pro-social features of communities. The measures of institutional capacity being tested rely on data collected on organizations. In addition to the collection of organization data, they collect household data for their criterion measures (i.e., collective efficacy and related constructs). In their study, they included four general types of organizations initially based on the social disorganization and community development literature. The types (categories) included: (a) community-based organizations (CBOs) and social service organizations (SSOs); (b) churches and other religious institutions; (c) pro-social places/institutions (schools, libraries, parks, and recreation centers); and (d) businesses. In data analysis, they used descriptive statistics, Bivariate Correlations (Regression Analysis), and O'Brien's (1990) generalizability theory model. This study found that when taking in the context of the larger local landscape of the location of community organizations, access to organizations that serve the local community matters. Increased access to organizations is related to higher levels of social cohesion. They also found that neighborhoods that had more local organizations nearby were also neighborhoods with lower rates of aggravated assault along with the traits of organizations related to a community's level of collective efficacy and social cohesion when controlling for residential stability and concentrated disadvantage.

Besides, Skogan (1989) conducted research linking urban neighborhood organizations and crime. His research title was "Communities, Crime and Neighborhood Organization". He examined the impact of serious crime, the economic and social resources residents have to draw upon to deal with neighborhood problems, and their characteristic relationship with the police, upon those opportunities to participate in organized efforts to combat crime. He conducted a telephone interview with about 200 respondents from 60 areas of central cities and suburbs of three metropolitan areas: Rochester, New York, Tampa-St. Petersburg, Florida, and St. Louis, Missouri. Survey respondents were questioned about their awareness of local

organizations engaged in a variety of crime-related activities, their relations with their neighbors, and their participation in the quality of police service in the area.

The extent of the local crime problem was measured by combining reports that area residents had been victimized by robbery, burglary, assault, purse snatching, pocket-picking, or auto theft during the 12 months before the interview. Community affluence was measured by a factor score representing the variance shared by measures of the extent of area homeownership, median income, average years of education, and the proportion of dwelling units that were single-family homes rather than in multifamily buildings. Area cohesiveness was measured by mean responses to question concerning how frequently respondents —get together with neighbors in their homes or yoursll, a common measure of the extent of neighboring. The quality of police service was measured by summing responses to questions about the honesty, courtesy, and equal treatment rendered by local police, and two questions concerning the overall quality of police service in the immediate area. His research results showed that the link between the two measures was strong and positive, controlling for the effects of area affluence, cohesion, and police service. He also found that the extent of local organizing went down in the face of extreme levels of crime.

Hence, the above said literature review on \_crime and urban neighborhood organizations disclosed the relationship between crime and the influence of urban neighborhood organizations. These sections of review based on theoretical and empirical research results clearly showed that there is a strong positive relationship between the number of neighborhood organizations and the level of involvement of the community members. This literature review will help me to understand in my research areas scenario evaluation considering the number of neighborhood organizations and community involvement in their neighborhood to combat the crime occurrence. The socio-economic characteristics of urban neighborhoods play a vital role in the occurrence of crime. Socioeconomically disadvantaged neighborhoods have usually more crime. Thus, the following sections of the literature review were conducted on social inequality and urban crime to understand the magnitude and role of social inequality in urban crime occurrence.

## 2.9 Social inequality and urban crime

Social inequality and the concentration of poor economic conditions, lead to social disorganization through a breakdown of social cohesion and normlessness because communities lacking in social cohesion (social capital) are less effective in exerting informal means of social control through establishing and maintaining norms to reduce violence compared to communities with higher levels of social capital (Kennedy, et al. 1998). In this association, Levitt (1999) stated that an increased gap between rich and poor promulgates frustration on the part of the poor, leading them to react violently against the inequity in society, although their anger may be directed either toward the rich or toward the poor. It is also possible that higher crime can lead to greater income inequality. For example, as inner-city crime rises, a firm producing in this area must offer higher wages to attract workers. These rising production costs lead the firm to relocate into lower-crime neighborhoods. The spatial mismatch between the location of poor inner-city residents and jobs may further worsen the residents' economic difficulty.

Bignon et al. (2014) opined that economic crises may favor criminal activity as they alter the opportunity costs to engage in crime. At the same time, higher street crime rates are likely to hurt economic conditions as the prevalence of street crime in an area discourages business. Thus, negative income shocks may trigger a vicious circle between deteriorating socio-economic conditions and street crime. In this correlation, Entorf (2009) mentioned that unemployment is an important cause of street crime. From the theoretical point of view, this belief seems to be reasonable, since, according to the standard economic theory of crime by Nobel laureate Gary Becker, unemployed individuals are per definition excluded from legal income opportunities, and, thus, more likely to commit crimes than people who have a job. Figure 2.6 shows a systematic model of disorganization.

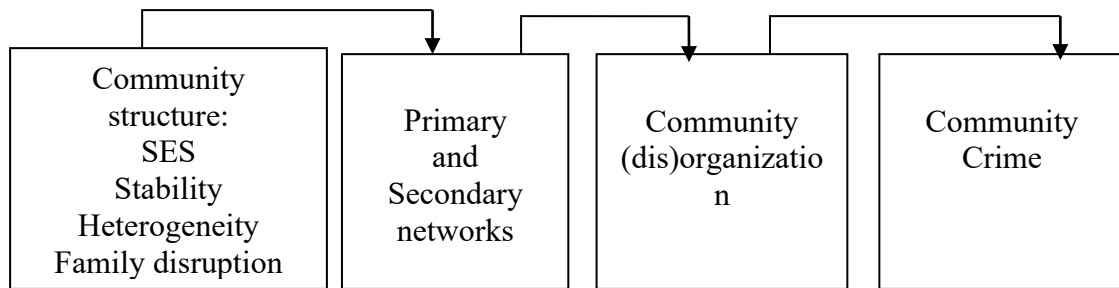


Figure 2.6 A systemic model of social disorganization, by Cahill, M. E. (2004).

The model visualizing the local community as “a complex system of friendship and kinship networks and formal and informal associational ties rooted in family life and on-going socialization processes, When a social organization and disorganization are viewed as “different ends of the same continuum concerning systemic networks of community social control,” the concept of social disorganization is easily visible from its causes, such as socioeconomic status or ethnic heterogeneity, and its manifestations, such as increased delinquency. It is also claimed that the “modern reformulation of social disorganization as a systemic model of neighborhood control”, which helps to clarify the distinction between social disorganization and its manifestations. It argued that a well-articulated systemic model should recognize those primary and secondary relational networks that control neighborhood crime, should include the role of local neighborhood organizations as agencies of social control, and should address the (power-based) ability of the neighborhood to acquire external resources to fight crime. Figure 2.13 shows social inequality and the life-cycle development trend of rich and poor in society.

The factors that are linked to social inequality and urban crime, Matsueda & Grigoryeva (2014) said that people make choices about criminal behavior against the backdrop of unequal power, resources, and opportunities for upward mobility. The powerful classes tend to use their political, economic, and social clout to realize their interests in law while disguising their class interests under the rubric of universal interests. Thus, criminal law, criminal behaviors, and punitive responses to crime are each produced in part by social inequality and are each implicated in reproduction systems of social inequality. In this connection, Sociales (2001) stated in his study that the crime rate depends positively on the extent of poverty and income inequality,

as measured by the proportion of poor, and the ratio, and negatively on crime-deterrent variables.

Similarly, Mbuba (2011) said that the variations in rates of officially recorded delinquents in communities of the city correspond very closely with variations in socioeconomic status. The communities with the highest rates of delinquents are occupied by those segments of the population whose position is most disadvantageous concerning the distribution of economic, social, and cultural values. Of all the communities in the city, these have the fewest facilities for acquiring the economic goods indicative of status and success in our conventional culture. The UN-Habitat (2007) mentioned in its report entitled, “Crime & Violence at A Glance” that factors associated with urban crime and violence include poverty, unemployment, inequality, intergenerational transmission of violence as reflected in the continuous witnessing of parental abuse during childhood, the rapid pace of urbanization, poor urban planning, design and management, growth in youthful population, and the concentration of political power, which facilitates corruption and city size and density.

Reducing crime and social inequality, Tsenkova (2009) mentioned that social inequality needs to be seen as an obstacle to sustainable urban development and cities successfully competing in the local and global arenas. Social justice must be a central item on the holistic housing policy agenda and a precondition for sustainable urban development. One of the necessary approaches is to make housing policy an effective mechanism in accumulating asset wealth for the poor, through ensuring equal access and securing rights to the resources essential to supporting a decent life. In this regard, Waller & Weiler (1995) opined that effective crime prevention through social development demands the implementation of programs, which specifically address not just individual risk factors, but combinations of these factors, it is important to identify these factors and to pinpoint what an —at-risk| population means. The focus is not only on the social and economic factors that can increase the risk of criminal behavior but the dynamics among these factors. The challenge is to find ways of creating an integrated service delivery partnership, which effectively combines the long-term focus of crime prevention through social development (CPSD) with the tendency of political and administrative governing structures to give preference to relatively short-term programs with measurable results.

Therefore, in reducing social inequality and social disorganization/urban crime, Bharadwaj (2014) suggested that fighting poverty, inequality, and social disorganization does not help reduce crime; property crime increases the incidence of absolute poverty and that income distribution and social structure have an impact on property crime activity when controlled for other socioeconomic factors. In addition, the alternative (political) view of fighting crime with effective poverty alleviation programs along with strong criminal justice actions is consistently supported. Macroeconomic stability (especially high growth and employment) policies cannot reduce property crimes. These policies only if combined with pulling poor people above the poverty line, raising their standard of living and social progress can abate crime. From a policy perspective, enhancing human capital accumulation can reduce crime. This can be carried out through strengthening the education system and making education institutions robust and efficient can upgrade labor market productivity and the expected incomes of individuals. This combined with suitable deterrence measures and good quality, the reliable judiciary is likely to be the most critical ingredient in reducing crime. Hence, it could be concluded the discussion concern social inequality and urban crime that crime and work are assumed to be substitute activities; if an individual allocates more time to work, he will commit less crime because he will have less time to do so (Witte & Witt, 2000).

So, the literature review disclosed some important issues that are closely related to urban crime occurrence and social inequality. The review reveals that high-income inequality leads to violent crime which makes a victim of rich and poor people as well as deteriorates the economic condition of the city because the prevalence of crime in an area discourages business. Hence, these segments of the literature review supported my study area to evaluate the socio-economic condition and magnitude of social inequality that plays an important role in crime occurrence. The next fragments of the literature review were conducted on urban land use and urban crime. Theoretical and empirical studies were reviewed carefully to realize the crime occurrence frequency based on urban land use characteristics.



## 2.10 Urban land use theory and urban crime

Rationally and systematically, locate urban land use plays an important role in reducing urban turmoil, especially all types of crimes. The quick growth of the cities' population has resulted in the emergence of various social disorders such as higher rates of crime. As criminals dedicate time to wisely choose a suitable place, they prefer places where their crimes can commit within the shortest time and with the least risk. Thus, the frame structure of the cities has a great influence on the occurrence of the crime, and modifying the place's features will trigger the formation of specific spatial and temporal patterns for wrongdoing (Sayafzadeh & Hassani, 2014). In regards to the relationships between urban space and crime, most studies before 1990 had been focused on crime patterns, crime types, criminals and victims, and spatial distributions. After 1990 however, scholars' study interest turned to the structural mechanism of the crime (environment, society, and background) and various types of crime in the discussion of cultural connotation. Then the geography of crime becomes a branch of geography to study the spatial distribution of crime and the relationship between crime and the spatial environment (Xiong, 2016).

Therefore, urban geographers are very much concerned with urban land use, i.e., development patterns/zoning, transportation corridors or transit systems, site layout, building designs, development regulations, and design guidelines that play a key role in influencing the urban form. As land-use changes through new development and redevelopment, the structure of urban form changes as well (Suryavanshi, 2001). Many research results found that urban form can shape pedestrian traffic and the social fabric of neighborhoods in a crime-controlling manner stems. The relationship between land use and crime has received insufficient empirical scrutiny. In this connection, economists have largely ignored the role of land use patterns in explaining intra-metropolitan variation in crime. Besides, criminologists claim that mixed uses and high residential density generate more contact between potential offenders and potential victims. In the "routine activities", theory of Cohen and Felson (1979) argues that direct-contact predatory crime requires the convergence in space and time of likely offenders, suitable targets, and

the absence of capable guardians,<sup>1</sup> which is more likely to occur in high-density, mixed-use areas (Twinam, 2015).

In this connection, Robert E. Park and Ernest Burgess's (1925) theory of urban ecology proposed that cities are environments like those found in nature, governed by many of the same forces of Darwinian evolution; i.e. competition, which affects natural ecosystems. They mentioned that when a city is formed and grows, people and their activities cluster in a particular area (this is the process of "concentration"). Gradually, this central area becomes highly populated, so there is a scattering of people and their activities away from the central city to establish the suburbs (this is "dispersion"). They suggested that, over time, the competition for land and other scarce urban resources leads to the division of the urban space into distinctive ecological niches, "natural areas" or zones in which people share similar social characteristics because they are subject to the same ecological pressures.

As a zone becomes more prosperous and "desirable", property values and rents rise, and people and businesses migrate into that zone, usually moving outward from the city center in a process, they called "succession" (a term borrowed from plant ecology), and new residents take their place. At both a micro and macro level, society was thought to operate as a superorganism, where change is a natural aspect of the process of growth and is neither chaotic nor disorderly. Thus, an organized area is invaded by new elements. This gives rise to local competition, and there will be either succession or accommodation, which results in reorganization. However, during the early stages of the competition, there will always be some level of disorganization because there will be disruption to (or breakdowns in) the normative structure of the community, which may or may not lead to deviant behavior. Thus, although a city was a physical organization, it also had social and moral structures that could be disorganized.

Their model—known as the concentric zone model and first published in *The City* (1925)—predicted that once fully grown, cities would take the form of five concentric rings, with areas of social and physical deterioration concentrated near the city center and more prosperous areas located near the city's edge. Park and Burgess divided Chicago into five zones classified by area use with details as follows: Zone 1 was The Loop: the center of trade and business situated in the heart of Chicago. This

zone specifically had shops and commercial spaces with no residential dwellings. Zone 2 was the Zone in Transition: the city's oldest area with dwellings for Zone 1 factory workers, immigrants from the South who lived in dwellings divided by race or economic status. This zone was affected by the change process of the Theory of Human Ecology (Invasion, Dominance, and Succession), causing constant deterioration that resulted in Chicago's highest crime rates. Zone 3 was the Zone of Workingmen's Homes. As workmen migrated from Zone 2, this zone became filled with accommodations at moderate prices. Most dwellers had higher incomes than Zone 2 residents. Zone 4 was the Residential Zone: an area of people with higher economic and social status. Residences here were expensive and residents were affluent. Some residents had migrated from Zone 2 or Zone 3. Zone 5 was the Commuters Zone, which was adjacent to the rural area. Few houses were situated in this zone because it was very far from the city.

Burgess, sociologists, and other criminologists of the University of Chicago attached special importance to areas in Zone 2. As these areas attracted migrant workers and immigrants, people with moderate or high economic status migrated to the next zone; as a result, areas in this zone would become deserted and offer inexpensive dwellings that attracted immigrants and rural migrants. With this constant flow of people, Zone 2 was changing constantly. Relationships among people in the community were weak, causing low-performing social mechanisms and customs that normally control behavior in a community. In Zone 2, the change was marked by greater social disorganization that contributed to deviant behavior and criminality. Hence, the aforesaid discussion reveals that Park's and Burgess's theory seeks to explain the existence of social problems such as unemployment and crime in specific Chicago districts, making extensive use of synchronic mapping to reveal the spatial distribution of social problems and to permit comparison between areas. They argued that —neighborhood socio-economic conditions, be they of wealth or poverty, had a much greater determinant of socio-economic impacts on criminal behavior than ethnicity, race, or religion. Figure 2.7 shows the theoretical link between urban land use and opportunities for crime.

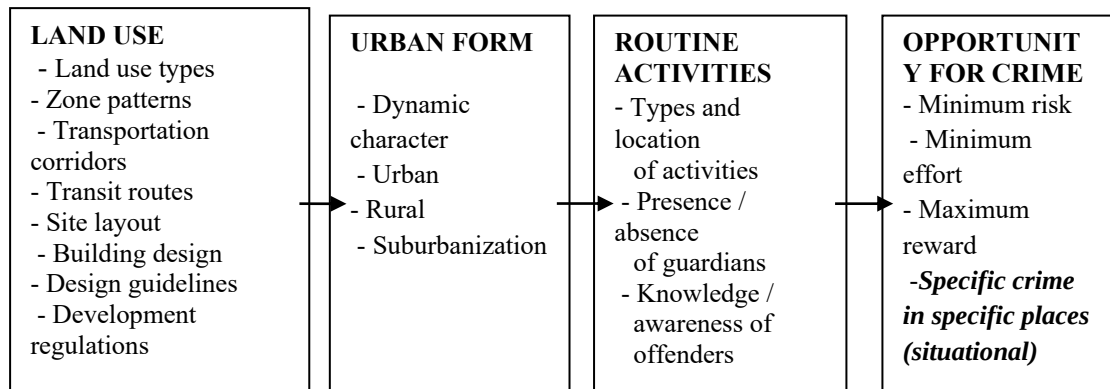


Figure 2.7 Theoretical link between urban land use and opportunities for crime by Suryavanshi (2001)

Furthermore, two other Chicago scholars, Clifford Shaw and Henry McKay (1942) re-examined Park's and Burgess's works by studying juvenile delinquency and social structure variables within the zone in transition. Shaw and McKay used the term social disorganization instead of crime. They sought to study the processes responsible for creating higher rates of juvenile delinquency in this area. They determined that three primary dynamics exist in socially disorganized neighborhoods; these include high rates of residential turnover, a heterogeneous population, and a high level of poverty. Essentially, they argued that the constant turnover of people moving in and out of the neighborhood combined with the self-segregation of ethnicities inhibited the neighborhood cohesion necessary to solve common problems associated with high levels of poverty. They also mentioned, poverty is not the cause of crime, but it is correlated with other factors, such as high residential mobility and heterogeneity. When these factors are concentrated in a localized area, the likelihood of a high crime rate noticeably increases. Shaw and McKay also observed that this is true for all populations that live in socially disorganized neighborhoods and opined that crime was not the product of a certain racial group of people but for any group living in high poverty areas with high diversity and turnover.

Thus, Shaw's and McKay's theory's gist findings were higher rates of crime and delinquency in the transitional inner-city zones, where high numbers of migrant people had recently settled. The highest crime and delinquency rates persisted

in Zones I and II. These areas retained these rates, even though the ethnic composition of the zones changed over the years. The crime rates dropped significantly as one progressed from the center of the city outward (Glick, 2005).

The review disclosed how urban land-use changes over time. What is the role of planned and unplanned land use formation in the occurrence of crime along with population density? Two prominent established theories ('concentric zone' and 'social disorganization') were formulated based on urban land use and both theories mentioned that an urban center (CBD) has more crime due to more economic activities and periphery has less crime due to less economic activity and fewer population density. Besides, many empirical studies said that mixed land use also has a significant role in the occurrence of urban crime. Thus, these reviews helped me to evaluate the planned and unplanned areas of my study area's crime frequency as well as in the mixed land use areas. Relating to urban land use, the next segments of the literature review were accompanied by urban design because city planning and design have a dynamic role in the occurrence of urban street crime.

## **2.11 Urban design and urban street crime**

In controlling urban street crime, structural and non-structural measures both are needed to analyze. Land use planning and ensuring controlled development is an essential structural tool. Therefore, city planning provides a direct link between the created space, accessibility, and safety. Thus, planning is the backdrop on which desired safety is generated and on which possible unwanted crimes may evolve. Safety and urban planning combine in a contribution to sustainable planning (Uittenbogaard, 2013) because changing the environment can improve behavior without changing the person and the environment can be changed by altering urban layout or building design, through technical innovations, policy or organizational changes and any one of these changes can result in a crime reduction (Jungeret al. 2012). Hence, land use planning is one of the main aspects of urban planning, which along with the network planning, green and open space, installations, etc. form the main skeleton of the city and determine its future development pattern. Not only does the use planning method play an important role in the quality and efficiency of the

city's comprehensive plan, but it also plays a major role in changing the physical and local conditions of the cities to reduce the crime rate (Sayafzadeh & Hassani, 2014). Figure 2.8 portrays urban crime and patterns approach to environmental design.

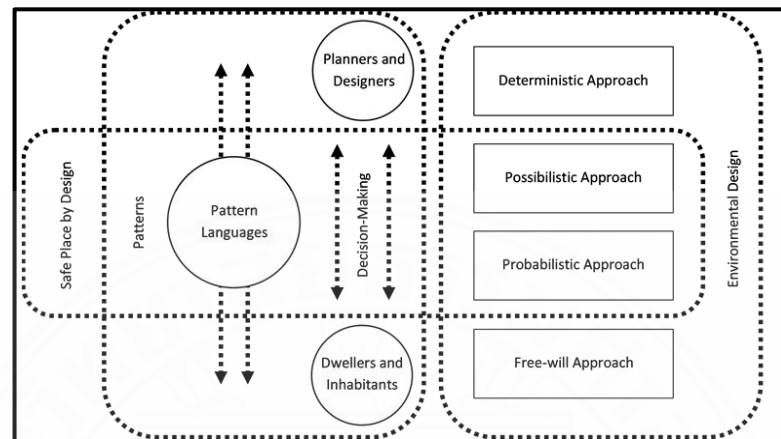


*Figure 2.8 Urban Crime and Patterns Approaches to Environmental Design by Kamalipour, H., Memarian, G., & Faizi, M. (2014). Urban Crime and Pattern Conceptions: Departuring from Spatiality. Open Journal of Social Sciences, 2014.*

However, crime and place, as the discussion so far has shown, are now very firmly discussed concerning community and area dynamics. This raises the further question – is it possible to change these dynamics and the places in which they are played out to reduce street crime? In this regard pioneer was a Lady architect, Jane Jacobs' (1961), and her concepts of CPTED /DOC where she emphasized the places where crime is committed and the physical characteristics of those places.

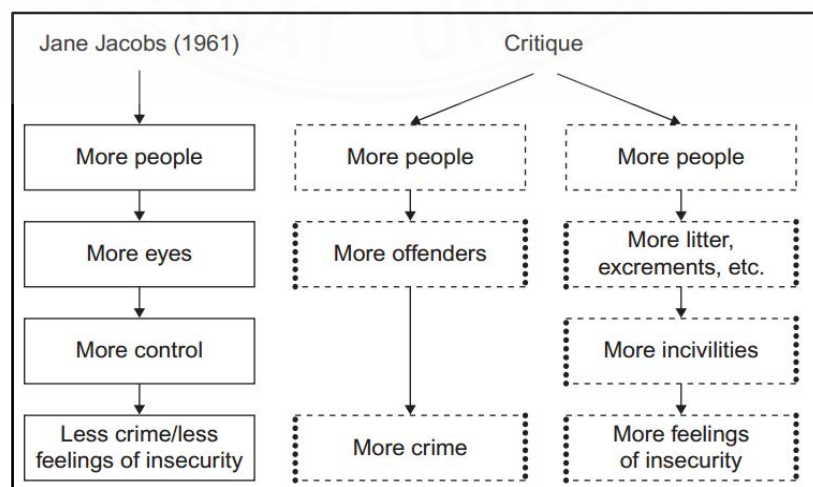


*Figure 2.9 Jane Jacobs's Concepts of CPTED/DOC by Soomeren, 2013*



Figure 2.9 demonstrates Jane Jacobs's concepts of CPTED/DOC and critical analysis of her concepts. She (Jane Jacobs) mentioned that city street is unsafe because they are deserted. This problem can be solved by giving streets three main qualities:

- A clear demarcation between public and private space.
- There must be eyes on the streets—the eyes of residents and the eyes of people who are just passing by.
- Buildings must be oriented toward the street.

In this association, US architect Oscar Newman (1972) used the concept of 'defensible space' in the 1970s to argue that it was possible to modify the built environment to reduce the opportunity for crime and to promote community responsibility. Newman's ideas – which centered on public housing design – helped to shape new approaches within what was then still referred to as environmental criminology. Situational crime prevention (SCP) and crime prevention through environmental design (CPED) advocated changes in physical environments and physical objects within them (Criminology-01-c.qxd 18/11/08 10:19 Page 145. 2016). Newman's (1972). the central concept, referred to as defensible space, includes four different design elements: territorial definition, visibility/surveillance, stigmatization, and adjacent areas. These four elements contribute both individually and in concert to the creation of a secure environment. Therefore, CPTED became a very popular approach in the USA and Europe among the architects and urban environmental planners, which is called a movement, is known as crime prevention through environmental design (CPTED), and is part of the contemporary approach to crime prevention. CPTED is defined as 'the proper design and effective use of the built environment', which 'can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life' (Victoria, 2013). This is why; academics and planners took up urban design and surveillance at a time when the old focus on the causes of crime was beginning to give way to a new focus on the need to manage crime, Situational Crime Prevention (SCP) and 'Crime Prevention through Environmental Design' (CPED). All academics and researchers arguably see crime as an inevitable phenomenon that can best be managed by reducing the opportunity to

commit an offense rather than by seeking to reduce the individuals' desire to commit a crime in the first place.

Ludin, et al. (2013) opined that land use planning plays a crucial role in creating a balance between the needs of society, physical development, and the ecosystem. However, most often poor planning and displacement of land use, particularly in urban areas contribute to social ills such as drug abuse and criminal activities. Similarly, Boulange & Armada (n.d.) mentioned in a WHO report, there they are concerned about personal safety is an obstacle to regular participation in physical activity and local walking. Nevertheless, the impact of crime on physical activity has thus far received little attention. Since crime and violence are a fact for many people living in cities, there is an urgent need to investigate the relationship between crime and participation in physical activities in urban settings and further, its implications for urban planning. In places afflicted by crime, governments may face greater difficulties in promoting physical activity. In addition, an EU Commission (2007) report cited the guidelines for planning and design established by Newman (1972) are centered on two main assumptions:

- People defend the territory, which they feel belongs to them (the concept of territoriality)
- Planning and design of urban spaces can reduce crime in space.

Furthermore, Kamalipour, et al. (2014) found in their study that the multiscale and multi-dimensional nature of crime prevention through environmental design is needed as it is closely related to planning and design-level interventions in different scales and dimensions. Considering the complexity of the city as a combinational network of multi-scale activities and emergencies, the issue of urban crime needs to be explored concerning various scales and dimensions of the city and urban environments. Likewise, Grant (2010) stated that city planning plays a major role in making city life livable for the poorest in society (e.g. barrel-shaped benches that stop homeless people from sleeping on them, the availability of public toilets, sprinkler systems in parks, etc.). Often, planning efforts aimed to contain the more visible urban poverty 'problems' (such as homeless people or squatter settlements) within certain zones or move them out of the city (e.g. evictions and harassment).

Nowadays, new urban planning is inclusive and pro-poor. It recognizes the diversity and promotes equality. Plans can and should be driven by the objectives and priorities as expressed by all groups in the city. Planning is about finding ways to reconcile the priorities of diverse groups, now and in the future. Particular attention needs to be given to those whose voice has often not been heard in conventional public policymaking – e.g. the old, children, those with disabilities, women, ethnic minorities, the homeless, those with low incomes, etc. All have an equal right to the city and a right to be consulted, especially about developments that will affect them (Farmer, et al. 2006). For this reason, the UN Human Settlements report (2009) perfectly mentioned that urban planning could play a key role in achieving Target 11 of the Millennium Development Goals (MDGs), which seeks to substantially improve the lives of at least 100 million slum dwellers by 2020 through alternatives to new slum formation.

Thus, planning and design must conceive urban spaces, so that they create and encourage a sense of territory, and be aware of which physical characteristics (such as being open or closed, visible or hidden, light or dark, accessible or inaccessible, public or private) allow or prevent the opportunity for a criminal act. This new crime prevention approach, which takes the name of CPTED (Crime Prevention through Environmental Design), is supported in the United States by its prestigious institutions such as the Ministry of Justice and the Department of Housing and Urban Development as well and they conducted a series of interesting and experiments all over the US cities. This is why, it is very crucial that crime needs to be taken into account during the planning process, as valuable components can be provided that can offer effective approaches to crime prevention and the improvement of community safety. These almost inevitably require long-term, strategic and multi-disciplinary interventions for urban and suburban areas (Santana, et al. 2009). Hence, the aforesaid reviews of placed-based theoretical concepts of crime and CPTED concepts in the 20 th and 21 st Centuries reveal the following contribution regarding urban development, planning, and urban design in reducing crime and safe city –

- Academicians regularly concentrating on the modification of place-based crime prevention theories based on empirical evidence.

- Policymakers are continuously enabling acts in incorporating place-based crime prevention planning principles in development codes and urban planning & design laws.
- Enacting local government capacity building priorities, such as - COPS (USA), Community Partnership (Britain), Safer Cities (Canada), Environmental Planning and Assessment (Australia).
- Motivating to use modern technology such as crime mapping through GIS, GPS, 3D modeling as crime prevention tools.
- Generating new molding and concepts of major pace-based crime prevention approaches into new theories and approaches including new urbanist-type theory.

The next sections of the literature review were done on ‘\_theorizing urban crime patterns’ that will strengthen my theoretical knowledge of urban crime patterns in general and particularly in Chittagong City.

## **2.12 Theorizing pattern of urban crime**

The review of theoretical approaches to crime, typically explains the relationship between the risk factors and criminal behavior. According to Geason and Wilson (1988), research has identified four separate categories of crime and delinquency prevention: (i) Corrective prevention attempts to prevent crime by ameliorating/perfecting social conditions which seem to lead to crime, e.g. by reducing overcrowding, creating viable neighborhoods, rehabilitating slums and providing community health clinics and recreation facilities, (ii) Punitive prevention uses police to deter/prevent crime through lawyers, the police courts, gaols/jail, and the legal system, (iii) Mechanical prevention emphasizes hardware such as CCTV, locks, doors, and grilles, and (iv) Environmental prevention manipulates building design and the relationship between buildings and their environment to reduce opportunities for crime. Successful security planning will most likely incorporate some aspects of punitive, corrective, mechanical, and environmental techniques; the last two categories are a ‘situational crime Prevention’ approach. Therefore, even

when focusing on practical responses, there is a value in understanding the range of theoretical explanations of crime and the insights these explanations offer. In this relation, three recent theoretical perspectives—rational choice, routine activity theory, and crime pattern theory—have influenced the understanding of the importance of place in crime prevention efforts. The below sections describe these three theoretical perspectives of crime theory-

First, the rational choice theory has been treated as a purely macro-level process linking social disorganization, social capital, and informal social control into a macrostructural theory of crime (Matsueda, 2013). This theory is at the heart of microeconomics. It is also routinely applied in the social and behavioral sciences, and in ecology, it is used to explain animal behavior. This theory asserts that when confronted with choices, individuals strive to achieve their goals in the most cost-effective way (Bernasco, 2014). It is an approach used by social scientists to understand human behavior. It is basically about how incentives and constraints affect behavior. This theory is based on several assumptions: One of those is individualism; it focuses on individual behavior. The second assumption is that individuals have to maximize their goals, and the third is the assumption that the individuals are self-interested (Gul, 2009). Hence, a rational choice perspective provides the basic rationale for defining a place as important, since it suggests that offenders will select targets and define the means to achieve their goals in a manner that can be explained. The perspective is to some degree untestable, as it is usually possible to interpret behavior as rational from the perspective of the offender. Several experiments demonstrated that it is possible to test various forms of rational choice. Nevertheless, a rational choice perspective can be used to develop testable propositions describing crime events and offender behavior. This is particularly true if a rational choice perspective is used in conjunction with routine activity theory.

The rational choice approach has several characteristics that help account for its long and continuing dominance in economic analysis. First, from its earliest development, it has been deeply attached to principles of government policymaking. The original utilitarian program proved to be too ambitious, but the idea that welfare criteria could be derived from choice data has proved to be workable in practice. Moreover, because this approach incorporates the principle that people's own choices

should determine the government's welfare criterion, it is well-aligned with modern democratic values. Second, many of the comparative statistical predictions of the choice theory – the qualitative predictions concerning how choices change as people's environmental change – tend to be confirmed in empirical studies. Third, the optimization approach including utility maximization and profit maximization has a spectacularly wide scope. It has been used to analyze not only personal and household choices about traditional economic matters like consumption and savings, but also choices about education, marriage, childbearing, migration, crime, and so on, as well as business decisions about output, investment, hiring, entry, exit, etc. Fourth, the optimization approach provides a compact theory that makes empirical predictions from a relatively sparse model of the choice problem – just a description of the chooser's objectives and constraints (Levin and Milgrom, 2004).

Thus, the rational choice theory argues that:

- Rational choice theory adopts a methodological individualist position and attempts to explain all social phenomena in terms of the rational calculations made by self-interested individuals.
- Rational choice theory observes social interaction as social exchange modeled on economic action. People are motivated by the rewards and costs of actions and by the profits that they can make.
- Some rational choice theorists have seen rationality as a result of psychological conditioning. Others have adopted the position that it is simply necessary to assume that individuals act as if they were completely rational.
- The problem of collective action poses great difficulties for rational choice theory, which cannot explain why individuals join many kinds of groups and associations.
- The problem of social norms, the other aspect of the Hobbesian problem of order, also poses difficulties. Rational choice theories cannot explain the origins of social norms, especially those of altruism, reciprocity, and trust.
- The problem of social structure is a feature of methodological individualism, rather than rational choice theory per se, but it creates difficulties for the theories considered. Solutions to this problem have been in terms of the unintended consequences of individual action (Scott, 2000).



Besides aforesaid rational choice theory, routine activity theory seeks to explain the occurrence of crime events as the confluence of several circumstances. It is one of the main theories of “environmental criminology” (NSW Dept. of Justice, 2011). The theory states that a crime occurs when the following three elements come together at any given space and time:

1. an accessible target
2. the absence of capable guardians that could intervene
3. the presence of a motivated offender,

First, there must be a motivated offender. The explanation of the development of motivated offenders is the goal of offender theories. Second, there must be a desirable target. Third, the target and the offender must be at the same place at the same time. Finally, three other types of controllers—intimate handlers, guardians, and place managers—must be absent or ineffective. Figure 2.14 shows the ‘Routine Activity Approach’ of crime provided by the University of Twente (n.d.). This theory can be summarized by the following equation:

Likely offender + suitable target – capable guardian = crime opportunity (Chainey and Ratcliffe, 2005)

Following the routine activity theory, a crime triangle was created which can be depicted visually to focus analysis and problem-solving towards the causes of crime, from a routine activity perspective, and the mechanisms that can influence those causes and so prevent crime. Figure 2.14 demonstrates the crime triangle. This theory is popularly used for analyzing crime rates, trends, and cycles. In this theory, rather than emphasizing the characteristics of offenders, with this approach more concentration upon the circumstances in which offenders carry out predatory criminal acts. As we know, most criminal acts require convergence in space and time of likely offenders, suitable targets, and the absence of capable guardians against crime. In this connection, human ecology facilitates an investigation into how social structure produces this convergence, hence allowing illegal activities to feed upon the legal activities of everyday life (Cohen and Felson, 1979). Furthermore, the crime pattern theory is particularly important in developing an understanding of crime and place,

because it combines rational choice and routine activity theory to help in explaining the distribution of crime across places. Three main concepts are included in crime pattern theory (CPT): nodes, paths, and edges. Nodes refer to where people travel to and from. Paths refer to the actual paths that people take to and from their activity nodes such as home, school, and entertainment areas, and edges refer to the boundaries of areas where people live, work, shop, or seek entertainment (Hiropoulos and Porter, 2014).

The distribution of offenders, targets, handlers, guardians, and managers over time and place describes crime patterns. Changes in society have increased the number of potential targets while separating them from the people who can protect them (handlers, guardians, and managers). Reasonably, rational offenders, while engaging in their routine activities, will note places without guardians and managers and where their handlers are unlikely to show up. Figure 2.10 demonstrates the “Routine Activity Approach” of crime and interaction of Crime Pattern Theory.

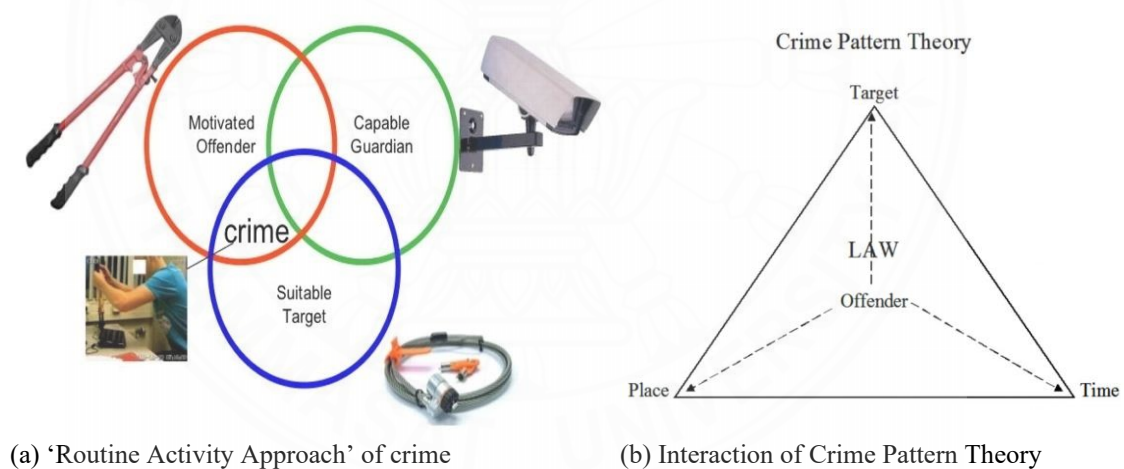


*Figure 2.10* ‘Routine Activity Approach’ of crime and interaction of Crime Pattern Theory by The University of Twente (n.d.). and Chi, P. E. [戚本忠] (2005) and Brantingham and Brantingham (1995)

Crime pattern theory explores the interactions of offenders with their physical and social environments that influence offenders’ choices of targets. The concept of place is essential to the crime pattern theory. Not only are places logically required (an offender must be in a place when an offense is committed), their characteristics influence the likelihood of a crime. Place characteristics highlighted by

routine activity theory include the presence and effectiveness of managers and the presence of capable guardians. Crime pattern theory links places with desirable targets and Crime Places in Crime Theory the context within which they are found by focusing on how places come to the attention of potential offenders. Figure 2.11 shows the Concept of Clustered, Random, and Dispersed/Uniform Distribution of Crime.

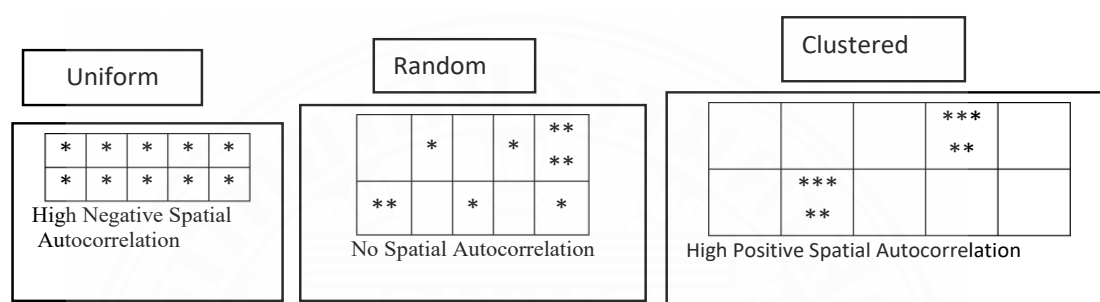


*Figure. 2.11* Concept of Clustered, Random, and Dispersed/Uniform Distribution of Crime, Source: Briggs (2010).

It is worth noting that although the crime pattern theory and routine activity theory are mutually supportive in many respects, they can give rise to different explanations of crime at specific locations. Given a set of high-crime locations, a crime pattern theorist would focus on how offenders discover and gain access to the place. A routine activity theorist would focus instead on the behaviors of the targets and the possible absence of controllers whose presence could have prevented the offenses from taking place—guardians, handlers, and place managers. In other words, for the crime pattern theorist, places are problematic because of their location and relationship to the environment. For the routine activity theorist, places are problematic because of the types of people present and absent from the location. Both explanations can be valid in different contexts and situations. Crime-specific explanations may show that for some events, crime pattern theory is a particularly useful explanation, for other events routine activity theory offers greater insights, and for still a third group of events some combination of the two theories is needed (Eck & Weisburd, 2015).

In addition, the following theoretical reviews are also focusing the other important human criminal behavior regarding engaging in offending activities considering the link to a gene, life course development, environment, geography, society, and economic condition, etc. First, biological theories about the cause of crime focus on the idea that the physical body, through inherited genes, evolutionary factors, brain structures, or the role of hormones, influences an individual's involvement in criminal behavior. A growing understanding of these mechanisms suggests that certain biological factors, such as particular genes, neurological deficits, low serotonin activity, malnutrition, and environmental pollutants may all affect a person's biological propensity for criminal or antisocial behavior. According to the developmental life-course theory, crime is the result of a developmental process that starts before birth and continues throughout a person's life. It seeks to understand the interaction between individual factors such as genetics and personality, and social factors such as family and community well-being. The theory argues that while biological factors tend to be more significant early in an individual's life, the relative effect of social influences grows over time. Responses from the developmental life course theory include:

- A focus on pre-and post-natal care to ensure that babies are well cared for during this developmentally important period; and
- Analyzing data about the change in offending over offenders' lives to plan government responses.

In psychological theories, present several perspectives on the causes of crime. Of particular importance are these theories exploring the relationship between crime and individual personality, social factors, cognition, and developmental factors. It has different degrees of focus on individual, family, group, and societal psychology. The key variable in these theories identified in the development of individual characteristics, and any criminal propensities, is the role played by the parents, in terms of factors such as child-rearing practices, attachment, neglect, abuse, supervision, and the parents own antisocial or criminal behavior. Responses based broadly on psychological theory span a wide range but include:

- Early intervention programs in health and education that support the healthy development of the child; and

- Supporting positive parenting practices, which research shows, correlate with a reduction in risk-taking, anti-social behavior, and alcohol and other drug abuse by adolescents.

Besides, sociological theories encompass a very wide range of perspectives, but generally, regard crime as a social phenomenon, and emphasize the cultural and social elements of criminal behavior. These theories focus on the relationship between crime and factors such as social inequality; the influence of peers; social disorganization in a community; the consequences for an individual of being unable to achieve social success; and the role of criminal sub-cultures, including gangs. Responses from the sociological theory include:

- Programs to address multi-generational unemployment for a particular group or in a particular area;
- Programs that build cultural identity and positive community values to lift self-esteem, and strengthen social connectedness; and
- Anti-family violence programs that try to change norms and behaviors concerning family violence.

Geographic theories of crime focus on analyzing data about the geographic distribution of crime, modifying the physical environment to reduce the likelihood of crime, and targeting initiatives to geographic areas with high rates of offending. It focuses on the physical environment tend to focus on such things as how urban planning, building design and the design of public spaces affect crime, and also on how physical environments can be modified to make businesses and residences more resistant to crime (sometimes called —situational crime prevention<sup>11</sup>). Responses from geographic theories of crime include:

- Using lighting and better design of pedestrian flow to minimize crime in an area at night or planning licensed premises so that patrons do not come in conflict as they leave;
- Using information about the distribution of crime in a neighborhood is needed to develop an area-specific crime prevention plan with the local community.

In addition, the economic theory of crime is based on the notion that individuals respond rationally to the costs and benefits of criminal opportunities.

According to this theory's framework, factors that increase the expected costs of crime (such as increasing the likelihood of apprehension or the severity of punishment) or reduce the expected benefits (such as improved educational or job opportunities) can reduce the incidence of crime. Responses from economic theory include:

- Improving engagement in education or employment, so that the relative benefits of crime are reduced vis-a-vis legitimate economic activities; and
- Increasing or decreasing criminal sanctions to change the relative distinctive associated with particular criminal activities (The U.S Ministry of Justice, 2009).

Moreover, environmental criminology refers to the study of how crime, the offender, and victimization relate, first, to particular places, and secondly, to the way that individuals and organizations shape their activities within or around that place. Usually, a crime occurs when the following four elements come together: i) a law, ii) an offender, iii) a victim or target; and iv) a place. Environmental criminology focuses on the last element – place (and the time the crime occurred). Unlike other methods of crime prevention that focus on the 'underlying factors' of crime, environmental criminology concentrates on the crime itself, emphasizing the significance of the "place" in generating the occurrence of crime. Mapping is often used to define and determining crime patterns in environmental criminology. Maps assist in associating crime with land usage, traffic patterns, street/urban design, and the daily activities and movements of victims and offenders (NSW, Dept. of Justice, 2011).

This approach of analyzing and understanding has quickly become a widely recognized perspective on crime, providing an umbrella under which several theories find a home. One common theme among theories of environmental criminology is that they are a departure from traditional criminology. The tradition has concentrated on exploring crime from the sociological or psychological perspective, focusing on understanding criminality, or the sum of motivations, drives, pushes and pulls driving an individual toward criminal behavior. On the other hand, environmental criminologists seek to understand and explore crime by focusing on the



criminal event by concerning themselves more with the places, spaces, and objects that either facilitate or prevent a crime from occurring. Approaching crime from this point of view prompts the researcher to focus on the opportunity constructs for crime and the patterns in which crimes occur rather than social or psychological motivations. Quite literally, environmental criminology is a criminological perspective which, in many respects, considers the causes of crime to be highly related to the nature of the physical environment. That is to say that the very nature of neighborhoods, structures, and objects can have an impact on crime directed at them, and around them (Randa, 2014). The environmental perspective aims to prevent crime, not to cure offenders. The environmental perspective is based on three premises.

Criminal behavior is significantly influenced by the nature of the immediate environment in which it occurs. The environmental perspective depends upon the principle that all behavior results from a person-situation interaction. The environment is not just a passive backdrop for criminal behavior; rather, it plays a fundamental role in initiating the crime and shaping its course. Thus, crime events result not only from criminogenic individuals; they are equally caused by criminogenic elements of the crime scene. Environmental criminology explains how immediate environments affect behavior and why some environments are criminogenic.

The distribution of crime in time and space is non-random. Because criminal behavior is dependent upon situational factors, crime is patterned according to the location of criminogenic environments. Crime will be concentrated around crime opportunities and other environmental features that facilitate criminal activity. Crime rates vary from suburb to suburb and from street to street and may peak at different times of the day, different days of the week, and different weeks of the year. The purpose of crime analysis is to identify and describe these crime patterns.

Understanding the role of criminogenic environments and being aware of the way that crime is patterned are powerful weapons in the investigation, control, and prevention of crime. This knowledge allows police, crime prevention practitioners, and other interested groups to concentrate resources on particular crime problems in particular locations. Changing the criminogenic aspects of the targeted environment

can reduce the incidence of crime in that location. Environmental criminology and crime analysis combine to provide practical solutions to crime problems. Across these three domains of theory, analysis, and practice, environmental criminologists look for crime patterns and seek to explain them in terms of environmental influences. From these explanations, they derive rules that enable predictions to be made about emerging crime problems, and that ultimately inform the development of strategies that might be employed to prevent crime (Wortley & Mazerolle (Eds.), 2013).

Furthermore, the broken windows hypothesis emerged in the early 1980s. Though first articulated and tested by Philip Zimbardo, a Stanford psychologist, in the late 1960s, the broken windows theory was most clearly articulated and popularized in James Q. Wilson and George L. Kelling's 1982 Broken Windows article. Wilson and Kelling argued, —Disorder and crime are usually inextricably linked, in a kind of developmental sequence. They hypothesized that an unfixed broken window leads to decay, disorder, and fear, which in turn leads to increased criminality. So, taking care of the little things and the big things will take care of themselves. Therefore, Broken Windows are not just literally broken windows, but all signs of disorder that cause fear and go against community values. Broken Windows asks about personal agency (free will), crimes of opportunity, situational crime prevention, the urban environment, and, most importantly: *The role of police in crime prevention* (Moskos, 2016).

Broken Windows theory consists of four important variables: disorder, fear of crime, social control, and crime and suggests that minor forms of public disorder (e.g. broken windows) could lead to severe criminal and a downward spiral of urban decay. Wilson and Kelling (1982) suggest that intended behavior leads to the breakdown of community controls. For instance, when the trash is not picked up and loiterers are not asked to move on, this invites more trash being thrown on the ground and more loiterers to gather. As this disorder increases it sends a message to the inhabitants that the situation is escalating and that the social control in their neighborhood is failing. A key part of this theory is the perception of intense disorder (Meinen, 2014)

In this connection, Wilson and Keeling also mentioned that efforts to reduce disorder might ultimately translate into reductions in criminal activity. Minor

social disorder—littering, loitering, public drinking, panhandling, and prostitution—as well as a physical disorder—graffiti, abandoned buildings, and littered sidewalks—if tolerated in a neighborhood, produce an environment that is likely to attract crime. These forms of disorder signal to potential criminals that delinquent behavior will not be reported or controlled—that no one is in charge. To law-abiding citizens, these disorderly conditions signal the need to avoid the streets or even flee the neighborhood. One broken window left unrepaired invites other broken windows. These progressively break down community standards and leave the community vulnerable to crime. In this way, disorder breeds crime: “Such an area is vulnerable to criminal invasion. Though it is not inevitable, it is more likely that here,” Both of them also wrote, “drugs will change hands, prostitutes will solicit, and cars will be stripped. That the drunks will be robbed by boys who do it as a lark, and the prostitutes’ customers will be robbed by men who do it purposefully and perhaps violently. From a policy perspective, the broken windows hypothesis is, in principle, consistent with a variety of potential policy levers, ranging from changes in policing to community organizing. Nevertheless, most policymakers seem to have understood the theory as implying what has come to be known as “broken windows policing”—also known as “order-maintenance,” “zero-tolerance,” or “quality-of-life” policing. So for instance, the most effective way to address disorder and reduce crime is to increase the number of misdemeanor arrests (Harcourt & Ludwig, 2006).

From the beginning, the argument of the broken window has principally discussed the effects of disorder at the aggregate level. Wilson and Kelling advanced a list of ideas that researchers have taken up: Disorder undermines the capacity of neighborhoods to defend themselves; those who can do so move away, many of those remaining to withdraw from community public life and everyday uses of public space either. In their view, the directly criminogenic effects of disorder stem from the attendant decline of informal social control; predatory troublemakers from outside the neighborhood join unruly insiders in creating new possibilities for crime in undefended places. Gambling and drinking can lead to robberies and fights; prostitution and drug sales attract those who prey on the customers. Disorder thus begets an even broader range of problems and can, in short order, and inundate an area with serious and victimizing crime (Skogan, 2008).

This section of review in the context of urban crime theories indicates that there are many factors, for example, biological, economic, social, geographical, etc. related to becoming an offender as well as crime opportunities and the prevention measures of crime are differ based on the actions of police, government laws, the justice system, community participation, and awareness, etc. considering the several theoretical views on this ground. These theoretical reviews reveal that every crime has cause and effect and how to take preventative measures to manage the crime. So, it will help in my dissertation to realize the causes of crime occurrence and its' effects in Chittagong city. Linking with the theorizing crime, the next sections of the literature review were done on \_theoretical concepts of crime and urban planning. There are several types of crime concepts. Therefore, based on these concepts of crime patterns, urban planning instruments will also differ.

### **2.13 Theoretical concepts of crime and urban planning**

The threat of attack from the external enemy and regular basis internal occurrence of crime fear on regular basis has always played a role in urban forms, influencing urban planning, residential design, and the spatial distribution of citizens (Spinks, 2001). A combination of landscape design, elements, quality, and maintenance can influence crime (Troy, Nunery, and Grove, 2016). Thus, understanding where crime happens can key the thought of why it happens. Models and theoretical concepts of crime that predict the occurrence of violent crime by geographical area often use data of inhabitants' characteristics (e.g. income, race, homeownership, family structure) of that area. Additionally, there have been studies of psychological (e.g., territoriality) and physical environmental predictors (e.g., block size, landscape) of crime (Christens & Speer, 2005). Most of the cases in crime-prone cities indicate that the heterogeneity of the urban environment makes it an attractive place for thieves, rapists, assassins, murderers, etc., who can commit crimes with little fear of recognition due to weak governance of local administration, unorganized political institutions and lack of commitments of law enforcement personnel (Agbola, 1997).

The UN-Habitat (2007) mentioned that the lack of integration of crime prevention strategies within comprehensive city planning is the facilitating factor for the crime. Physical planning can make a difference in terms of crime prevention/reduction, effective policymaking, informal surveillance, and protection of persons and property. It is also evident that place-based crime prevention and reduction theories are suggesting towards physical design and management of the built environment could play a role in facilitating or diminishing opportunities for crime and violence. The number of incidents related to physical design or management has been estimated that 10 to 15 percent of crimes are related to environmental design and management components. Figure 2.12 provides the concept of urban crime and good governance considering place-based theoretical concepts of crime review and the CPTED approach for safe urban life and sustainable urban development.

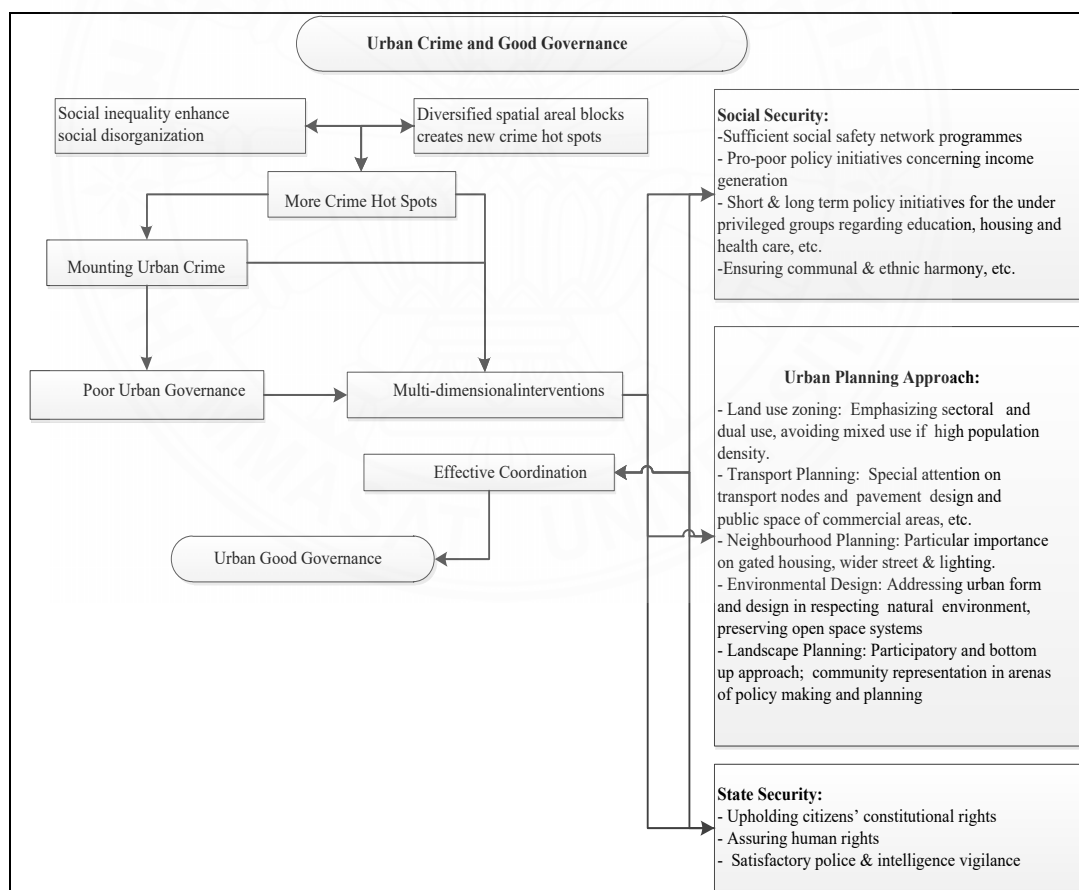


Figure 2.12 Urban crime and good governance by Alam (2013); Chowdhury (2014); Western Australian Planning Commission (2006); Series, Rounds, & Commissions, (2012); Morse, Isacson, and Meyer, (2011).

In viewing ‘crime prevention through environmental design, the first-generation studies of urban crime have advocated for a deterministic concept of crime concerning the built environment, and the second-generation studies of urban crime have relatively adopted a probabilistic approach towards the relations between crime and the built environment. The first and second generations of crime prevention through environmental design are distinguishable from each other regarding their underlying propositions towards the relations between human and built environment (Kamalipour et al., 2014). In this way, five decades of different studies on urban crime show that crime prevention through environmental design and fear of crime indicate an implicit and gradual movement from deterministic to probabilistic propositions in exploring the relationships between urban crime and environmental design by theory and practice. In this connection, Soomeren (2013) quoted, “what policymakers need most is not a scientific explanation of crime, but a manageable method for tackling it: crime science”.

Hence, the issue of safety needs to be addressed by design within the context of place regarding social constructs and practices of everyday life in the city (Kamalipour et al., 2014). Therefore, the above sections of review on theoretical concepts of crime and urban planning based on theoretical concepts and empirical studies reveal that urban form, design, diversified urban social characteristics, urban planning integration and standard of planning along with the commitments of law enforcement agencies play a vital role in the occurrence of crime which ultimately influences the quality of urban governance and safer life. Linking with the aforesaid reviews of literature, the following sections of literature discussed the urban crime pattern and its impact.

#### **2.14 Urban street crime impacts on social and economic life**

Crime has an impact on any urban environment. It varies on the level and frequency of crime occurrence and the types of crime considering intra-city or inner-city socio-economic features and quality of urban governance. In the same way, the crime pattern scenario has a great impact on urban form and social stratification as well. Based on the urban crime pattern, people avoid some places and seek out others. Their



choices of neighborhoods, schools, stores, streets, and recreation are governed partly by the understanding that their chance of being a victim is greater in some of these places than in others. In some places, people lock their cars and secure their belongings. In other places, they do not. In the crime-prone street, people walk swiftly and view approaching strangers with suspicion. But along the safe street, they casually stroll and welcome the next interesting person they might meet, and notice others making the same choices in the same areas (Gonzales, et al. 2005). Usually, where crimes occur frequently, it makes the neighborhood people highly vulnerable and predictable. Along with the fear of crime was reported by the residents as the main problem, there is an increase in the likelihood of reporting bad health (Santana, et al. 2009)

Usually, urban crime rates are concentrated in a certain area. The spatial result showed that street crime patterns are clustered with high value and land use correlates with criminal activities. It is also evident that there is a spatial correlation between types and patterns of criminal activities and in land use zone namely commercial and residential areas, people are mostly victimized. (Ludin, et al. 2013). Figure 2.13 shows the ‘**positive security cycle**’. Besides, unofficial settlement areas (slums and squatters) leading to higher rates of street crime commitment compared to other regions of the city (Sayafzadeh et al., 2014). High crime in some areas of the city could lead to urban flight if there are fixed costs of upkeep on those areas housing. Then, crime-related declines in values may lead some housing units to fall below a critical level, leading to abandonment. In addition, high crime will also lead to city depopulation if difficulties are not fully capitalized (Cullen & Levitt, 1999).

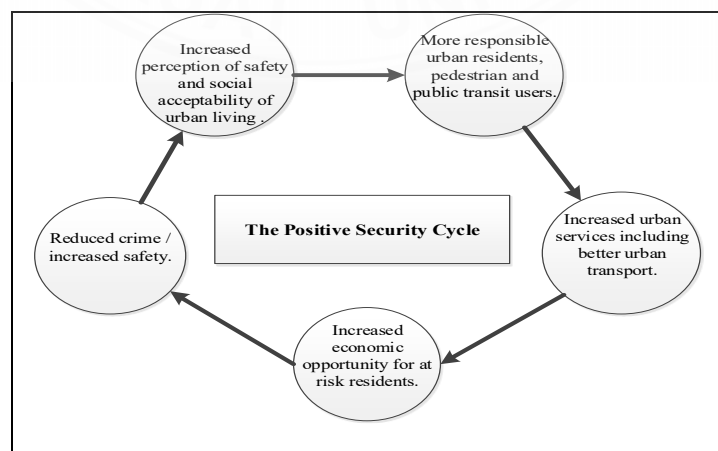


Figure 2.13 The positive security cycle, Source: Litman, T. (2013)

Street crime in cities has reached record levels in many nations and is having a devastating impact on people's health and livelihoods and the economic prospects of many cities. Fear of street crime isolates the poor in their homes and the rich in their segregated spaces. Street crime, the use of physical force which causes hurt to others, can also be defined to include psychological hurt and material deprivation (Moser, 2004). Primary group relationship is replaced by secondary group relationships in urban society due to temporary, superficial and impersonal interactions. These relations eventually lead to family breakup, alcoholism, crime, and other negative aspects of urban life (Soh, 2012). The creation of secondary relation in the urban sociology crime is one of the challenging outcomes which have significant, yet varying consequences, on individual crime victims, their families and friends, and communities. The impact of street crime on victims results in emotional and psychological, physical, financial, social, and spiritual consequences (Wasserman & Ellis, 2007). Safety opportunities for socializing in the urban neighborhood functionality, crime and safety, and access to destinations in the neighborhood were all independently positively related (Leslie, et al., 2010). The association between levels of street crime and public street use, suggesting that less street crime would be committed in areas with an abundance of potential witnesses (Welsh & Farrington, 2008), and residents of low socioeconomic status areas reported higher perceptions of street crime.

The economics of urban street crime is important because street crime is closely related to poverty, social exclusion, and other economic problems. Most criminals have limited education and labor market skills, poor employment records, and low legitimate earnings (Freeman, 1999). Urban street crime, and especially the fear of street crime, affects the mental and physical wellbeing of victims, causing behavioral alterations, with serious consequences for the whole community. It is also the main contributor to the decline of quality of life in urban areas (Santana, et al., 2009). Fear of street crime causes consumers, employees, and entrepreneurs to alter their routine activities in areas that experience a surge in violent activity. Increased street crime has the greatest consequences for service-related establishments in low-crime neighborhoods. The fear of victimization imposes additional indirect costs to society through its negative impact on local business establishments (Greenbaum, & Tita, 2004). Surges in any type of violence can significantly reduce the growth of new retail

and service businesses and slow home value appreciation. Further, higher levels of neighborhood street crime can be associated with fewer retail and service establishments and fewer new jobs. Higher levels of political or other types of street crime were also associated with lower home values, credit scores, and homeownership rates. All types of street crime have led to certain types of retail and service businesses moving out of the areas where they live and work. Across the board, they shared that street crime hurts housing prices and drives people to relocate from or avoid moving to affected neighborhoods. Homeowners, like business owners, are also financially affected by street crime and may be compelled to invest in security technologies to protect themselves, their homes, and their families (Annie & Bai, 2017).

Thus, urban street crime has an immense impact on human physical, social, economic, and psychological aspects. It deteriorates the human environment as well as the quality of life along with decreasing the trend in economic investment and business. Concerning the social and economic impacts of urban street crime, the below sections were arranged by reviewing the literature on fear of crime because it has the most horrible impacts on human psychology.

### **2.15 Fear of urban street crime**

Fear of street crime is the most significant impact on the social and economic life of any city dweller. Fear can define as an emotional reaction characterized by a sense of danger and anxiety (Garofalo, 1981). It is an attitude of caution that the individuals have in the face of signs of violence and urban crime (Alkimim et al., 2013). The fear must be elicited by perceived cues in the environment that relate to some aspect of crime for the person (Garofalo, 1981). Social networks and their spatial distribution play a crucial role in residents' fear of crime. A crime change over the day and this pattern appear to be determined in part by the spatial location of altars, the number of safety ties, and crime rates in both ego and alters neighborhoods. Certain personal network structures have varying consequences for fear of crime between day and night (Boessen et al., 2016). The distribution of fear of crime varies considerably over time and is often spatially coincident with concentrations of disorder (Doran & Lees, 2005). Fear of crime

emotional response to possible violent crime and physical harm reflects the possibility of victimization. Fear levels do not closely reflect local crime rates when social class is removed from the relationship (Covington & Taylor, 1991).

The most significant effect of fear of urban street crime is the reduced quality of life and it imposes on those who were affected by it. Fear of street crime can have significant negative effects on individuals, communities, and societies (Brunton-Smith & Jackson, 2011). In terms of physiological changes, fear of street crime is associated with increased heart rate, rapid breathing, decreased salivation, and increased galvanic skin response (Doran & Burgess, 2012). It also causes considerable mental distress to residents, and that these effects are mainly driven by property crime. The increase in mental distress following a one standard deviation increase in local crime is about 2-4 times as large as a one standard deviation decrease in local employment, and about oneseventh of the effect experienced by the London Bombings (Dustmann & Fasani, 2015). In a financial context, the responses to fear involve some costs that people are more or less willing and able to suffer. Whether fear leads to a particular response depends not only on the intensity of the fear itself but also on what options the person has available and how the person values those options (Garofalo, 1981).

Fear has many causes; one potential source of fear may arise from the design of the physical environment. Fear levels of age-sex groupings are inversely related to their victimization rates (Covington & Taylor, 1991). The research found that females are more fearful of crime than males and the elderly have greater fear and go out at night less often than younger people (Garofalo, 1981). As a result, women engage in self-protective behaviors more than men and do so based upon their fear of crime and perceived likelihood of victimization; even after fear and perceived risk are held constant (Woolnough, 2009). The urban governance should not just recognize the fear of violence and crime as a pathological problem in society, but should urgently address this problem because it changes the natural spaces creating a geography of fear (Alkimim et al., 2013). Hence, the aforesaid literature reviews disclosed the consequences of crime on human psychology. It revealed that fear of crime has an immense impact on the human mind and it varies day and night and the level of community involvement as well. These reviews will support my dissertation with the impact of fear of crime in the urban neighborhood and its magnitude which

will also help me to make the recommendations for safer neighborhood planning based on community perceptions and needs. Relating to these reviews, the following sections of literature reviews were done on location-based crime prevention methods.

## **2.16 Location-based crime prevention methods**

Location-based crime prevention methods analysis is very important. It helps to understand the diversified urban neighborhood forms. Until the date, in urban planning and design, many academicians and researchers provided several location-based crime prevention concepts. Established major location-based crime prevention concepts are ‘Defensible Space’ by Oscar Newman (1972); ‘Westing House Studies’ by Edward, Imre and Kaplan (1976); ‘Design Out Crime’ by Clarke & Mayhew (1980); ‘situational Crime Prevention by Clarke (1980); ‘1st generation CPTED’ by Tim Crowe (1991); ‘2nd Generation CPTED’ by Cleveland and Saville (1997); ‘3rd Generation CPTED’ by Gibson (2016), etc. Along these, Brantingham and Brantingham (1993) focused on discovering the interaction between the offender and the structural and social environments in the study of committing a crime and the place of crime that is selected as the target of crime. They mentioned crime is the result of interaction between people and movement in the urban perspective of time and place (Asl et al. 2014). Their findings supported understanding crime patterns and require one to know the outcome of crime events and simultaneously explore the elements that increase the probability of an event (Irvin-Erickson 2014). Fortunately, in recent years, place-based randomized trials, in which small geographic locations rather than individuals are randomly assigned to receive experimental treatments, have become influential in criminal justice (Weisburd & Gill 2014). This promise of using spatial data and analyses for crime control depends on the nature of the relationship between crime and place. Consequently, around the world, there is an increasing awareness among the society that humans and culture are components of the environment, whereas the environment is inevitably linked with human health and environmental conditions (Marzbali et al. 2011). Figure 2.14(b) demonstrates the old and modern approaches to crime prevention. Figure 2.14(a) displays the broken windows cycle and old and modern approaches to crime prevention.

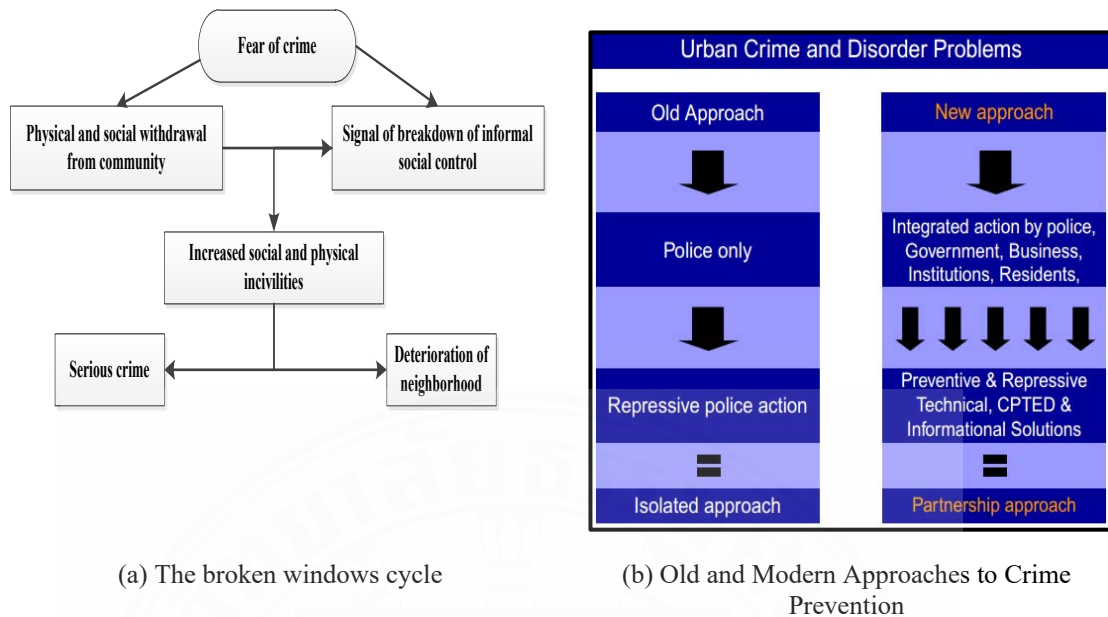


*Figure 2.14* The broken windows cycle and old and modern approaches to crime prevention by Doran and Lees, (2017) and Soomeren (2013)

Soomeren (2013) explained the historical background of crime prevention approaches. He said that it is important to tackle crime with an integrated endeavor that focuses on reactive crime approaches, social approaches and, new and sophisticated crime-prevention techniques such as biometric approaches, CPTED, intelligent closedcircuit television (CCTV), urban safety communication, etc.

He (Soomeren) stated three basic principles for creating urban safety strategies:

- Integrated approach
- Quality management
- Early intervention and planning

Other research also indicates that factors such as inequality, poverty, and the weak rule of law are interconnected with conflict and non-conflict violence. It also shows that our society needs to be aware of crime and fear of crime for safer communities and human health. Therefore, it is important to explore methods to prevent crime in diminishing the adverse effects of criminalities on human well-being. In this context, if spatial features serve as actuating factors for crime, either people or facilities that are located there, then interventions designed to alter those persons and



activities might well affect crime (Anselin et al.,2000). It is evident that crime is highly concentrated at a minor percentage of identifiable places in most jurisdictions and those police interventions focused on these locations can prevent crime without displacing it elsewhere (Koper et al.,2015). Here, it should be defined that by place, it does not mean large geographic units such as neighborhoods or communities that have commonly been the focus of criminologists concerned with crime prevention, or the beats and precincts that have been key to the organization of policing. Places in this context are specific locations within the larger social environments of communities and neighborhoods. They may be defined as buildings or addresses, as block faces or street segments, or as clusters of addresses that have common crime problems (Weisburd, et al.,2015).

Weisburd (2008) argued that the location of the crime is a component of many recent policy innovations, such as Compstat, hot spots policing, and problemoriented policing; therefore, police should put places rather than people at the center of police practices. Police efforts focused on hot spots can result in meaningful reductions in crime and disorder (Weisburd&Telep,2015). Besides, the practices of place-making and design-level interventions need to be based on a comprehensive understanding of spatiality linking to sociality in the practices of everyday life regarding the relationships between urban morphology, functional attributes, and social constructs of place. Thus, the issue of safety by planning and design needs to address within the context of place concerning social constructs and practices of everyday life in the city (Kamalipour et al.,2014). The below sections briefly depict the place-based theoretical concepts of crime, which will ultimately help me to understand the urban crime ecology as well as the planning and design process of crime prevention.

## **2.17 Place-based theoretical concepts of crime**

According to Erdogan (2010), place-based theoretical concepts of crime focus on the distribution of crime incidents in a city and how different areas of a city are developed; and consequently, by developing an understanding of the relationship between the distribution of crime and the urban structure, the potential for crime

prevention through urban planning and design that need to be increased. Although we did not attempt a comprehensive treatment of the substantial body of theoretical and empirical research on place and crime but focused on methodological issues in spatial statistical analyses of crime data instead. (Anselin et al.,2000). Before going in the review of the place-based crime prevention theories and concepts, it should be mentioned that every theory and concept have some limitations and criticism, to save the space and words and achieving the main objective of the review, the below section of each theory's and concept's criticism part almost escaped and some theory and concepts repeatedly discussed due to their important contribution in crime prevention, analysis, and urban planning. In this connection, some popular place-based theoretical concepts of crime and crime prevention through environmental design (CPTED) concepts are discussed in the following sections-

#### **2.17.1 Concentric zone theory of urban land use model**

Park and Burgess's (1925) theory of urban ecology model—known as the 'Human Ecology' model predicted that once fully grown cities would take the form of five concentric rings, with areas of social and physical deterioration concentrated near the city center (Trimek, 2014). It was the first attempt to analyze the internal morphology of the town. Their work was grounded in the assumption that competition was the fundamental form of social interaction that determined the territorial distribution of populations in a community. It provides a good conceptual framework for the most detailed study of complex urban land use. The main ideas of the model were: i) ecological approach for explaining land-use pattern; ii) residential segregation + social segregation, and iii) spatial pattern of various land use zones. According to Park and Burgess (1925), with the constant flow of people, Zone 2 was constantly changing. In this zone, relationships among the community were weak, causing lowperforming social mechanisms and customs that control behavior in a community. They also pointed out the change marked by greater social disorganization that contributed to deviant behavior and criminality.

This theory explains the existence of social problems such as unemployment and crime in administrative districts, making extensive use of synchronic mapping to reveal the spatial distribution of social problems and to permit

comparison between areas. They argued, “neighborhood conditions, be they of wealth or poverty, had a much greater determinant effect on criminal behavior than ethnicity, race, or religion”. This theory played a significant role in explaining if there is a relationship between crime and space or not. Due to the rapid urbanization and its associated social problems, the approach was dealing with the question of how criminal acts evolve in an urbanized area influenced by cultures and surroundings (Rindlisbacher, 2014). The major criticism of this theory is said to be the understanding of the residential pattern of land use better than the commercial and industrial land uses along with a concentric form of the city that does not fit with most of the cities. Fig 1 shows the link between Urban Land Use and Opportunities for Crime.

### **2.17.2 Social Disorganization theory**

Not only Shaw and McKay (1942) but also Park and Burgess studied juvenile delinquency and social structure variables within the transition zone and they used the term social disorganization and sought to study the processes responsible for creating higher rates of juvenile delinquency in this transition area (Jones and Bartlett, n.d). Unlike theories centered on “kinds of people” explanations for crime, social disorganization theory focuses on the effects of “kinds of places”—specifically, different types of neighborhoods—in creating conditions favorable or unfavorable to crime and delinquency (Kubrin and Weitzer, 2003). A central element of this theory is that communities can be characterized along a dimension of the organization; at one end are socially organized communities and at the other are socially disorganized communities. This is fundamental to the theory because the social organization is the key to combating crime. Socially organized communities have solidarity (internal consensus on important norms and values such as a crime-free community) cohesion (strong bonds among neighbors), and integration (social interactions among residents), which collectively help to lower crime rates. Socially disorganized communities, however, are lack these characteristics and thus have higher crime rates (Kubrin, 2009).

The theory concentrates on four conditions in the environment: i) deteriorated neighborhoods, ii) inadequate social control, iii) law-violating gangs and groups and iv), conflicting social values (Wadsworth and Thomson, 2006). Therefore, the main idea of social disorganization theory exposed that it links crime rates to

neighborhood characteristics and these neighborhood characteristics have an impact on a neighborhood's ability to institute (ensure) social control for the prevention of criminal victimization. They argued that crime cannot be understood without having accurate knowledge of the full context of—demographic, economic, spatial, and social—in which it occurs. The most immediate spatial contexts are the neighborhoods in which people live and the places where their lifestyles frequently situate them (Cahill, 2004). This theory showed higher rates of delinquency in the transitional inner-city zones, where huge numbers of migrant people had recently settled. Zone I & II retained the high rates of crime occurrence, even though the ethnic composition of the zones changed over the years. The crime rates dropped significantly as one progressed from the center of the city outward (Glick, 2005).

The important criticism of Shaw and McKay's theory is stability amidst the change of neighborhood where it is hard to believe by some researchers that there can be such stability in crime despite the constant change in the neighborhood. The presence of crime in a neighborhood and the use of official police records may show these neighborhoods are watched more by the police, not that they are more criminal than other areas. Another limitation is that this theory attempts to understand the relationship between crime and place using "macro" approach—looking at aggregates of places such as regions, states, cities, communities, and neighborhoods—rather than a "micro" approach that examines the places themselves (Eck & Weisburd, 2015).

### **2.17.3 Routine Activity theory**

Cohen and Felson's (1979) work on routine activity theory seek to explain the occurrence of crime events as the confluence of several circumstances. It is one of the main theories of "environmental criminology" (NSW Dept. of Justice, 2011). It states that a crime occurs when the following three elements come together at any given space and time: (i) an accessible target, (ii) the absence of capable guardians that could intervene, and (iii) the presence of a motivated offender. This theory can summarize by the following equation: Likely offender + suitable target – capable guardian = crime opportunity (Chainey and Ratcliffe, 2005). It emphasized the characteristics of offenders, with the approach of more concentration upon the circumstances in which lawbreakers carry out predatory criminal acts. Cohen

and Felson (1979) considered only one crime suppressor, guardianship. Supervision protects targets from offenders when the delinquent and target are in the same place (Sherman, 1995). Routine activity theory tells us who is more likely to be victimized. But who are the offenders? There is a correlation between crime victims and offenders, thus patterns found by 'Routine Activity Theorists' could be misleading. Another deterrence that influences the routine activities that produce crime is the moral beliefs and socialization of the offender. If a person has been socialized to hold conventional beliefs, even in the presence of criminal opportunities, offenders would refrain from crime. Such is the strength of social bonds that serve as a buffer to counteract criminal activities.

#### **2.17.4 Crime Pattern theory**

Felson & Clarke's (1998) crime pattern theory considers how people and things are involved in the crime movement in space and time. This theory is particularly important in developing an understanding of crime and place because it combines rational choice and routine activity theory for explaining the distribution of crime across spaces. Its three main concepts are included in crime pattern theory (CPT): nodes, paths, and edges. Nodes refer to where people travel to and from. Paths refer to the actual paths that people take to and from their activity nodes such as home, school, and entertainment areas, and edges refer to the boundaries of areas where people live, work, shop, or seek entertainment (Hiropoulos and Porter, 2014). This theory also helps to understand the concept of clustered, random, dispersed/uniform that explains the level of spatial correlation of urban crime. Eck & Weisburd (2015) opined that crime pattern theory is a particularly useful explanation. Besides, critics opined that the crime pattern theory focuses primarily on individuals and not on groups. Statistically, a large amount of crime is committed in groups.

#### **2.17.5 Environmental Criminology theory**

Brantingham and Brantingham's (the 1980s) 'Environmental Criminology Theory' refers to the study of how crime, the offender, and victimization relate. Firstly, to particular places, and secondly, to the way that individuals and organizations shape their activities within or around that place. Usually, a crime occurs when the following four elements come together: i) a law, ii) an offender, iii) a

victim or target; and iv) a place. Environmental criminology focuses on the last element – place. Mapping is used to define and determining crime patterns in environmental criminology. Maps assist in associating crime with land usage, traffic patterns, street/urban design, and the daily activities and movements of victims and offenders (NSW, Dept. of Justice, 2011). Quite literally, environmental criminology is a criminological perspective (the which, in many respects, considers the causes of crime to be highly related to the nature of the physical environment. That is to say that the very nature of neighborhoods, structures, and objects can have an impact on crime directed at them, and around them (Randa, 2014).

Hence, environmental criminologists look for crime patterns and seek to explain those environmental influences. The main criticism of ‘Environmental Criminology Theory’ is that it is not a fundamental theory. It is underpinned by three related crime opportunity theories (Crime Pattern Theory, Rational Choice Theory, and Routine Activity Theory) that provide an alternative perspective. Along with this, critics opined that this theory concentrates only on the spatial location of the crime and its effects and how individuals’ behavior is influenced by place-based factors. According to Cozens et al. (2005), if the spatial distribution of offenses and offenders were random, then environmental criminology would be of little interest to either scholars or commentators on either criminal or social policy. Indeed, crime is not randomly distributed, and —hot spots‖ of crime have been acknowledged since the mid-nineteenth century.

#### **2.17.6 Crime prévention through environnemental design’ (CPTED)**

Probably, US architect Oscar Newman (1972) first used the concept of ‘defensible space’ in the 1970s to argue possibly for modifying the built environment in reducing the opportunity for crime and promoting community responsibility. Newman’s ideas – which centered on public housing design – helped to shape new approaches within what was then still referred to as environmental criminology (Gibson, 2016). ‘situational crime prevention (SCP) and ‘crime prevention through environmental design (CPED) advocated changes in physical environments and physical objects within them. It is an approach to problem-solving that considers environmental conditions and the opportunities they offer for crime or other unintended and undesirable behaviors. CPTED attempts to reduce or eliminate



those opportunities by using elements of the environment to (1) control access; (2) provide opportunities to see and be seen, and (3) define ownership and encourage the maintenance of territory (Zahm,2007). It defines as ‘the proper design and effective use of the built environment,’ which ‘can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life’ (Victoria,2013). Hence, it’s understandable that CPTED attempts to remove or reduce the crime opportunities by changing various aspects of the building, the site, the location, and how that place uses and it is a multi-scalar and multi-dimensional nature of crime prevention through environmental design which is needed as it is closely related to planning and design-level interventions in different scales and dimensions (Kamalipour et al., 2014). The importance of CPTED, realizing some nations and states (e.g. the UK: 2004 and some American and the Australian States: 2004) have begun to create/amend existing legislative and planning policy frameworks to incorporate CPTED practice and procedures into the planning process (Cozens et al. 2005; Gibson, 2016). Displacement of crime has been a significant criticism leveled at CPTED concept and it is also said that when CPTED is applied without sufficient community participation and becomes overly reliant on target hardening, it seems a “fortress mentality” (Cozens, et al., 2005). Figure 2.15 shows the “Chronological Development of Place-based Theoretical Concepts of Crime and CPTED Concepts”.

| Year  | Name of the theoretical concepts of crime                                                                                                         | Name of CPTED concepts                                                                         |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| 1925  | Ecology of Crime (Concentric Zone Model)<br>Robert E. Park and Ernest Burgess<br>University of Chicago, USA.                                      |                                                                                                |
| 1942  | Social Disorganization (Based on Concentric Zone Model)<br>Shaw and McKay<br>University of Chicago, USA.                                          |                                                                                                |
| 1961  |                                                                                                                                                   | Death and Life of Great American Cities<br>- Jane Jacob<br>Columbia University, USA            |
| 1972  |                                                                                                                                                   | Defensible Space'<br>- Oscar Newman<br>New York City Housing Authority                         |
| 1976  |                                                                                                                                                   | Westinghouse Studies<br>- Edward, Imre and Kaplan<br>U. S. Department of Justice               |
| 1979  | Routine Activity Theory<br>Cohen and Felson<br>University of Illinois                                                                             |                                                                                                |
| 1980  |                                                                                                                                                   | Design Out Crime<br>- Clarke & Mayhew<br>Rutgers University, USA                               |
| 1982  | Broken Windows Theory<br>Wilson and Kelling<br>University of Harvard, USA                                                                         |                                                                                                |
| 1986  | Rational Choice Theory<br>-Cornish and Clarke,<br>Rutgers University and London School of Economics                                               |                                                                                                |
| 1980s | Environmental Criminology<br>(Crime Hotspots and crime Mapping)<br>- Brantingham and Brantingham<br>Institute for Canadian Urban Research Studies |                                                                                                |
| 1991  |                                                                                                                                                   | 1 <sup>st</sup> generation CPTED<br>-Tim Crowe<br>American National Crime Prevention Institute |
| 1993  | Crime Pattern Theory<br>- Brantingham and Brantingham<br>Institute for Canadian Urban Research Studies                                            |                                                                                                |
| 1997  |                                                                                                                                                   | 2nd Generation CPTED<br>- Cleveland and Saville,<br>Florida State University, USA              |
| 2016  |                                                                                                                                                   | 3 <sup>rd</sup> Generation CPTED<br>- Gibson<br>University of Northumbria, UK.                 |

*Figure 2.15* Chronological Development of Place-based Theoretical Concepts of Crime and CPTED by Marzbali, et al. (2011), and Soomeren, (2013).

Hence, the reviews above on place-based theoretical concepts of crime and CPTED concepts in the 20<sup>th</sup> and 21<sup>st</sup> centuries disclose the following contribution regarding urban development, planning, and urban design in reducing crime and safer city life –

- Academicians were regularly concentrating on the modification of place-based crime prevention theories based on empirical evidence.
- Policymakers were continuously enabling acts incorporating place-based crime prevention planning principles in development codes and urban planning & (to) design laws.
- Enacting local government capacity building priorities, such as - COPS (USA), Community Partnership (Britain), Safer Cities (Canada), Environmental Planning and Assessment (Australia).
- Motivating to use modern technology such as crime mapping through GIS, GPS, 3D modeling as crime prevention tools.
- Generating new modeling and concepts of place-based crime prevention approaches into new theories including new urbanist-type theory.

## **2.18 Community-based crime prevention**

A safe and secure community is one of the most important aspects of building a vibrant, healthy, and safe community. Thus, the success of an intervention to prevent and reduce crime must be built on collaborative and problem-solving relationships through community mobilization. The long-term success and sustainability of action plans are linked to the degree of community involvement and ownership of strategies (Community Crime Prevention Task Force, 2015). Hence, we need to understand what is meant by the concept of community-based crime prevention. In this regard, the International Centre for the Prevention of Crime (ICPC) mentioned that the concept of community or locally-based crime prevention includes all those actions that help to change the conditions in neighborhoods that influence crime, victimization, and the resulting insecurity (Idriss, et al., 2010). Besides, Polk (n.d.) said that community crime prevention defines as encompassing those policy actions that are intended to change the social conditions that are believed to sustain

crime in residential communities. In addition, the Federation of Canadian Municipalities (n.d.) opined that crime prevention is not just a job for the police – it must involve the entire community... agencies, groups, businesses, and individuals are collaborating to develop programs to make municipalities safer. It is obvious that crime prevention cannot be based on police or judicial assessment alone, but needs to be multidisciplinary and integrate information from a range of sources and disciplines, including social, health, education, urban, and other sectors.

This diversity allows for a richer and more complete understanding of the causes of crime (Bodson et al., 2008). This is why, community engagement is a key feature of effective crime prevention, and community involvement in addressing community-identified problems enhances trust in and leads community safety precinct committees (NSW Police Force, 2014). It offers the potential to bring together a wide range of stakeholders to focus their energy and resources on crime prevention. However, community-based initiatives to address issues as complex as crime prevention are challenging to plan, implement and evaluate. There are a large number of factors that can contribute to crime in a community. The specific factors that an initiative is trying to address should be clearly understood and measured so the initiative is not set up to fail by attempting to achieve outcomes it could not reasonably be expected to attain (Hoffman & Bania, 2012).

Furthermore, community safety is dependent on the commitment and collaboration of sectors such as municipal planners, public health officials, educators, businesses, employment agencies, child welfare services, and many others who plan and deliver care and support to children and adults in need. Therefore, collaborative and problem-solving relationships are essential in a community-based crime prevention approach (the Law Courts Education Society, n.d.). Hence, a community will reap the greatest benefits by investing in long-term action that deals with social issues that are the root causes of crime. The most important symptom of community action is keeping a community clean and free of graffiti sends a signal to potential criminals that residents care about the area and discourages criminal activity. Along with these, they should identify the community's crime problems, and plan, implement and evaluate projects designed to address these problems. (Ministry of

Public Safety and Solicitor General, n.d.). It viable approach to crime prevention but has challenges associated with applying participatory processes (Braskov, 2010).

In this regard, empirical research results on community-based crime prevention projects in Canada shows that it should have four strategies: (i) The Community Mobilization Program aims to provide to support a broad range of local activities intended to mobilize communities and assist them in developing solutions to local crime and victimization issues; (ii) The Crime Prevention Partnership Program aims to help new and existing networks develop and share knowledge, tools, and resources; (iii) The Business Action Program on Crime Prevention engages the private sector as a partner, leader, and resource to address crime prevention problems that directly affect the private sector (such as auto theft, consumer fraud, and shoplifting); and finally (iv) The Crime Prevention Investment Fund (CPIF) (Léonard et al., 2005). So, these sections of the literature review imply the concept, factors, process, and strategies of community-based crime prevention that will help me to formulation a crime prevention action plan in Chittagong city as well. So, the aforesaid literature reviews reveal the ‘community-based crime prevention’ concepts, types, factors, importance, techniques, and how to make a community-based crime prevention plan. It will help in my dissertation on how the selected neighborhood communities (Residential neighborhood communities and business communities) can contribute to preventing crime in their neighborhoods. Associating with the above issues, the succeeding sections of literature reviews were done on urban planning and safe urban life considering its impartial relationship in any modern urban environment.

## **2.19 Urban planning and safe urban life**

The history of modern thought about cities is unfortunately very different from the history of modern thought about the life sciences. Theorists of conventional modern city planning have consistently mistaken cities as problems of simplicity and disorganized complexity, and have tried to analyze and treat them thus (Jacob, 1961). It seems like other socio-physical problems, disorganized complexity leads to delinquencies which make cities a risk (Mega,1996) and fear of crime has the

potential to erode and reduce existing levels of sustainability within a community (Cozens, 2007). The city's capacity to generate places fit all to live in. However, crime and its fear impose challenges to the liveability of cities. Whether the risk of being a victim of crime is real or not, contemporary security concerns hamper mobility and social interactions that are vital for urban quality of life. The risk of being a victim of crime is not equally or randomly distributed over space; some parts of the urban fabric are less safe than others. Fear of crime has been found to follow specific patterns in the city, which are not always easy to predict (Ceccato, 2012). Figure 2.16 shows the three pillars for a safer city.



Figure 2.16 The three pillars for a safer city by UN-Habitat, 2016



Currently, planning in the future considers two important issues ‘communication’ and ‘collaboration’ to prevent crime in the context of social dynamics in the scale of the national, regional, and local level policymakers, administration, and execution of urban planning and design. Therefore, urban researchers, security officers, and city administration jointly admit that there is increasing evidence that poor planning, design, and management of the urban environment puts citizens at risk of death, injury, and loss of property. Along with this, current awareness of crime and place has focused on micro-level relationships. Such studies began with efforts to identify the relationship between specific aspects of urban design or urban architecture and crime but broadened to take into account a much larger set of characteristics of physical space and criminal opportunity (Eck & Weisburd, 2015). Place-based crime prevention and reduction, concepts of defensible space, crime prevention through environmental design (CPTED), situational crime prevention, and environmental criminology have increasingly been supported by empirical research suggesting that physical design and management of the built environment play an important role in facilitating or diminishing opportunities for crime and violence. Figure 2.20 shows the three pillars for a safer city.

It is also noticeable that the cost of crime may be larger than 7 % of gross domestic product (GDP) in Latin America, in comparison with 4 % in the USA and 2 % or less in European countries and many Asian countries (Bourguignon, 2001). Nobel laureate Gary Becker (1968) mentioned that income inequality has a long-term positive relationship with crimes. If there is a 1% increase in income, then delinquency decreases by 2.5% (Jalil& Iqbal, 2010). Internationally, the two most commonly used indicators recorded are- crime and the cost of delinquency per capita (Cozens, 2008). As a result, the urban fabric of any city can be the reason for the crime to happen and at the same time, it can contribute to its prevention. It has always been a question in the research works of many designers, planners, criminologists to get advanced regarding design, which will curb crime in different parts of the cities (Shukla, 2015). In this connection, Soomeren (2013) opined that urban safety and security strategies have three basic principles–

- Early intervention and planning (invest in youth, invest in early stages design/planning process);

- Integrated Partnership Approach (include e.g. education, health, urban planning/housing, economic development, employment, police, justice, immigration, poverty, integration, etc.), and
- Quality management: plan-do-check-act.

UN-Habitat (2007) provided some examples of how urban planning and design can contribute to reducing crime and ensuring safer urban life which is as follows-

- Site design that provides increased prospects for people to observe their surroundings can reduce criminal opportunities.
- Street widening programs can open up previously impenetrable urban areas to police and emergency service vehicles, and the creation of new housing or commercial developments can change traffic generation patterns and may provide increased economic and residential opportunities.
- Access and escape routes for offenders are facilitated by gridiron-based patterns, reducing the risk of being caught, as well as facilitating the efforts to commit robberies and burglaries.

UN-Habitat's (2007) report also provided a conceptual framework for urban crime vulnerability, risk, and resilience (p. 25, Table 2.1). This conceptual framework mentioned what is the threat to safety and security regarding urban crime and violence. It said risky events in the urban areas are the various types of crime and violence, such as burglary, assault, rape, homicide, and terrorist attacks. Thus, the response might include more effective criminal justice systems, improved surveillance, community policing, better design of public/open spaces and transport systems, improved employment for youth, development of gated communities, and provision of private security services. The key outcomes due to the safety and security threats include loss of assets, injury, death, damage to property, emotional/psychological suffering or stress, fear, and reduced urban investment, etc. At a time of ever-increasing urbanization, research consistently indicates that crime and the fear of delinquency are key concerns for society and that safety is a vital feature of what is considered a high-quality sustainable environment. It argues that planning professionals need to consider and understand this new perspective for safer

and sustainable cities, rather than relying on assumptions that are not supported by any systematic evidence (Cozens, 2011).

## **2.20 Challenges of urban crime prevention**

Public safety has emerged as an important function for governments across the world. It refers to the duty and function of the state to ensure the safety of its citizens, organizations, and institutions against threats to their well-being as well as the traditional functions of law and order. Crime, violence, and fear in cities pose significant challenges. The basic principles of good governance must find a direct application in any urban safety strategy, aimed at reducing and preventing common problems of crime and insecurity (PwC, 2013). The rudimentary challenges of urban crime prevention are an inclusive and collaborative process that involves aspects such as governance, planning, technology, resources, and awareness. It requires participation, inputs as well as ideas from a wide range of stakeholders. Figure 2.22 demonstrates the crime boom & bust cycle (Jan van Dijk, 2008).

Nowadays it is also said that what policymakers need most is not a scientific explanation of crime, but a manageable method for tackling it (Soomeren, 2013). The main challenge of crime prevention measures is to stop some criminals from carrying out a crime in a particular place, and not all of them will go elsewhere and commit a crime. In addition, it is opined that crime as the result of social conditions such as poverty, unemployment, etc. believe that manipulation of the physical environment and behavior modification programs are no substitute for improved social services providing day-care, rape crisis counseling, alcoholic treatment, and enhanced education and employment opportunities (Geason & Wilson, 1989). Besides, economically vibrant and allowing uncontrolled growth of cities are highly dynamic and differentiated spatial systems, with huge variations in movement and activity levels, built from densities and mixes of land use, from one part to another every day. These variations inevitably influence crime rates, if for no other reason than that there are far more opportunities for crime in some areas than others (Hillier & Sahbaz, 2005).

Furthermore, socio-economically disadvantaged neighborhoods are another challenge of urban crime prevention, especially in developing countries cities' where it exists significantly and in some countries, it is more than one-third of the total urban population. Besides, the role of extreme disadvantage is limited to its impact on producing especially sharp levels of violent (not property) crime (Krivo & Peterson, 1996). Figure 2.17 shows the roadmap for a safe city.

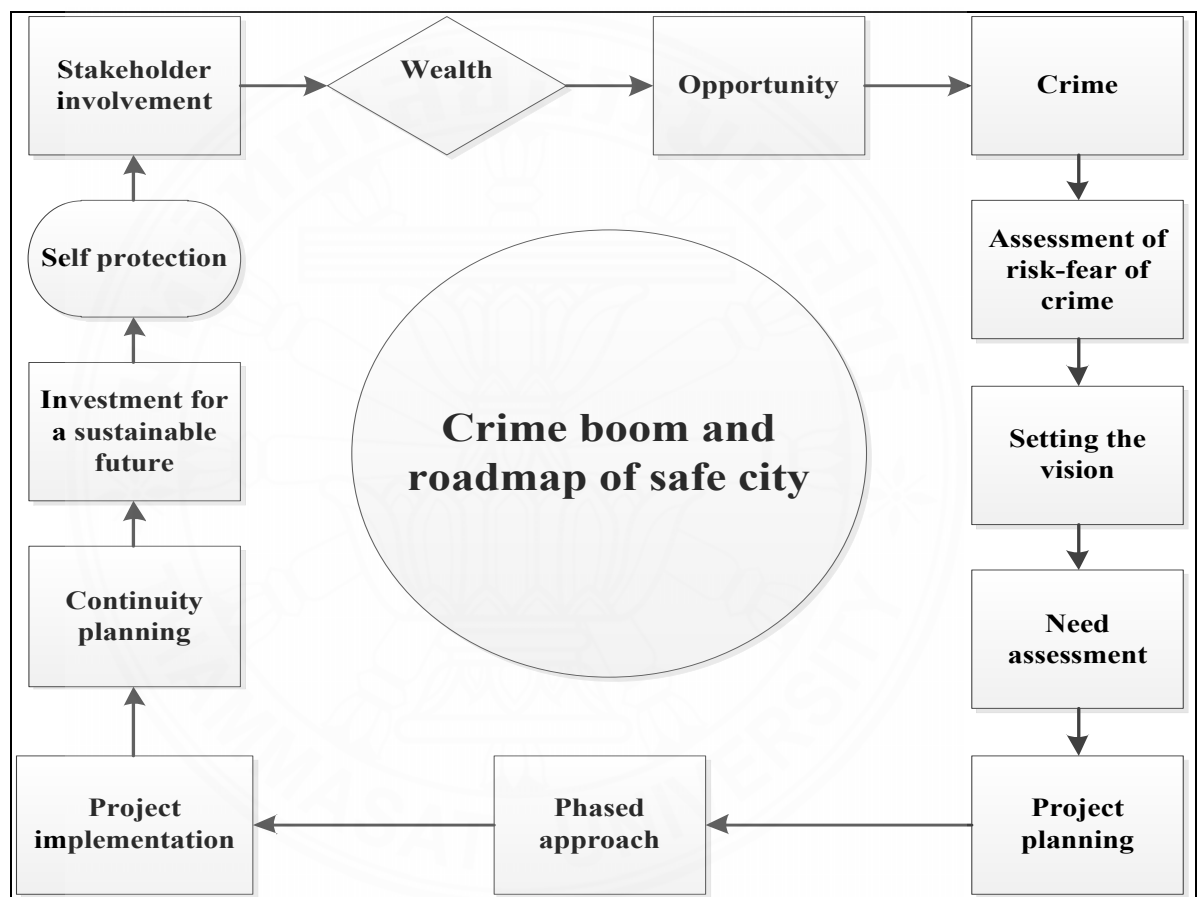


Figure 2.17 Crime boom & bust cycle, and roadmap for safe city by Soomeren (2013) and PwC (2013)

Research results indicate that urban and suburban violent crimes tend to be different in nature and frequency. Violent crime victimization rates tend to be higher in urban areas than in suburban or rural areas and urban violent crimes are more likely to be committed by strangers (Christens & Speer, 2005). Hence, the prevention of crime approaches need to change frequently, and adopting a new crime tackling instrument is not easy because it is important to transfer the information of

dynamic crime nature and pattern, making aware of the community, logistic support to the law enforcing personnel, and above all financial investment and self-protection. Thus, the aforesaid review disclosed the challenges of urban crime prevention. It helped me to understand the issues which are exposing crime in the cities and why crime-tacking actions are failing. It revealed that due to the increasing trend of socio-economic disparity, technological advancement, and lack of coordination among urban local authority and community organizations, changing the nature of crime types, offenders and crime places, etc. are vital concerns in crime prevention aspects. Linking with the aforementioned literature reviews, the following sections reviews were done in urban crime in Bangladesh. These sections of the review will help to understand the urban crime research and government policy to ensure a safe and quality environment of urban life in Bangladesh.

## **2.21 Urban crime in Bangladesh**

Very recent Bangladesh government's documents for urban sector policy were mentioned that in Bangladesh, life is becoming increasingly insecure, perhaps due to its inability to manage law and order situation. Social unrest, violence, theft, robbery, murder, hijacking, kidnapping, eve-teasing, illegal toll collection, drug addiction and drug trading, violence against women and working children, etc. have become prominent among the serious urban problems. The spread of crime and violence has forced the government to set up special anti-crime forces and agencies to combat such activities. In more times that are recent, the rise of religious fundamentalist terrorist groups has further complicated the law and order situation as well. This statement was stated in the national urban sector policy of Bangladesh regarding the law and order situation in urban areas, which demonstrates a terrible (GOB,2011). Therefore, the government has to take special policy attention to control law & order situation that is derived below-

## Policy

- The government will ensure law and assure order in the everyday life of its citizens.
- The government will review existing laws for combating social unrest and take logical modifications concerning the improvement of this sector globally.
- The government will enact laws and adopt prevention measures through police and a special system for crime prevention and personal safety in urban areas.
- To bring about an improvement in overall urban social life, identification of major areas that need improvement and a concerted effort will be made to address them at the same time for greater impact.
- To combat the problems of drug addiction, venereal disease potential threat of AIDS education will be provided as a means of awareness with provision for appropriate health services, rehabilitation, and psychosocial counseling, where applicable.
- Specific responsibilities for the provision of services in urban areas will be formulated for government agencies and encouraging community participation in maintaining law and order.

Besides, in the fifth and sixth five-year plans, the government also took special measures let alone the rest of the local master plans, detailed area plan (DAP), local government's plan, etc. These policies and regulations for urbanization have evolved in response to face problems rather than based on a vision and a long-term roadmap. To regulate and control urban development activities, the government of Bangladesh enacted legislation and framed rules, which included the building construction act 1952, the Town Improvement Act 1953, and the Building, Construction rules 1953. During the last two decades, Bangladesh has also followed broad sector directions while policies on specific themes have been issued periodically. The National Housing Policy 1993 aimed for "housing for all" and recognized the importance of the planned development of human settlements (Planning Commission, GOB, 2011). In connection with the law and order situation, GOB also stated in her seventh five-year plan that the Government will continue its



endeavor to maintain public order and ensure the security of assets and lives of the citizens while they will be empowered during the seventh five year plan period. Ensuring the security of life and belongings of every citizen of Bangladesh by improving law and order situation- is the mission statement of the Ministry of Home Affairs (MOHA) and concerning this mission, Bangladesh Police Pioneer is committed to enforcing the law, maintain social order, reduce fear of crime, enhance public safety and ensure internal security with the active support of the community. In the 7th plan period, Bangladesh Police will also play a pivotal role in ensuring the secure investment climate by providing quality service to the citizens and the investors (Planning Commission, GOB, 2015).

Crime and violence have been identified as key issues in urban areas in Bangladesh, and particularly affect the urban poor. Accurate data on levels of violence in urban areas are scarce, but available information indicates the levels of violence are serious and perceived to be on the rise (Baker, 2007). The urban crime situation is deteriorating at an alarming rate day by day. The types of crime and rates of crime are also very high and increasing diversifying and changing very dynamically, which were shown in many research reports and government records as well. The trend differs in city-to-city considering the city size and economic prosperity and rural to urban areas too (Rahman, 2014). Dewan et al. (2014) in a study in Dhaka city found that distinct temporal variation with the pre-monsoon season having the highest crime occurrences and there are three single-cantered criminal activity hotspots of crime and the size of male population and poverty rate were the best predictors of crime incidence in Dhaka Metropolitan Area (DMA). According to Rahman (2013), the pattern of crimes differs from Metropolitan to metropolitan city areas in Bangladesh. Among the most common, reported crime and violence are toll collection, robbery and dacoity, master-induced violence, drug addiction, land grabbing and violence, violence against women and children, illegal possession and use of firearms, illicit trafficking in women, and children, murder, and kidnapping. Some serious crimes like hijacking and bomb-throwing have all added a new dimension to the problems of a criminal administration. Drug addiction is often linked to crime and violence.

Human security is often said to consist of two elements – freedom from fear, and freedom from want. In Bangladesh, many of the most obvious development challenges related to freedom from want – unemployment, poverty, food insecurity, and lack of education and health care. But these are intertwined with serious challenges relating to freedom from fear – political and criminal violence, abuse of women and children, and violence related to drug and alcohol abuse. Separating threats to ‘freedom from fear’ and ‘freedom from want’, and identifying what makes a community ‘safe’, never an easy task. In different contexts, the real and perceived safety of individuals and communities may be undermined by anything from poverty to criminal gangs, from unemployment to drug abuse (BRAC et al., 2011).

Bangladesh police (BP), rapid action battalion (RAP), Bangladesh Ansar, regularly assigned to maintain law and order and in any emergency cases, Border Guard Bangladesh (BGB) sometimes works in the urban street to control law and order in the country. Besides, several intelligence agencies also work day and night to enhance peace and order in society. Community people and elected public representatives and local government bodies, and political organizations, and activists play a vital role in maintaining social harmony and controlling street crime and violence.

The review exposed a vast gap of knowledge on urban street crime. There was very little literature on urban street crime patterns. Nowadays urban areas are called the engine of the economy of a country. Therefore, urban street crime research is an urgent need. It has a great impact on the social and economic life of city dwellers. Unfortunately, little research was found on the impacts of urban street crime, especially no research found in Bangladesh as well as in Chittagong city. Hence, the proposed research will add new knowledge in the field of urban street crime and its impacts on socio-economic life in urban neighborhoods. It needs to mention that in chapter 4, a detailed literature review was presented on urban in Bangladesh as well as in Chittagong city.

## 2.22 Chapter summary

Any types of crime occurrence have significant consequences, it may be social or economic but psychosocial impacts are much greater than any other impacts. The literature review exposed various aspects of urban street crime, its pattern, street crime hotspots, urban neighborhood organizations and urban crime, urban inequality, and crime, and urban crime, theorizing urban crime, urban land use, and urban design theories, socio-economic impacts of urban street crime, community-based crime prevention, challenges of urban crime prevention, urban crime in Bangladesh, etc. It indicates many factors are related to urban street crime occurrence, to become an offender, and the prevention measures of crime. There are several theoretical concepts concerning urban planning and development to ensure the safety and security of city dwellers. This review has supported building a theoretical framework of the dissertation. Especially it was very useful in data interpretation and analysis in contrast with other research results. The review specifically contributed to distinguishing the originality of my research in the following ways-

- The theoretical and empirical studies reviews facilitated the identification of the spatial relationship of urban street crime and urban neighborhood characteristics.
- The academic review enabled to differentiation of the urban crime pattern and spatial relations of these patterns such as cluster, random or uniform distribution of urban street crime.
- Besides, it helped to compare the crime density distribution in Chittagong city, as Park's and Burgess's mentioned that crime is quite low in suburbs and goes increasing steadily to a peak in the inner city.
- The literature review especially contributed to determining the magnitude of social and economic impacts of urban street crime on the various urban neighborhoods in the city.
- It also assisted to identify crime controllers, intimate handlers, guardians, and place managers because these three controllers help to create crime hotspots in any human settlements, especially in the urban areas.

- Furthermore, this review, especially broken windows theory which gave more emphasis on i) Police action, ii) Community participation, and above all (iii) Government initiatives for the disadvantaged people and rehabilitation. Hence, this aided in the research program to analyze and measure these three variables to prevent crime patterns in Chittagong city.

- Moreover, environmental criminology theory facilitated the research program in associating crime with land use, traffic patterns, street/urban design, and the daily activities and movements of victims and offenders.

- In addition, geographical theories of crime focus on analyzing data about the geographic distribution of crime, modifying the physical environment to reduce the likelihood of crime, and targeting initiatives to geographic areas with high rates of offending.

- It also made it possible to focus on the physical environment tending to focus on such things as how urban planning, building design and the design of public spaces affect crime, and how physical environments can be modified to make businesses and residences more resistant to crime.

- Furthermore, the situational crime prevention (SCP) and crime prevention through environmental design (CPTED) concept similarly played a vital role in analyzing my research results.

- The CPTED approach as well as supported my research program to understand the crime pattern and nearest neighborhood design regarding crime prevention.

- In a nutshell, the literature review in this dissertation helped in understanding the socio-economic correlation of urban street crime, it is in the urban social life as well economic developments in a city. Along with how to bend the urban street crime in considering the various urban form and socioeconomic characteristics of a city.

- The statistical analysis tools for spatial analysis of urban street crime helped a lot such as neighborhood-based or administrative block-based data interpretation.

• The review exposed the selection of major variables and types of analytical variables and how to interpret the results of spatial diversity and variation of urban street crime impact on the social and economic life of city dwellers. Figure 2.18 displays the literature review framework of the dissertation.

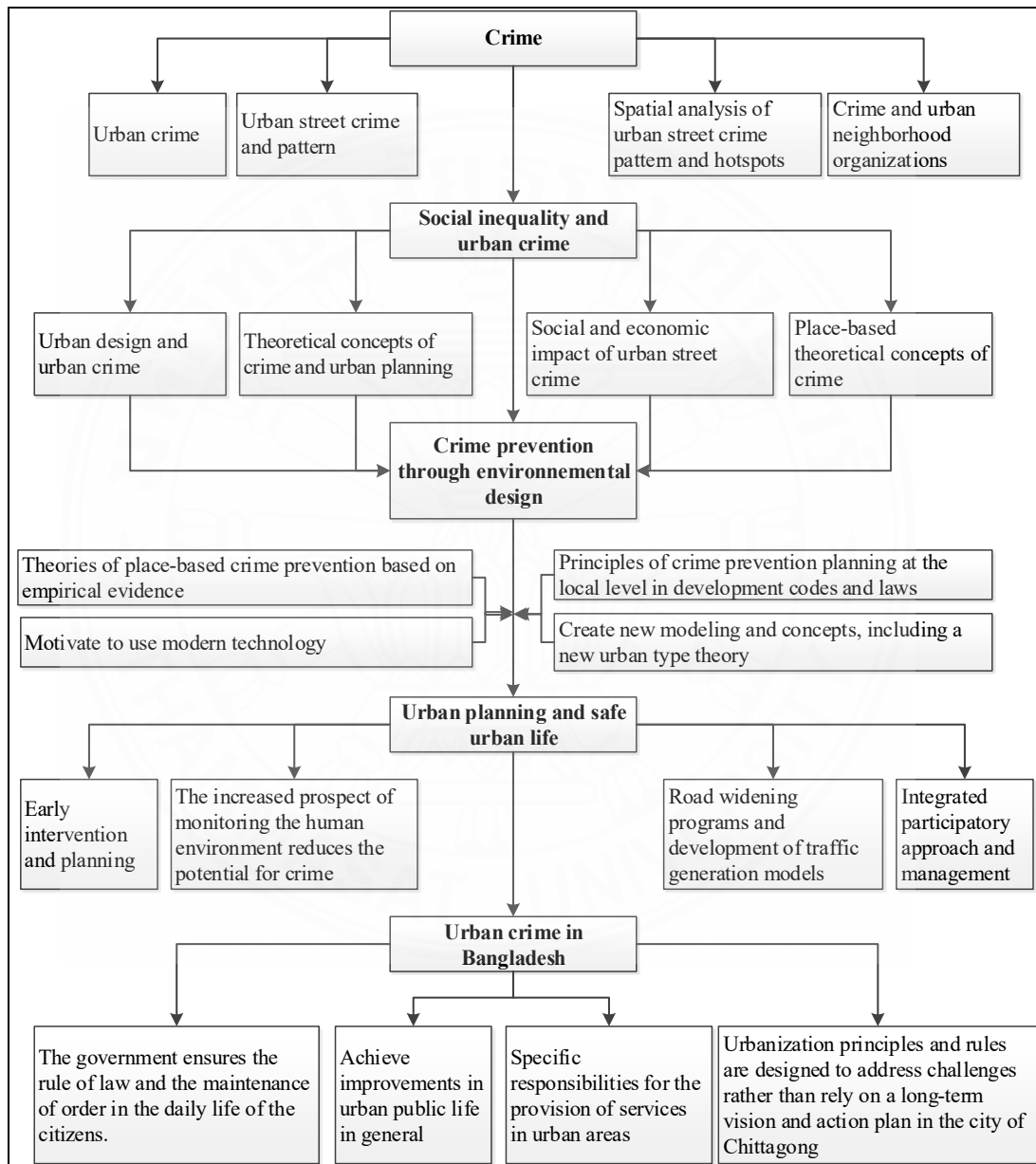


Figure 2.18 Literature review framework of the dissertation.

## **CHAPTER 3**

### **METHODOLOGY**

In conducting the dissertation task this chapter played a crucial role. Selecting the various methods, tools, and techniques for data collection and analysis and interpretation, was very critical and sometimes very much ambiguous. In this circumstance, this chapter was formed with five sections including a brief description of the type of research, study area, data sources, and methods of data collection, and data analysis methods.

#### **3.1 Type of research**

This study included two types of research. It was descriptive and exploratory research. At the 1<sup>st</sup> phase, primary data gathered from key informants (police, crime reporters, religious institution head, neighborhood organization's head, social institution head, political leader, researchers, urban planners, lawyers, housing society leader, business community leaders, etc.), small group discussants (SGD), and household head (HHH) in person's face to face interview through a structured questionnaire and checklist at the 12 police stations of CMP. After primary data tabulation and summary findings from HHH, KI, and SGD, 2<sup>nd</sup> phase of primary data was collected through an in-depth interview in the street crime hotspots, CMP police officers, and urban planners by using a checklist.

It was descriptive research because it described the current police stationbased crime volume, crime types, major crime patterns, its' trends, and characteristics in Chittagong city based on CMP crime statistics. Furthermore, it was exploratory research as it identified the nature of major crime patterns in Chittagong city and examined the major factors of becoming street crime hotspots, which was in favor of the offender to commit a street crime. It also determined the social and economic impacts of urban street crime on the residential and business neighborhood



in the CMP all police stations. It has investigated what types of responses were taken by the community people (CBO), law enforcement personnel, urban planning, and design approval authority of Chittagong city. And finally, it was examined what types of initiatives were needed to prevent the growth of urban street crime clusters in reducing the socio-economic impacts and necessary policy recommendations by using qualitative statements in Chittagong City.

This research was a mixed-method strategy that combines qualitative (qualitative data analysis) and quantitative (quantitative data analysis) studies. Both strategies were used at the same time and priority was being given to qualitative studies. Primary data was collected from household respondents' interviews, key informant interviews, group discussions, and in-depth interviews at street crime hotspots, CMP police officers, and urban planners. Field investigated information and data were mostly qualitative or nominal or discrete. Besides, the quantitative study was also needed to complement the qualitative one. In comparing or validating the qualitative data, CMPcrime statistics played a vital role. Hence, some data from secondary sources were quantitative and it helped to make the research a mixed-method strategy. Descriptive and analytical statistics of qualitative and quantitative data contributed to compare and find out the spatial variation of causes and impacts of urban street crime on the urban residential and business neighborhoods in Chittagong city.

### **3.2 Selection of study area**

Already mentioned in the problem statement of the research in Chapter one that severity of street crime problem, no research conducted on urban streets in Chittagong city as well as the spatial analysis of street crime impacts on the social and economic life on the urban neighborhood in Chittagong city is a crying need to visualize the urban street crime patterns, factors of becoming street crime hotspots, impacts on social and economic, response to street crime prevention, etc. In the background, the research was conducted in Chittagong City Metropolitan police areas among its twelve (12) Police Stations (Local Name Thana) but recently (in 2013) four (4) more police stations were created those data were not shown separately in this research because there is no soft copy of New sixteen Thana's based map and there is

no available enough statistical data on these four newly created police stations. The city is officially called Cartogram. It is the chief Indian Ocean port of Bangladesh. It lies about 12 miles (19 km) north of the mouth of the Karnaphuli River, in the south-eastern arm of the country. It is the second-largest city in Bangladesh, after Dhaka. In 2001 the city population was 2,023,489; and in the metropolitan area it was 3,265,451; and in 2011 city population increased to 2,592,439; metropolitan area, 4,009,423.

The city has constituted a municipality in 1864 and grew in different directions along the main routes of transportation. Although the headquarters of the Bangladesh Railway is in Chittagong and the railway workshop is in the nearby town of Pahartali, the port remained the center of city life and trade. After the creation of Pakistan in 1947, much trade was diverted to Chittagong from Calcutta (now Kolkata, India), and the port was improved considerably. With well-equipped facilities and numerous permanent jetties and moorings, the port became the gateway of Bangladesh for foreign trade. Present-day Chittagong was developed according to a series of master plans, which included the construction of various buildings and two sizable markets (covering an area of about 700,000 square feet [65,000 square meters]). Cotton and jute milling, tea and match manufacturing, chemical production, and engineering works are among the principal industries. Along with jute and jute manufactures, tea and naphtha are among the city's principal exports. many iron and steel mills and a large oil refinery also are located in the city, and a large-capacity pipeline links the oil refinery with an offshore terminal (Britannica, 2020, March 10). Table 3.1 shows the basic information of the 12 police stations of CMP.

Table 3.1

*Basic information of CMP areas*

| Sl.  | Name of the police station | Area Km <sup>2</sup> | Population in 2011 | Pop. Density person/sq.Km | Male in % | Female in % | No. of HH | Literacy rate in % |      |        |
|------|----------------------------|----------------------|--------------------|---------------------------|-----------|-------------|-----------|--------------------|------|--------|
|      |                            |                      |                    |                           |           |             |           | PS                 | Male | Female |
| PS1  | Kotowali                   | 6.24                 | 319,972            | 51,278                    | 62.62     | 37.38       | 43062     | 76.9               | 79.0 | 74.4   |
| PS2  | Double Mourning            | 8.11                 | 361,154            | 44,532                    | 58.8      | 41.2        | 58780     | 68.8               | 71.9 | 65.1   |
| PS3  | Panchlaish                 | 8.30                 | 219,132            | 26,402                    | 59.39     | 40.61       | 37105     | 70.9               | 74.4 | 67.1   |
| PS4  | Bakalia                    | 12.12                | 262,703            | 21,676                    | 54.40     | 45.40       | 56,736    | 55.9               | 58.4 | 53.1   |
| PS5  | Chandgaon                  | 25.32                | 256,411            | 10,135                    | 56.4      | 43.6        | 40,888    | 68.8               | 71.3 | 66.2   |
| PS6  | Baized Bostami             | 17.57                | 211,355            | 12,030                    | 52.18     | 47.82       | 46,701    | 66.7               | 70.1 | 62.9   |
| PS7  | Khulshi                    | 13.11                | 278,623            | 21,253                    | 53.31     | 46.69       | 60800     | 66.1               | 69.6 | 62.0   |
| PS8  | Pahartali                  | 13.31                | 190,634            | 14,323                    | 57.45     | 42.55       | 37192     | 65.8               | 68.7 | 62.6   |
| PS9  | Halishahar                 | 9.63                 | 151,515            | 15,734                    | 51.49     | 48.51       | 31,291    | 70.8               | 73.7 | 67.7   |
| PS10 | Bandar/Port                | 20.04                | 208,260            | 10,393                    | 57.22     | 42.78       | 30762     | 75.7               | 78.5 | 72.7   |
| PS11 | Patenga                    | 32.65                | 132,677            | 4,064                     | 52.57     | 47.43       | 30,125    | 69.9               | 73.3 | 66.2   |
| PS12 | Karnafuli                  | 136.58               | 262,355            | 1,921                     | 52.73     | 47.27       | 46683     | 45.7               | 50.3 | 40.7   |

Note: PS- Police Station, HH- Household by Bangladesh Bureau of Statistics (2012).

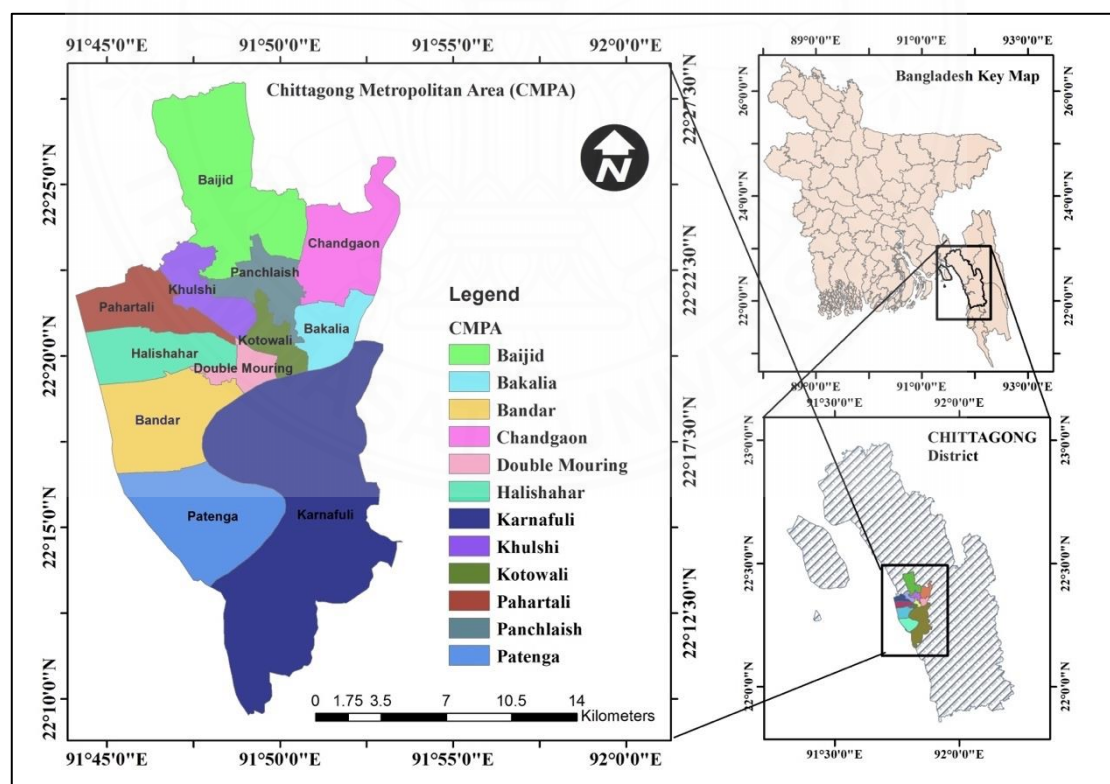


Figure 3.1 Location of the study area (Chittagong District in Bangladesh and Chittagong City in Chittagong District) by Author, 2020 96

### 3.2.1 Sites of respondents' survey

A household-level questionnaire survey, key informants interview, small group discussion, and in-depth interview at street crime hotspots', police officers, and urban planners were conducted among all police station areas (12) around the Chittagong Metropolitan Police considering the population size of each police station area. Multilevel respondents were selected to triangulate the primary survey data.

As earlier mentioned the increasing trend of street crime and the national importance of the city, it was selected for the study site. All police stations were selected to cover all areas of the city. Chittagong City has had a long tradition of being a seaport & important trade center since the beginning of the Christian era (around the 9<sup>th</sup> century). Before the Mughals, various powers (the Arakanese, the Portuguese, the Tippera, and so on) competed for the land and invaded their supremacy for its competent geographic quality to be operated as a port city. It had 1) easy access 2) safe anchorage 3) position near the mouth of Meghna which was the principal route to the royal capital. It flourished as a commercial center and was renowned as Porto Grande or a great port largely due to the monopolized seaborne Portuguese trade. Figure 3.2 represents the major three historical locations of how the city originated in course of time. Figure 3.2 shows Chittagong City in the British Period from 1757-1947.

The British East-India Company was engaged here as a commercial body. They identified the potentialities of manufacturing and commerce. On June 22, 1863, it was declared as a municipality after more than a century of British taking over. Later British shifted the administrative center to fairy hill from the old one (Mughal). They incorporated the city with the Asam Bengal Railway system to export raw materials for British industries through this port at a cheaper cost. Figure 3.3 demonstrates the spatial expansion of the CMP area from 1948 to 2020.

The name of the Chittagong Municipality continued until 1977 which was renamed as the Chittagong Paurashava (PS) on the 27<sup>th</sup> of June 1977. On September 16, 1982, Chittagong Paurashava was upgraded to Municipal Corporation. As a development process, on July 31, 1990, it was renamed Chittagong City Corporation (CDA, 2011). Figure 3.4 demonstrates the land use map of the greater Chittagong city region (CDA), 2008.

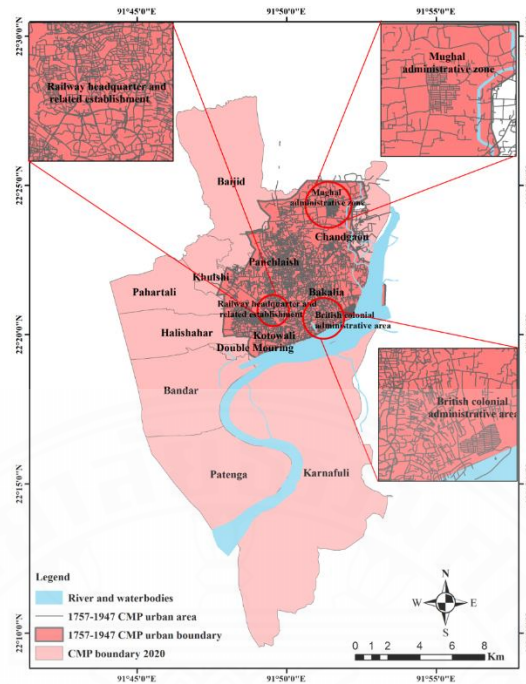


Figure 3.2 Chittagong City in the British Period from 1757-1947 by Chittagong Development Authority (CDA), 2011 and author

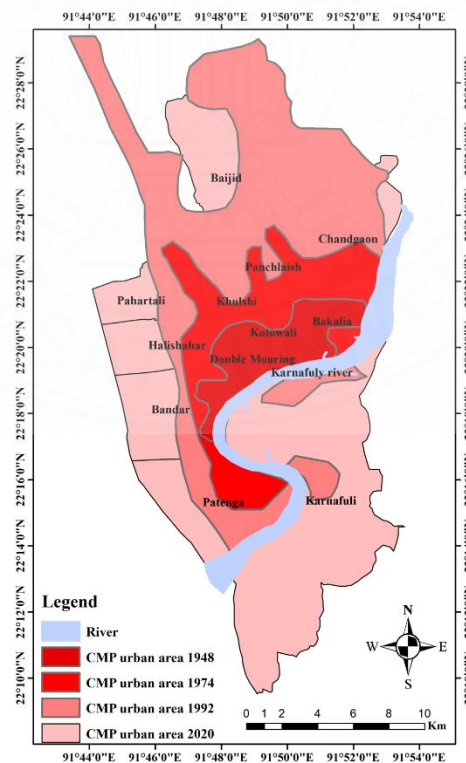


Figure 3.3 Spatial expansion of CMP area from 1948 to 2020 by CDA Master Plan, (n.d.)



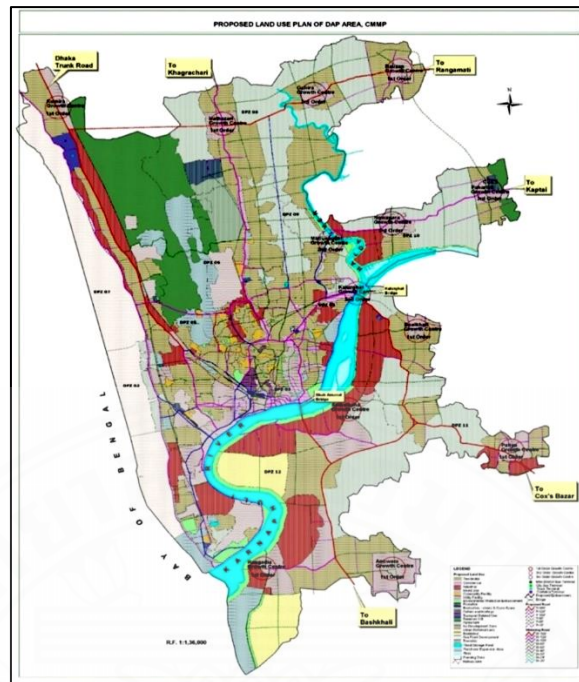


*Figure 3.4* Land use map of greater Chittagong city region (CDA) by Chittagong Development Authority (CDA), 2011

The geographical formation of this city is very unique. It is situated within 22°14' and 22°24'30" N latitude and between 91°46' and 91°53' E longitude and on the right bank of the river Karnafuli. Chittagong City Corporation area is bounded on the west by the Bay of Bengal. It consists of sixteen (16) police stations and part of the Hathazari Police Station (Police station locally named as Thana). The city has developed following the meanders of Karnafuli and it's the southern boundary of the city. The shape of the city is like a peninsula (CDA Plan, 1995).

### 3.3 Data sources and methods of data collection

All information and data were collected through primary and secondary sources. Primary data were collected through questionnaire survey (household level face-to-face in-person interview), key informants interview, small group discussion, in-depth interview at street crime hotspots, the police officer and urban planners and field observation, GPS, and Google Earth Map. The secondary data were collected from various available sources like- Police Stations \_crime statistics reports, Daily



Newspapers Reports, CMP Annual reports, CCC reports and CDA master plan and annual report, local and national level NGOs reports, National and local statistical reports, etc. and local & internationally published research reports and articles, books, magazine, available online free research reports, journal articles, etc. Some of the secondary and primary data collection methods were explained below-

### **3.3.1 Primary data**

Primary data was collected through various approaches. It was mainly obtained from the key informants' interview, group discussion, households' level questionnaire survey, in-depth interview, GPS, Google Earth Map, and field observation. A guided checklist format was formulated for the key informants' interview; group discussion, in-depth interview, and a semi-structured questionnaire were also constructed for households' survey after conducting discourse analysis. Moreover, observation in the selected areas in Chittagong city was done to observe the urban ecology and street crime hotspots as the city is the hometown of the researcher.

### **3.3.2 Sample size**

According to the household size and population number in Chittagong city, it was followed the statistical method of sample size determination and in this regard, 424 households' level questionnaire survey was conducted and the sample size was determined based on the population size of each police station, fifteen (15) small group discussion was conducted according to their various levels of group performance and 60 key informants' interviewee was conducted among the lawyer, religious institution's head, neighborhood organization's head, social institution's head, urban researcher, housing society leader, business community leader, crime reporter, public representative, political leader, etc. Table 3.2 and figure 3.6 display the primary data collection sample size and the types of respondents.

Table 3.2

*Data collection sample size*

| SL.N. | Name of Sample                       | Sample Size | Techniques of data collection | Tools         |
|-------|--------------------------------------|-------------|-------------------------------|---------------|
| 1     | Household Questionnaire Survey       | 424         | Face to face interview        | Questionnaire |
| 2     | Key Informants Interview             | 60          | Face to face interview        | Checklist     |
| 3     | Group Discussion                     | 15          | Group Discussion              | Checklist     |
| 4     | Police Officer in-depth interview    | 40          | Face to face interview        | Checklist     |
| 5     | In-depth interview at crime hotspots | 126         | Face to face interview        | Checklist     |
| 6     | CDA planners' in-depth interview     | 10          | Face to face interview        | Checklist     |

Note: GPS- Global Positioning System, PS- Police Station, CDA-Chittagong development Authority (the legal planning and design approval authority of the city)

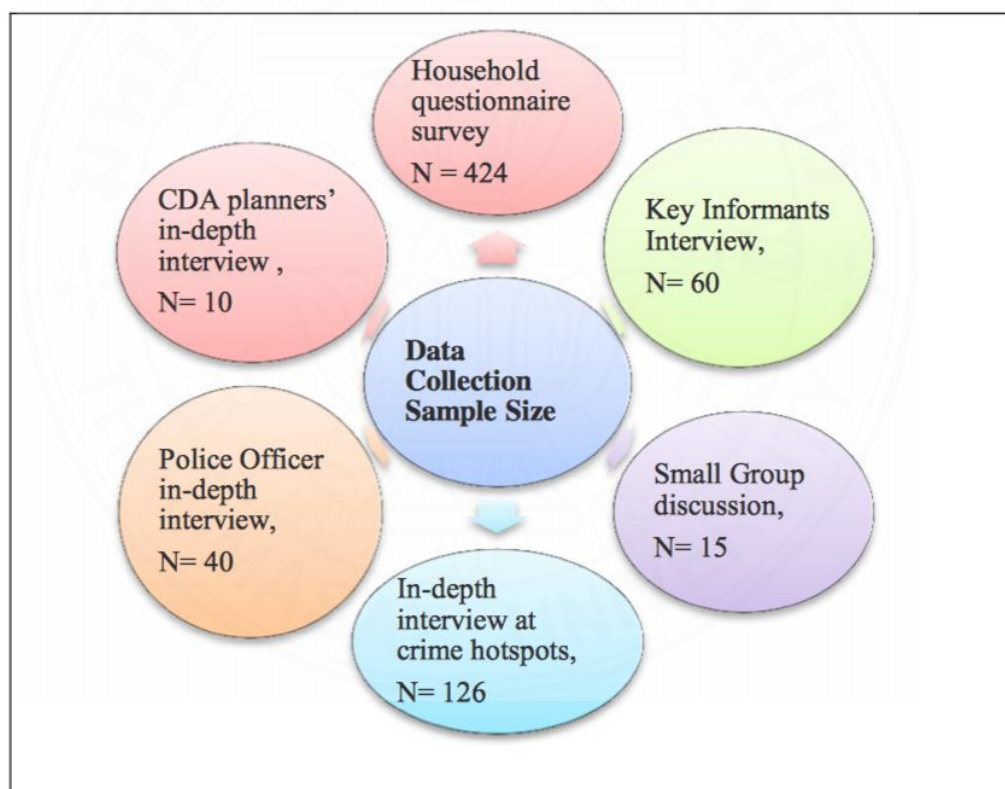


Figure 3.5 Data collection sample size

### 3.3.2.1 Household-level questionnaire survey

Primary information and data were collected related to the research objectives such as the household level questionnaire surveys were conducted among the twelve police station areas. The household-level survey objective was to examine the door-to-door urban street crime impacts determination. Respondents were selected stratified random purposively. This technique was followed to cover all professions of people who are very much aware of urban street crime.

Table 3.3

*Sampling distribution of household-level questionnaire survey*

| Sl.N. | Name of Police Station | Male Pop. in % | Female Pop. in % | No. of Households | Male Pop <sup>n</sup> .Sample | Female Pop <sup>n</sup> .Sample | Total Sample |
|-------|------------------------|----------------|------------------|-------------------|-------------------------------|---------------------------------|--------------|
| 1     | Kotowali (PS1)         | 62.62          | 37.38            | 43062             | 28                            | 16                              | 44           |
| 2     | Double Mooring (PS2)   | 58.8           | 41.2             | 58780             | 30                            | 20                              | 50           |
| 3     | Panchlaish (PS3)       | 59.39          | 40.61            | 37105             | 25                            | 6                               | 31           |
| 4     | Bakalia (PS4)          | 54.40          | 45.40            | 56,736            | 38                            | 2                               | 40           |
| 5     | Chandgaon (PS5)        | 56.4           | 43.6             | 40,888            | 25                            | 8                               | 33           |
| 6     | Baized Bostami (PS6)   | 52.18          | 47.82            | 46,701            | 21                            | 16                              | 37           |
| 7     | Khulshi (PS7)          | 53.31          | 46.69            | 60800             | 45                            | 5                               | 50           |
| 8     | Pahartali (PS8)        | 57.45          | 42.55            | 37192             | 30                            | 10                              | 40           |
| 9     | Halishahar (PS9)       | 51.49          | 48.51            | 31,291            | 8                             | 13                              | 21           |
| 10    | Bandar/Port (PS10)     | 57.22          | 42.78            | 30762             | 18                            | 9                               | 27           |
| 11    | Patenga (PS11)         | 52.57          | 47.43            | 30,125            | 25                            | 5                               | 30           |
| 12    | Karnafuli (PS12)       | 52.73          | 47.27            | 46683             | 21                            | 0                               | 21           |
|       |                        | Total          |                  | 520125            | 314                           | 110                             | 424          |

Note: PS-Police Station by Bangladesh Bureau of Statistics (2012).

### 3.3.2.2 Key informants

For data triangulation and validating the household survey data, a justifiable key informant was selected randomly purposively and interviewed by using a semi-structured questionnaire. It should mention here at least five key informants were interviewed in each police station of CMP considering the role and engagement of local law and order situation maintains and establishing social cohesion and harmony and capable to analyze the socio-economic impacts of urban street crime their residential and business neighborhood.

### **3.3.2.3 Small Group Discussion (SGD)**

Regarding similar points of view to enhance the household survey data validity verification and more opinion collection, some fifteen (15) small group discussions were conducted among all police stations, and discussants' were also selected randomly purposively.

### **3.3.2.4 In-depth interview**

After completion of the household questionnaire survey, key informant interview, and small group discussions, primary survey data were analyzed. Based on the summary finding, an in-depth interview was conducted among one hundred and twenty-six (126) street hotspots in the whole city based on street crime hotspots' in each police station. In addition, forty (40) in-depth interviews were done among the forty (40) police officers at least two (2) from each police station who is working in CMP for more than one year. Along with these, ten (10) in-depth interviews were performed among the ten (10) urban planners who are working in Chittagong Development Authority (CDA) which means legal planning authority of the city.

### **3.3.3 Global Positioning System (GPS)**

Global Positioning System was applied (GPS) to identify the crime hotspots and location of relevant police stations in CMP areas after the completion of the key informants' interview, SGD, households' level questionnaire survey, and field observation and preliminary data processing. Along with these, the locations of each respondent were located by GPS and represented in the map.

### **3.3.4 Google Earth Map**

Available recent Google Earth Map of CMP areas' was analyzed to identify the street crime hotspots and the location of CMP police stations. It also helped to analyze the socio-cultural formation and features of each urban neighborhood in Chittagong city. It (Google Earth map) contributed a lot in understanding every urban neighborhood characteristic especially social and economic characteristics that were not able to observe physically in the primary data collection period.

### 3.4 Social Scaling and Weighted Average Index (WAI)

The social scaling technique was applied to assess the intensity of urban street crime level, feeling a degree of fear level, crime-prone socio-economic group of people, degree of street crime hotspots, degree of social and economic impacts of street crime on the residential and business neighborhoods, degree of street crime prevention responses by the community people, law enforcement personnel and urban planning and design approval authority, etc.

#### 3.4.1 Weighted Average Index (WAI)

The social scaling techniques are measured through weighted average index (WAI) methods. It was actually with the application of 5 points Likert scale. It was applied proportionate weighted indexed. For example, 1<sup>st</sup> rank weighted 1.00, 2<sup>nd</sup> rank 0.8, 3<sup>rd</sup> rank 0.6, 4<sup>th</sup> rank 0.4, and 5<sup>th</sup> rank 0.2. Based on the 5 points Likert scale, the WAI was applied for various types of social scaling techniques. Table 3.4 displays the weighted average index (WAI).

Table 3.4

*Weighted average index (WAI)*

| Very Low | Low | Moderate | High | Very High |
|----------|-----|----------|------|-----------|
| 0.2      | 0.4 | .06      | 0.8  | 1.0       |

The score of the aforesaid scales was calculated by using the following formula (Eq. 3.1). In the primary data collection, respondents' were requested to make a rank based on their perception regarding the selected variables. The formula for calculating weighted average index (WAI) and normalization of the data was as follows

$$WAI = \{1^{st} \text{ rank } (1.00) + 2^{nd} \text{ rank } (0.8) + 3^{rd} \text{ rank } (0.6) + 4^{th} \text{ rank } (0.4) + 5^{th} \text{ rank } (0.2)\} / \sum \text{ith rank} \dots \dots \dots \text{eq. 3.1}$$

Where, WAI = Weighted Average Index

fVH = Frequency of very high, fH = Frequency of high,

fM = frequency of moderate fL = Frequency of low,

fVL = Frequency of very low, N = Total number of observation

### 3.5 Data analysis

The current study's data and information were analyzed by applying various qualitative and quantitative techniques that are very common and acceptable in scientific research. In specific, descriptive, analytic, explanatory, univariate, bivariate, multivariate, etc. methods of data analysis were used to analyze the gathered data and information. The major data analytical techniques of this research were as follows-

#### 3.5.1 Qualitative analysis

Qualitative techniques were used to examine the current research. This analysis technique helped to understand the magnitude of crime problems, factors of creating crime hotspots, the functional standard of current crime prevention & controlling measures in CMP areas which were taken by the different stakeholders specifically community people, law enforcement agencies, and urban planning and design approval authority, and what initiatives are needed to prevent and control the creation of urban street crime hotspots in CMP areas. The qualitative statements expressed the spatial variation of the various crime natures, level of street crime, the degree of feeling fear due to urban street crime victimization. It also contributed to explain and describe the several types of social and economic impacts in the residential and business neighborhoods in the CMP areas. The following specific techniques were used to analyze the qualitative information and data analysis-

- Qualitative statement; and
- Volumetric analysis

Figure 3.6 shows the scale of the volumetric qualitative data analysis.



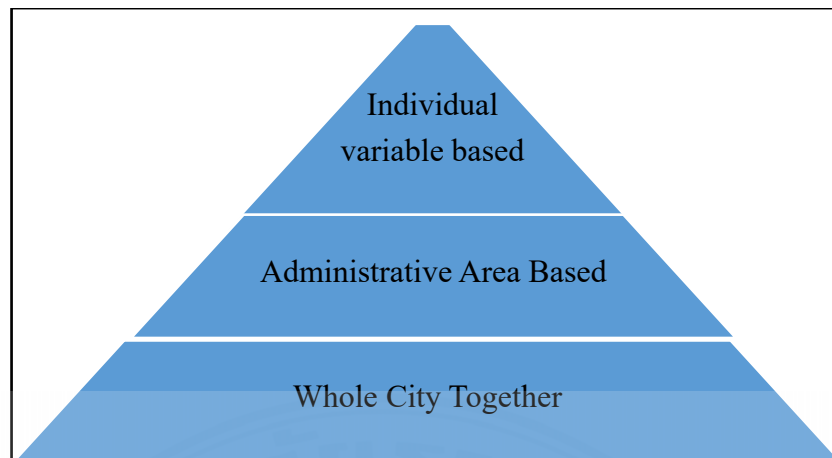


*Figure 3.6 Scale of volumetric qualitative data analysis*

The volumetric analysis was administrative area-based and respondents' category wise analyzed and finally whole city area considering a single unit and all categories of respondents' perception considered as a single unit data for analyzing.

### **3.5.2 Quantitative analysis**

Statistical Package for the Social Sciences (SPSS) software was used for numerical data processing and analysis. In this regard, descriptive statistics, univariate, bivariate, multivariate analysis and, analytical statistics techniques were applied to examine the collected primary and secondary sources of data and information.

#### **Descriptive statistics**

Descriptive statistics were applied to explain frequency, %, and crosstabulation. At least two variables or more with the response and multiple responses of the respondents' were represented by the descriptive statistics. The comparison of the level of frequency and % was used as a tool to interpret the data showing on the crosstab. In the cross-tabulation, the percentage (%) of responses regarding every variable was shown based on the police station as well as the types of respondents.

#### **Analytical statistics**

Bivariate and multivariate analyses were applied to get the scientifically acceptable result from this study. Chi-square test and F-tests/variance

analysis, logistic regression analysis was conducted to evaluate the relationship between street crime occurrence and spatial characteristics, causes of committing the street crime in the city. Analytical statistics are also applied to determine the social and economic impacts of urban street crime in residential and business neighborhoods, etc.

### **Bivariate Analysis**

Bivariate analysis is a useful first step in studying the relationship between two variables, does not allow for quantification or testing that relationship. It is useful to consider various indices that measure the extent of association as well as the statistical test of the hypothesis that there is no association. Chi-square test of independence was performed in this dissertation to identify the existence of interrelationship among the categories of two qualitative variables.

The chi-square test statistic:

$$\chi^2 = \sum \frac{(O-E)^2}{E} \dots \dots \dots \text{eq.3.2}$$

### **Multivariate Logistic Regression Analysis**

Logistic regression analysis extends the techniques of multiple regression analysis to research situations in which the outcome variables are categorical. Though bivariate analysis is a useful first step to analyze the relationship between two variables, it does not allow for quantification or testing that relationship. When we examine each predictor/independent variables individually, it can provide us a preliminary idea of how important each variable is by itself. Therefore, the relative importance of all independent variables has to be examined simultaneously by some multivariate method. Various alternative multivariate statistical techniques exist, that can be used to predict a binary dependent variable from a set of independent variables. Here in the dissertation, most of the outcome data were categorical, hence, Binary Logistic Regression Model fit the data for statistical analysis.

Let us try to understand logistic regression by considering a logistic model with given parameters, then seeing how the coefficients can be estimated from

data. Consider a model with two predictors,  $x_1$  and  $x_2$  and one binary (Bernoulli) response variable  $Y$ , which we denote  $p = P(Y=1)$ . We assume a linear relationship between the predictor variables and the log-odds (also called logit) of the event that  $Y = 1$ . This linear relationship can be written in the following mathematical form (where  $\ell$  is the log-odds,  $b$  is the base of the logarithm, and  $\beta_i$  are parameters of the model):

$$\ell = \log_b \frac{p}{1-p} = \beta_0 + \beta_1 x_1 + \beta_2 x_2 \dots \dots \dots \text{eq. 3.3}$$

The least-square technique is applied to estimate the coefficient  $\beta_j$ , but these techniques are applicable only when the dependent and independent variables are measured on an interval scale.

In an analysis, dealing with dichotomous dependent (victimization of street crime, fear of street crime, the effectiveness of current crime prevention measures, etc.) variables, it is better to fit Linear Logistic Regression Model. Cox's linear logistic regression model (1970) can be used to assess the effects of independent (explanatory) (sex, age, educational level, income, house ownership, marital status, etc.) variables on a dependent variable. It is a suitable model in the sense that it does not require any distributions assumptions concerning independent variables. These well-recognized multivariate techniques were used in this study to identify the significant variables.

A very interesting and successfully applicable method that can use to predict a binary dependent variable from a set of independent variables and that does not require any distributions assumptions concerning explanatory variables is the Cox's linear Logistic Regression Model. This model can be successfully used in the field of Discriminant analysis. The Logistic Regression model can be used not only to identify risky prognostic factors but also to predict the probability of success. The general logistic model expresses a qualitative dependent variable as a function of several independent variables.

This method, treating dichotomous dependent variable as if it is qualitative, has several limitations. Since  $Y_i$ 's are not normally distributed, no method of estimation that is linear in the  $Y_i$ 's will, in general, be fully efficient. Another limitation is that it is possible for the least-squares estimates obtained from the model to lead to a fitted value that does not satisfy the condition  $0 \leq P_i \leq 1$ , which could be

used; however, computations become very complicated. The linear logistic model suggested by Cox is much more appropriate.

In logistic regression, the parameters of the models are estimated by using the maximum likelihood method. That is, the co-efficient that makes our observed results most likely are selected. The contribution of individual variables in logistic regression depends on the other independents' variables and the interpretation is difficult when they are highly correlated. The logistic model can be re-written in terms of the odds of an event occurring. It has several nice properties. First, as  $P_i$  increases, so does  $\text{logit } P_i$ . Second,  $\text{logit } (P_i)$  varies over the whole real line, whereas  $P_i$  is bounded only between 0 and 1. If  $P_i$  is less than 0.5,  $\text{logit } (P_i)$  is negative; while if  $P_i$  is greater than 0.5,  $\text{logit}(P_i)$  is positive. So we see that the logistic regression model can be expressed in two equivalent ways. First, we fit a linear model in the logit scale (in terms of the log odds)

In logistic regression, just as linear regression, the codes for the independent variables must be meaningful. This is called dummy variable or indicator variable coding. For variables with more than two categories, we have created new variables to represent the categories. The number of new variables required to represent a categorical variable is one less than the number of categories. The logistic regression procedure automatically creates new variables for categorical variables.

A statistic that is used to take at the partial correlation between the dependent variable and each of the independent variables is the “R” statistic. The independent variables are fitted to the logistic model at a time by the stepwise selection procedure. The process continues to add a new variable to the regression equation at each step until the regression is satisfactory.

### **3.5.3 Spatial analysis**

Geographical Information Systems (GIS) techniques were used to show the various variables regarding urban street crime and variation zones in the maps in considering different police stations 'administrative areas. In this aspect, Arc GIS 10.5 software was used for displaying the spatial variations of different variables of this study. Table 3.5 displays the major techniques of GIS application for the spatial analysis of the socio-economic impacts of urban street crime on the residential and business neighborhood areas in Chittagong city.

Table 3.5

*Major techniques of GIS Application*

| Name of spatial analysis technique                                                                                                                           | Application purpose                                                                                                                                                                    | Representation type |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Administrative area based choropleth/thematic map method (Ratcliffe & Chainey, 2005), IACA, 2013)                                                            | Representing police station-based crime record distribution and comparing it with population density and other socio-economic variables.                                               |                     |
| Point pattern method (GPS based data coordinates) (Ratcliffe & Chainey, 2005), Balogun, Okeke, & Chukwukere, 2014)                                           | Hot-spot analysis for crime locations based on victims and key informants information (Police)                                                                                         |                     |
| Quadrat Count Method (Ratcliffe & Chainey, 2005), (Akpinar, 2005)                                                                                            | The identification of spatial patterns and their relationships to ecological phenomena (social, economic, political, and physical).                                                    |                     |
| Kernel Estimation of a point pattern method (Ratcliffe & Chainey, 2005), (Akpinar, 2005), Gonzales, Schofield, Hart, Eck, Chainey, Cameron, & Wilson, 2005). | Within the band, intensity values for each point are calculated. Points are weighted so that the incidents closer to the center contribute a high value to the cell's intensity value. |                     |

Source: Srivani (2016), Ratcliffe & Chainey (2005), IACA (2013), Balogun, Okeke, & Chukwukere (2014) Akpinar (2005), Gonzales, Schofield, Hart, Eck, Chainey, Cameron, & Wilson, 2005), U.S. Department of Justice Office of Justice Programs National Institute of Justice (2005).

A significant number of street crime-related variables in this dissertation are spatially analyzed and displayed on the map. The most common method for displaying geographic patterns of crime is point mapping. The method is popular because it is a simple digital way to carry out a familiar and traditional method of crime mapping; placing pins representing crime onto a wall map. It is usually better when using a symbol of variable size to represent the differences in the number of crimes at each location. Several point data was represented showing points in the CMP maps. It was used for respondents' interview location, perception of urban street crime hotspots & most fearful streets in the residential and business neighborhood areas in Chittagong city to show the perception variation among the police stations.

Perceived urban street crime hotspots and most fearful streets in the residential and business neighborhood areas in Chittagong city were analyzed with the application of grid thematic mapping (quadrat method). It is a technique that can help overcome the problems of varying sizes and shapes of geographic areas is to use a uniform grid; where each cell (quadrat) is of the same size and shape. Each grid cell can have a crime count associated with it, which can then be thematically mapped. The mapped value could also be a density value calculated from the count and cell area. Most GIS software includes tools for the creation of these types of grids. Once the grid is created, a point in polygon operation can calculate the crime points in each grid cell.

The kernel density estimation (KDE) technique was used to demonstrate the most concentration of crime hotspots. It is used for calculating the density or volume of a set of data. The density estimation is used as a basis for calculating and creating hotspots out of residential or business neighborhood crimes. This study used the Kernel Density Estimation for calculating the density of the residential and business neighborhood urban street crime over twelve police station areas in CMP that are, the areas that are mentioned earlier in the dissertation. In prospective crime hotspot mapping, the process involves estimating the density of crime across an entire two-dimensional study area, based on the known locations of discrete events. It begins by overlaying a two-dimensional grid with an equally sized cell across an entire study area.



Crime is closely related to urban neighborhood population characteristics. The areas with the lowest levels of crime are found a low density of population. The contour map of crime appears to identify distinct problem areas of crime on the urban street. It may not be a coincidence that the areas are popular centers that lead to higher levels of crime. Based on the WAI of the respondent's perception of the street crime hotspots and most fearful streets in the residential and business neighborhood areas in CMP, a contour map of hotspots displayed the distinct problem areas of street crime in Chittagong city.

Spatial autocorrelation is a fundamental concept in spatial analysis. It is the correlation among values of a single variable strictly attributable to their relatively close locational positions on a two-dimensional surface. Spatial autocorrelation in crime data has often been observed. Demographic characteristics, for example, population density, often exhibit positive spatial autocorrelation. Some demographic characteristics are often related to the level of crimes in different regions since they explain the opportunities for criminals. It has been quantified to support spatial prediction. There are a variety of methods that have been used to quantify the spatial autocorrelation in a variable. GetisOrd  $G_i^*$  is one of the most popular approaches to quantify spatial autocorrelation. A spatial autocorrelation map of street crime hotspots and most fearful streets in CMP areas was prepared by using the WAI values for the street crime hotspots and most fearful streets in the residential and business neighborhood areas in Chittagong city.

Various types of choropleth thematic maps were prepared to represent the distribution of nature of the crime, factors becoming street crime hotspots, socioeconomic impacts of urban street crime in the residential and business neighborhoods, etc. were shown in the CMP map to identify the administrative area based differentiation.

Table 3.6

*shows the research coordination scheme where demonstrated indicators, variables, data collection techniques, and data analysis techniques as well.*

| Indicator                                              | Variables                                                                                                                                                                                                                                                                                                                                                                                                                                      | Data collection techniques                                                                                                                                                                                      | Data analysis methods                                                                                                                                                                             |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Crime Hotspots                                         | Location of crime hotspots                                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> <li>GPS</li> <li>Google Earth Map</li> </ul> | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multivariate statistics</li> <li>ArcView GIS</li> <li>ArcGIS Earth 1</li> <li>Q-GIS</li> </ul>                             |
| Creation Factors of Crime Hotspots                     | i. Distance from PS<br>ii. Lack of police patrolling<br>iii. Inactiveness of police<br>iv. Corruption of police<br>v. The width of the streets<br>vi. The condition of streets<br>vii. Lack of street lighting<br>viii. Escaping opportunity in the slum<br>ix. Escaping opportunity in the forest and hill<br>x. Escaping opportunity in the mass gathering<br>xi. Transport node<br>xii. Traffic congestion<br>xiii. Political patronization | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> </ul>                                        | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multi-variate statistics</li> <li>ArcView GIS</li> <li>Q GIS</li> <li>Qualitative statement</li> </ul>                     |
| Crime Hotspots Effects on the neighborhood business    | i. Mental panic<br>ii. Physical assault<br>iii. Bound to give a toll<br>iv. Income reduced<br>v. Business quit<br>vi. Land value reduced<br>vii. Renter left                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> </ul>                                        | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multivariate statistics</li> <li>ArcView GIS</li> <li>Arc GIS 1.0</li> <li>Q-GIS</li> <li>Qualitative statement</li> </ul> |
| Crime Hotspots results in the neighborhood communities | i. Mental panic<br>ii. Physical assault<br>iii. Bound to give a toll<br>iv. Land value reduced<br>v. Renter left<br>vi. Scared to travel alone<br>vii. More scared about young<br>- adult family members                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> </ul>                                        | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multivariate statistics</li> <li>ArcView GIS</li> <li>Arc GIS 1.0</li> <li>Q-GIS</li> <li>Qualitative statement</li> </ul> |

Table 3.6 (continued)

*shows the research coordination scheme where demonstrated indicators, variables, data collection techniques, and data analysis techniques as well.*

| Indicator                                                                                | Variables                                                                                                                                                                                                                                                                                                                                                                                                                              | Data collection techniques                                                                                                                                               | Data analysis methods                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The spatial relationship between the fear of crime and its actual occurrence in the city | i. Fear as a dweller in CC<br>ii. Fear at resident<br>iii. Fear at movement in the city<br>iv. Fear at day time<br>v. Fear at night<br>vi. Locations of more fear<br>vii. Explanations of feeling more fear<br>viii. Factors of creations of more fear locations<br>ix. Fear reduction measures:<br>Law Enforcing Agencies:<br>N. Community:<br>Government:<br>City planning:<br>Local public representative:<br>Bystanders:<br>Media: | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> </ul> | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multivariate statistics</li> <li>Arc view GIS</li> <li>Arc GIS 1.0</li> <li>Q GIS</li> <li>Qualitative statement</li> </ul>                                          |
| Current Crime prevention actions                                                         | i. Increased police patrolling<br>ii. Introduced community security<br>iii. Introduced CCTV<br>iv. Introduced personal security<br>v. Formed association<br>vi. The built system of internal communication<br>vii. Ensure street light<br>viii. Launched a community awareness program<br>ix. Introduced rehabilitation program<br>x. Special mercy to return in the normal life of the criminal                                       | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> </ul> | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multivariate statistics</li> <li>ArcView GIS</li> <li>Arc GIS 1.0</li> <li>Q-GIS</li> <li>Qualitative statement</li> <li>Analytical Network Process (ANP)</li> </ul> |

Table 3.6 (continued)

*shows the research coordination scheme where demonstrated indicators, variables, data collection techniques, and data analysis techniques as well.*

| Indicator                          | Variables                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Data collection techniques                                                                                                                                               | Data analysis methods                                                                                                                                                                                                                        |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Needs Crime prevention initiatives | i. Need continuous enough police patrolling<br>ii. Need logistic support for police force<br>iii. Need an example of criminal punishment<br>iv. Need community cooperation<br>v. Need to ensure the security of witnesses and victims<br>vi. Need to introduce CCTV in the Crime Hotspots<br>vii. Need to ensure street light<br>viii. Need to launch a community awareness program<br>ix. Need to introduce rehabilitation program<br>x. Need special mercy to return to the normal life of the criminal | <ul style="list-style-type: none"> <li>Household survey</li> <li>Key Informants Interview</li> <li>SGD</li> <li>In-depth Interview</li> <li>Field Observation</li> </ul> | <ul style="list-style-type: none"> <li>Descriptive statistics</li> <li>Multi-variate statistics</li> <li>ArcView GIS</li> <li>Arc GIS 1.0</li> <li>Q GIS</li> <li>Qualitative statement</li> <li>Analytical Network Process (ANP)</li> </ul> |

In addition, Figure 3.7 shows the research design flow chart (See in the next page ).

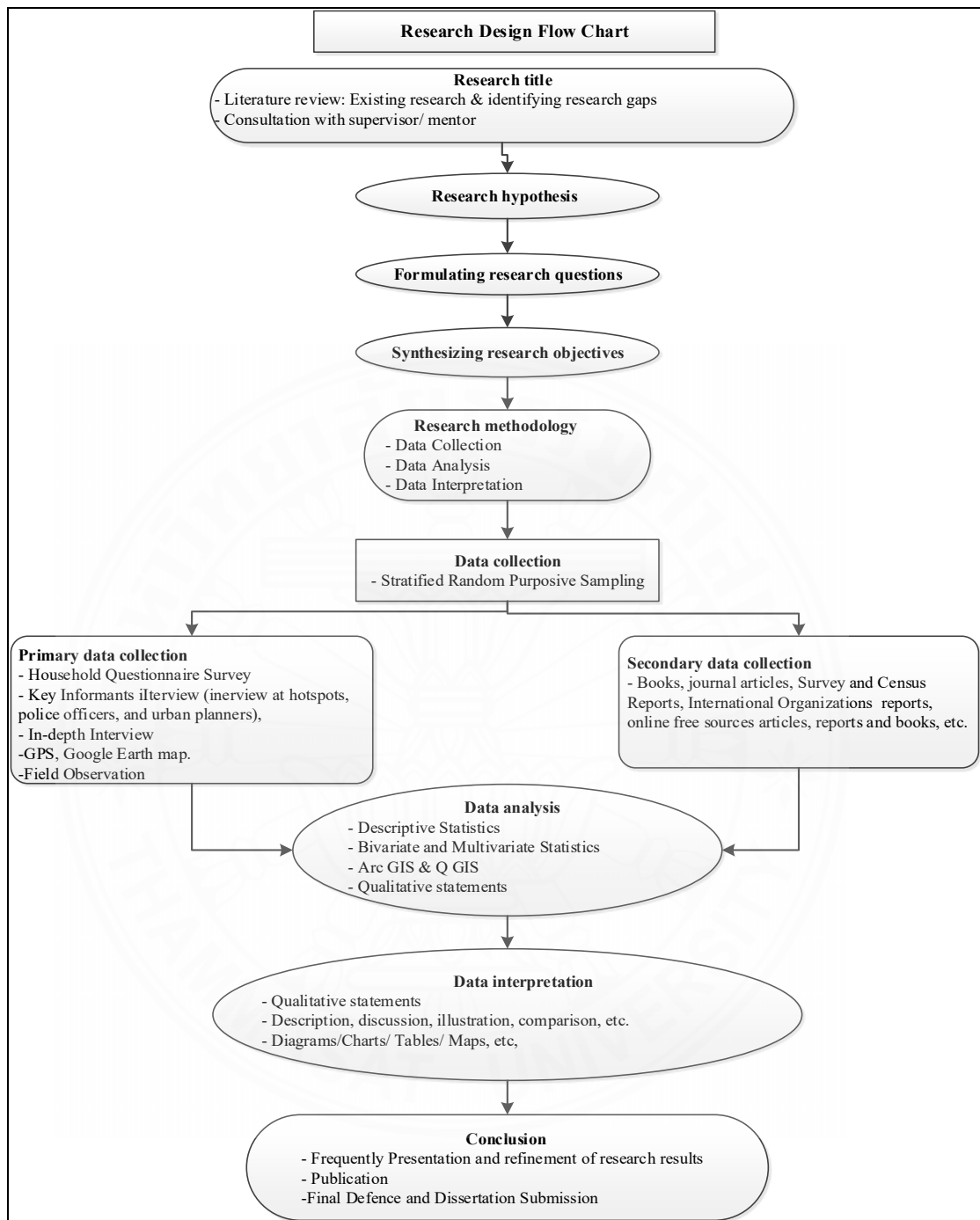


Figure 3.7 Research design flow chart

## **CHAPTER 4**

### **PROFILE OF THE STUDY AREA AND THE SOCIOECONOMIC CHARACTERISTICS OF RESPONDENTS**

Understanding the physical and socio-economic features of Chittagong city, the profile of the study area was reviewed widely along with CMP crime statistics from 2001 to 2017. Hence, chapter four consists of two sections including the profile of the study area, the profile of respondents, and the analysis of the respondents' personal information.

#### **4.1 Introduction**

Chittagong is the second-largest city in Bangladesh based on its' population size and economic importance. It is situated on the bank of the Karnafuli River to the southeast and is formed of natural hill slopes from the north and surrounded by the Bay of Bengal on the west. No other city of Bangladesh includes such a diversified landform as the Chittagong city. The city covers at least eight major physiographic units, which are hills, piedmont, alluvial plain, old tidal plain, supratidal plain, tidal plain, natural levee, and sandy beach. Piedmont and old tidal plain together cover near about 50 percent of the city (Islam, 2000).

##### **4.1.1 Profile of Study Area**

The dissertation conducted twelve police stations in Chittagong city. The police stations are governed by the Chittagong Metropolitan Police (CMP). As a whole, the city is usually considered Chittagong City Corporation (CCC) but the metropolitan area is a little bit different in comparison with the CCC. Especially CCC is situated on the west bank of the river Karnaphuli but CMP has a police station on the east bank of the river Karnaphuli and the police station name also Karnaphuli police station. Figure 4.1 shows Chittagong City Corporation (CCC) and Chittagong Metropolitan Police (CMP) Area.



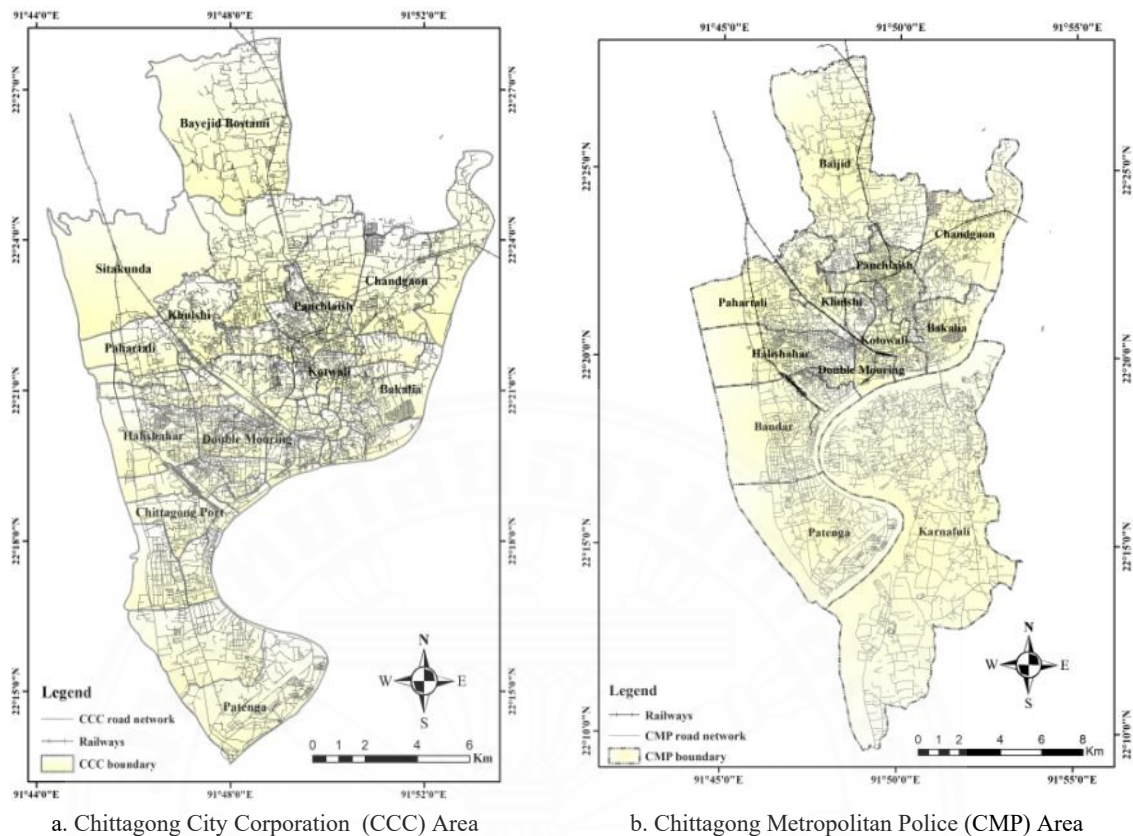


*Figure 4.1* Chittagong City Corporation (CCC) and Chittagong Metropolitan Police (CMP) Area

#### 4.1.2 Location

Chittagong City is not only the principal city of the district of Chittagong but also the second-largest city of Bangladesh. It is situated within  $22^{\circ}14'$  and  $22^{\circ}-24'-30''$  N latitude and between  $91^{\circ}-46'$  and  $91^{\circ}-53'$  E longitude and on the right bank of the river Karnafuli. Chittagong Municipality area is bounded on the west by the Bay of Bengal. It consists of twelve police stations and part of the Hathazari Police station (Thana). The area of the Chittagong district is 5283 sq. km (BBS, 2002). The total area of Chittagong City Corporation is 60 sq. miles. According to BBS, the area of Chittagong City is 209.66 Sq. Km. (CCC Census, 2001).

### 4.1.3 Physiography

Chittagong is very different in terms of topography, except for Sylhet and Northern Dinajpur, from the rest of Bangladesh, being a part of the hilly regions that branch off from the Himalayas. This Eastern offshoot of the Himalayas, turning South and Southeast, passes through Assam and Tripura State and enters Chittagong across the river Feni. The range loses height as it approaches Chittagong town and breaks up into small hillocks scattered all over the town. This range appears again on the southern bank of the Karnafuli River and extends from one end of the district to the other. Chandranath or Sitakunda is the highest peak in the district, with an altitude of 1152 feet above mean sea level. Nangarkhana to the north of Chittagong town is 289 feet high. In the town itself, there is a peak known as Batali Hill, which used to be 280 feet high and was the highest point in the town. There was a light post at the top of Batali Hill for the guidance of vessels far away in the sea. This famous hill, like other beautiful hills and hillocks in the city of Chittagong, is being gradually leveled up and reduced in height for the construction of houses. Chittagong is the only major hill city in Bangladesh. Its physical setting; suitable location near the Karnafuli River has a dominant influence on its industrial location pattern. “The River of Karnafuli has the function of Chittagong, although its precise significance has altered through the ages.” At present, the city is expanding with population and industrial activity besides the Karnafuli River within the space between Kalurghat Bridge and Karnafuli estuary about 15 miles. The city has developed following the meanders of Karnafuli and at this time, the city is also growing rapidly toward the south-eastern direction due to the construction of an underground tunnel under the river Karnafuli and according to CMP extended its service setting up a new police station as a result of urbanization southern bank of the Karnafuli River. The shape of the city is like a peninsula (CDA Plan, 1995). Figure 4.2 displays the land use map of the Chittagong City Corporation (CCC) area.

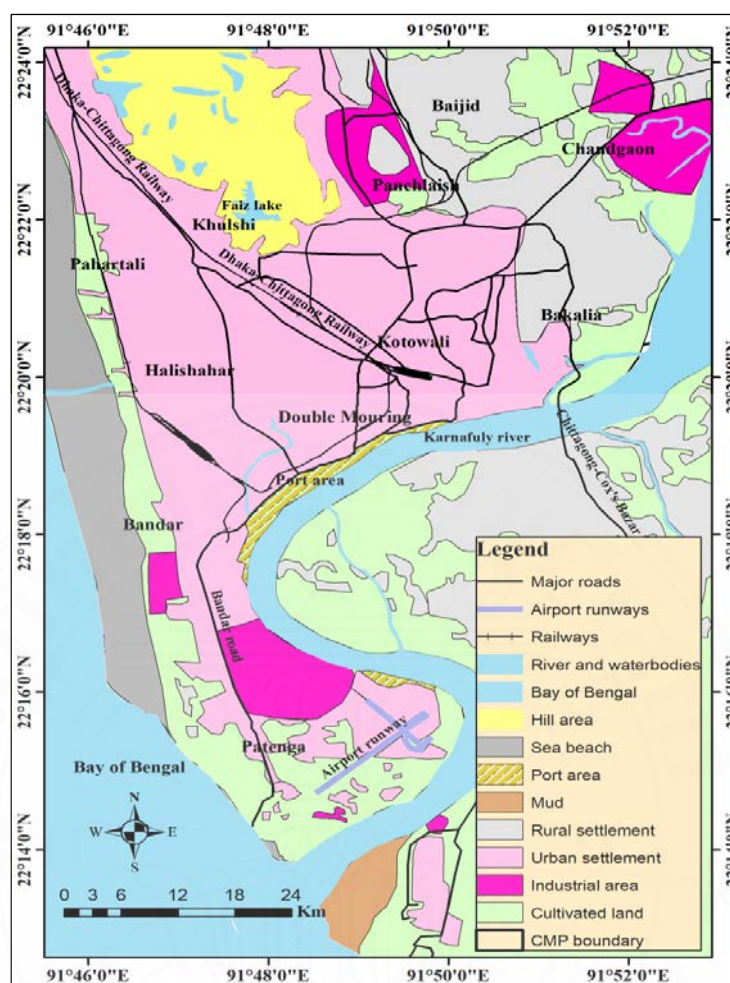


Figure 4.2 Land use Map of Chittagong City Corporation Area by Chittagong Development Authority (CDA), 2012.

Table 4.1

*Land use distribution of Chittagong city area (in percentage)*

| Sl. | Land use                    | Area in acre | (%)   | Sl. | Land use                         | Area in acre | (%)    |
|-----|-----------------------------|--------------|-------|-----|----------------------------------|--------------|--------|
| 1   | Agriculture and fisheries   | 4414         | 9.46  | 8   | Open/Community space             | 323          | 0.70   |
| 2   | Commercial activities       | 936          | 2.00  | 9   | Residential                      | 11424        | 24.48  |
| 3   | Education and research      | 277          | 0.59  | 10  | Restricted                       | 3656         | 7.84   |
| 4   | Hilly land                  | 5473         | 11.73 | 11  | Khals/canal, ponds, canals, etc. | 5465         | 11.72  |
| 5   | Manufacturing               | 4223         | 9.05  | 12  | Vacant land                      | 5795         | 12.42  |
| 6   | Transport and communication | 3078         | 6.60  | 13  | Coastal char                     | 1512         | 3.25   |
| 7   | Office use                  | 75           | 0.16  |     | Total                            | 46651        | 100.00 |

Note, Detailed Area Plan (DAP), Chittagong Development Authority (CDA), 2012.

#### 4.1.4 Climate

Chittagong lies just within the tropic and its climate is usually a tropical character, modified in two important particulars by its position. Lying along the seacoast and backed by a hill region to the east, an arrangement favorable for the free play of land and sea breezes, Chittagong enjoys a mark of its uniformity of temperature. Another important feature of the sea winds that impact a modifying effect on the climate of Chittagong is the excess of moisture carried inland, which gives rise to heavy dews and occasional fogs. The second important consideration in determining the climate of Chittagong is its position on the coastline along the northeast angle of the Bay of Bengal. The moist winds of the southwest monsoon converge over the region and it consequently receives heavy rains during monsoon months. In brief, Chittagong is remarkable for its temperature, high humidity, and heavy rainfall from May to October. The climate of Chittagong may be described as subtropical for about two-thirds of the year (Mid-March to October). During this period it has high temperature and humidity and a dry season following heavy rains. November to February is generally pleasant and cool with low humidity and very little rain. The mean temperature during these cold months is 60 degrees F. and in the season and the hot season, 85 degrees F. The climate of Chittagong is thus moist, warm, and equable.

Table 4.2

#### *Climatic data of Chittagong*

| Month                      | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Year  |
|----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Record high °C             | 32  | 34  | 37  | 39  | 37  | 37  | 34  | 34  | 35  | 34  | 34  | 31  | 39    |
| Average high °C            | 26  | 28  | 31  | 32  | 32  | 31  | 30  | 30  | 31  | 31  | 29  | 26  | 29.8  |
| Average low °C             | 13  | 15  | 19  | 23  | 24  | 25  | 25  | 24  | 24  | 23  | 28  | 14  | 21.4  |
| Record low °C              | 7   | 8   | 11  | 15  | 18  | 20  | 19  | 22  | 22  | 17  | 11  | 8   | 7     |
| Precipitation mm           | 5   | 28  | 64  | 150 | 264 | 533 | 597 | 518 | 320 | 180 | 56  | 15  | 2,730 |
| Avg. rainy days (≥ 0.1 mm) | 0   | 1   | 2   | 6   | 11  | 17  | 19  | 17  | 13  | 7   | 2   | 1   | 96    |

Source: BBC Weather Report, Date: 15-01-2013.

#### 4.1.5 Drainage System

Karnafuli is the main River network of the city. Another river Halda joined with Karnafuli near Kalurghat and increases the volume of water of Karnafuli. The city has developed following the right bank of the River. The two Khals, Chaktai and Moheshkhali which is joined with the Karnafuli River and increase their transport network (Aqsa, 1994). It is both a tidal and a monsoon river. The river overflows its bank during the monsoon period and causes floods in parts of the city area. Almost every year flooded low-lying lands of the city. The Chaktai Khal in the east and Moheshkhali in the west are the main drainage system of the city. The right bank of the Karnafuli downstream from Chaktai Khal appears to be reasonably stable, with under cuttings controlled by engineering works as far as Gupta point. The Chaktai Khal covers the Karnafuli river from Panchlaish. The Moheshkhali Khal causes the northern eastern part of the western zone and down to the Karnafuli River (Aqsa, 1994). The Halda is also important drainage of the city. It joins with the Karnafuli River near Kalurghat and enriches the flow of the Karnafuli River.

#### 4.1.6 Transportation

The transport system of Chittagong City is divided into four ways. The transport facility differs from old to newly developed town. As an old city, roads are congested in the old city area. At present, some modern wide roads have been developed in the newly built-up areas. Three modern highways connect the city with other parts of the country. One is the Dhaka-Chittagong Trunk Road towards the northwest of the city center; the road connects Chittagong with Dhaka and other districts of Bangladesh. Another road towards the north from the city center connects it with the Hathazari, Nazirhat, Fatichari, and other neighboring areas. It is named the Hathazari road. The road to Cox's Bazar named Arakan road joins the city with Cox's Bazar and Teknaf towards the south via Kalurghat and Shah Amanat Bridge. The Dhaka-Chittagong trunk road is important for the whole country because it links the Chittagong Port with other parts of the country. In the old city, where the city first developed, at Fireengi Bazar, Patharghata, Ashadgonj, Khatungonj, Chaktai, etc. roads are very congested and unplanned. The area is the important business center and wholesale area of the city, so traffic jam is the normal view of the area. Some areas of the city have been developed in a planned way by the CDA. In the Agrabad the Sk.



Mujib Road is a planned double-way road with a modern foot-path and divider. Other roads of the areas are grid pattern like and the American city. The Jubilee Road, Muradpur-Oxyzen road, Anderkilla, and Bahaddarhat roads are under construction as double-way roads with dividers.

#### **4.1.7 Vegetation**

The climate of Chittagong is very favorable for plants and animals. Heavy rainfall has contributed to the growth of diversified plants. Beginning from nuts and coconut to the segun, gamari, garjan, chapalish variety of plans grow her. In the forest area, once there were Tiger, Cheetah, Deer, Monkey, and Bison. Fox, pigs, hares, and different types of snakes are still in plenty in the forest of Chittagong. In Chittagong, there is now a better condition for vegetation coverage. At present, 13.26 sq. km (9.97 percent) vegetation coverage is available within Chittagong city (Rahman, 2002) whereas the national average is around only 6 percent.

### **4.2 Socio-economic profile of the study area**

#### **4.2.1 Population**

According to Chittagong City Corporation (CCC), total population of Chittagong City at now is 3,564,580 (Male: female, 16,676: 1,357,939). Among them floating people are 542,965. On the basis of age gradation the population is below 10 years 16,97,785 (Male: female, 5,68,030: 5,29,755); 11-17 years 7,60,606 (Male: Female, 3,85,327: 3,75,279). Above 18 years 11,63,224 (Male: Female, 7,10,319: 4,52,905). The statistical Metropolitan Area (SMA) population increasing from 23,07,000 in 1991 to 27,43,000 by 2001 and to 31,58,000 by 2011 (Anon, 1992 b). These growth rates represent on average nearly 40,000 people a year being added by natural increase over the twenty-year period 1991 to 2011.



Table 4.3

*Population growth trend of Chittagong city from 1991-2011.*

| Name of the police station | Status                        | Census year March 1991 | Census year January 2001 | Census year March 2011 | Change 2001 to 2011 |
|----------------------------|-------------------------------|------------------------|--------------------------|------------------------|---------------------|
| Karnafuli Upazila          | Union Council                 | 21,176                 | 11,066                   | 262,355                | 2270.82             |
| Bakalia                    | Thana                         | 113,446                | 196,877                  | 262,703                | 33.44               |
| Bajjid Bostami             | Thana                         | 121,827                | 168,015                  | 211,355                | 25.80               |
| Chandgaon                  | Thana                         | 111,120                | 178,390                  | 256,411                | 43.74               |
| Bandar                     | Thana                         | 108,816                | 213,598                  | 208,260                | -2.50               |
| Double Mooring             | Thana                         | 222,156                | 259,181                  | 361,154                | 39.34               |
| Halishahar                 | Thana                         | 73,993                 | 125,255                  | 151,151                | 20.67               |
| Hathazari                  | Upazila                       | 294,515                | 403,788                  | 431,748                | 6.92                |
| Khulshi                    | Thana                         | 152,657                | 243,351                  | 278,623                | 14.49               |
| PS1                        | Thana                         | 201,175                | 282,975                  | 319,972                | 13.07               |
| Pahartali                  | Thana                         | 95,618                 | 127,243                  | 190,634                | 49.82               |
| Panchlaish                 | Thana                         | 113,127                | 148,120                  | 219,132                | 47.94               |
| Paschim Gomdandi           | Thana                         | 28,249                 | 33,893                   | 38,739                 | 14.30               |
| Paschim Gomdandi           | Thana                         | 28,249                 | 33,893                   | 38,739                 | 14.30               |
| Patenga                    | Thana                         | 78,924                 | 80,448                   | 132,677                | 64.92               |
| Patiya                     | Upazila                       | 398,836                | 458,037                  | 528,120                | 15.30               |
| Sitakunda                  | Upazila                       | 247,903                | 335,178                  | 387,832                | 15.71               |
| Chittagong                 | Statistical Metropolitan Area | 2,410,637              | 3,265,451                | 4,009,423              | 22.78               |

Source: Bangladesh Bureau of Statistics (BBS) 2011, GOB, Dhaka.

Figure 4.3 shows the population growth trend in Chittagong City from 1974 to 2011.

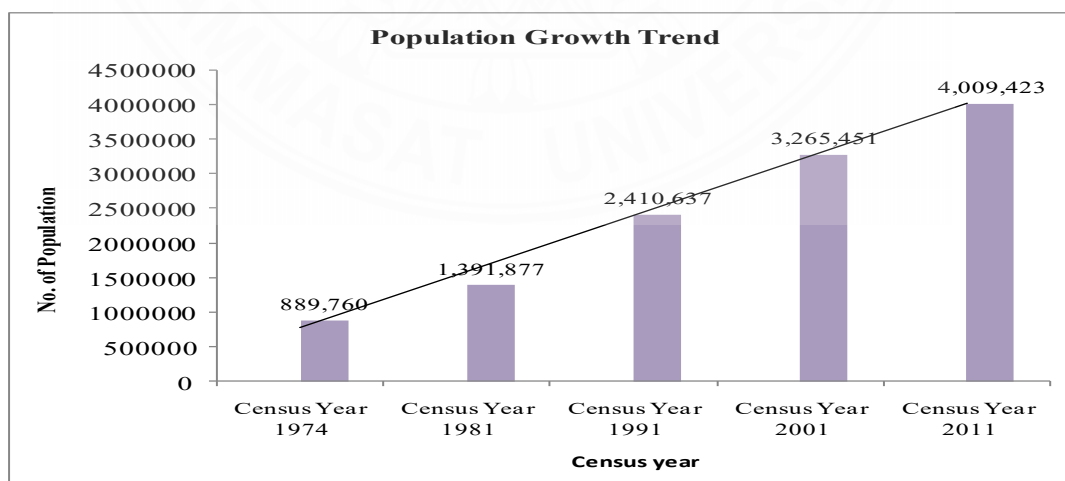


Figure 4.3 Population growth trend in Chittagong city from 1974 – 2011 by Bangladesh Bureau of Statistics (BBS), 2014.

#### 4.2.2 Administration

The administrative functions of Chittagong City are carried out by a mélange of organizations. Specifically, in the point of bureaucracy, four administrations maintain the city administration. These are as follows-

Divisional Commissioner (DC- equivalent to additional Secretary, Bureaucratic Second Highest Tier of National administration)

District Commissioner (DC, Bureaucratic 3rd Highest Tier of National administration)

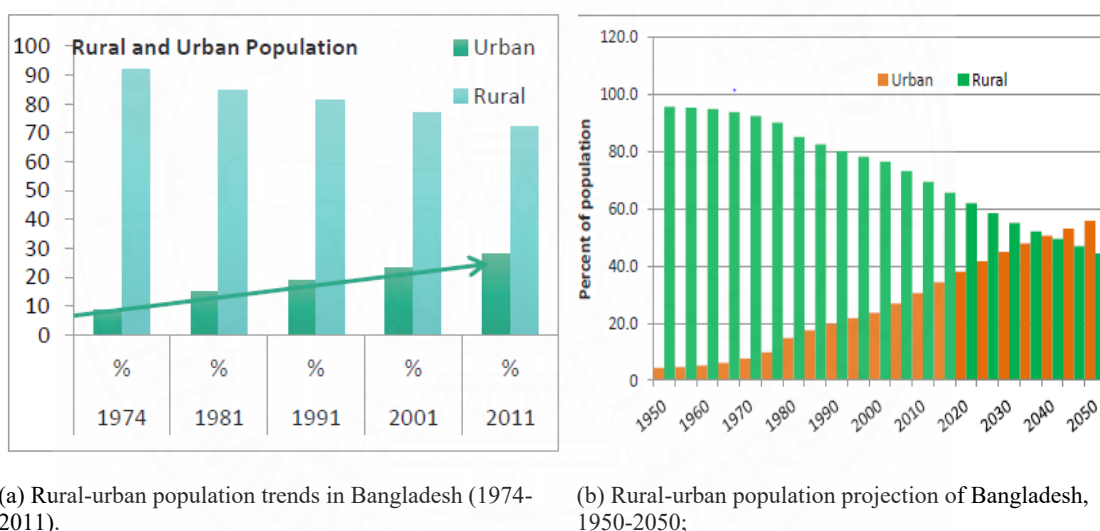
CMP Police Commissioner (Legally responsible administration to maintain law & order within the CMP areas,). The maintenance of Law and order in the city is the responsibility of the Metropolitan Police Commissioner and the Chief Metropolitan Magistrate. The Home Ministry performs the function of control and coordination of both these institutions.

Chittagong Development Authority (CDA) is the statutory planning and development authority for the Chattogram Metropolitan Area (CMA), which was created in 1959 under the provision of the CDA Ordinance 1959, established by the Bangladesh Government to ensure the planned and systematic growth of the city. CDA is working under the Ministry of Housing and Public works of the Government. CDA has played a vital role in the orderly-yet-rapid development of Chittagong City (CDA, 2020).

Chittagong City Corporation (CCC) is called the urban local government. It is the only elected body by the city dwellers directly. The Mayor and the Ward Commissioners are elected. The Chief Executive officer is a senior government official deputed by the government. There is no de jure focal point of control and coordination at the city level. The various agencies have respective lines of control, coordination, policy determination, and finance terminating in various ministries in Dhaka. The Mayor is the senior-most elected official at the city level occasionally operates as a de facto center of coordination on some operational matters (CCC, 2009).

### 4.2.3 Urbanization and urban crime in Bangladesh

Urbanization trend and urban environment; especially, urban crime scenarios are a little bit different in Bangladesh contrasting with the high income and middle-income countries around the world. The factor that determines and influence these trend and urban environmental deterioration discussed below sequentially. Bangladesh has been experiencing quite rapid urbanization during the last few decades. Between 1961 and 2011, the country's total population increased from 55 million to about 150 million (about 273%) while the urban population increased from 2.6 million to about 43.43 million thus registering a growth of nearly 1600% (Planning Commission, GOB, 2015). Figure 4.4: shows the rural-urban population trends in Bangladesh (1974-2011).



(a) Rural-urban population trends in Bangladesh (1974-2011).

(b) Rural-urban population projection of Bangladesh, 1950-2050;

*Figure 4.4* Rural-urban population trends in Bangladesh (1974-2011) and rural-urban population projection of Bangladesh by United Nations Population Division (UNDESA, 2014)

Besides, in Bangladesh, the urban sector contributes to more than 60 % of the GDP. This has grown from as low as 25 % in 1972-73 and 45 % in 1995-96 (Islam, 2013). Table 4.4 shows the historical trends of urbanization in Bangladesh (1901-2011).

Table 4.4

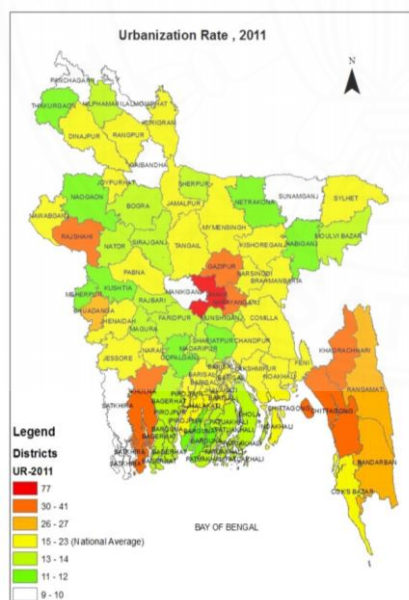
*Historical trends of urbanisation in Bangladesh (1901-2011)*

| Year | Urban population<br>(in millions) | Rural Population<br>(in millions) | Percentage<br>Urban | Urban annual<br>exponential<br>growth rate (%) | Rural annual<br>exponential<br>growth rate (%) |
|------|-----------------------------------|-----------------------------------|---------------------|------------------------------------------------|------------------------------------------------|
| 1901 | 0.70                              | 28.23                             | 2.43                | -                                              | -                                              |
| 1911 | 0.81                              | 30.75                             | 2.56                | 1.39                                           | 0.86                                           |
| 1921 | 0.88                              | 32.38                             | 2.64                | 0.85                                           | 0.52                                           |
| 1931 | 1.07                              | 34.53                             | 3.02                | 2.00                                           | 0.64                                           |
| 1941 | 1.54                              | 40.46                             | 3.66                | 3.59                                           | 1.58                                           |
| 1951 | 1.82                              | 40.24                             | 4.33                | 1.69                                           | -0.05                                          |
| 1961 | 2.64                              | 48.20                             | 5.19                | 3.72                                           | 1.80                                           |
| 1974 | 6.27                              | 65.21                             | 8.78                | 6.66                                           | 2.32                                           |
| 1981 | 13.54                             | 73.58                             | 15.54               | 10.99                                          | 1.73                                           |
| 1991 | 22.46                             | 89.00                             | 20.15               | 5.06                                           | 1.90                                           |
| 2001 | 28.61                             | 95.25                             | 23.10               | 2.42                                           | 0.68                                           |
| 2011 | 42.70                             | 107.80                            | 28.37               | 4.01                                           | 1.24                                           |

Source: Rahman, M.T. (2014)

The population projections of Bangladesh were carried out by the United Nations Population Division (UNDESA, 2014) and they suggested the proportion of the rural-urban population will increase for the expected future. By 2040 the urban population will exceed the rural population and from that point onwards the rural population will start declining while the urban population will continue growing. The rural population reached its probable peak of 105 million in 2010 and is projected to decline to 89.5 million by 2050. Figure 4.4 shows the rural-urban population projection of Bangladesh from 1950-2050. On the contrary, the impact of urbanization in Bangladesh in terms of mass poverty, gross inequality, high unemployment, underemployment, over-crowded housing and the proliferation of slum areas and squatters, and a general deterioration in overall environmental conditions have become the major concerns of policy issues. There is clear evidence that clean water is in short supply, unhygienic sanitation conditions, high incidence of diseases, along with violent crimes like ransacking, robbery, and toll evasion in the city are common and social tensions in several towns and cities in Bangladesh (Murtaza, 2001).

According to Islam and Khan (2012), geography is a strong determinant of urbanization in Bangladesh and it shows that top urban districts are located in the east of the two major rivers Ganges and Brahmaputra (the divisions of Chittagong, Sylhet, and most of Dhaka) have a much higher concentration of urban activities than those that are in the west of Brahmaputra and South of Ganges (Divisions of Rajshahi, Khulna, Barisal and the districts that are located on the other side of the Ganges). Besides, urbanization is heavily skewed to Dhaka and Chittagong, making it the country's prime urban corridor. Figure 4.5 depicts the location of Bangladesh, its neighbors, and the geographical pattern of urban growth. Moreover, there is a strong correlation between the location of industrial and services establishments and the ranking of urban districts; Dhaka, Chittagong, Narayanganj, Gazipur, Khulna, Rajshahi, Sylhet, Bogra, Khulna, and Jessore have higher industrial and other urban establishments, and Off-farm activities are important determinants of urbanization in most of these districts and it indicates that industrialization is one of the key drivers of urbanization in Bangladesh.



(a) Urbanization rate in Bangladesh



(b) location of Bangladesh in the south Asian region

*Figure 4.5* Urban spatial growth rate in Bangladesh and the location of Bangladesh in the south Asian region by Islam, and Khan, (2012).

Table 4.5

*Structural composition of GDP and employment in Bangladesh*

| Sector      | Share in GDP |      |      |      | Share in Employment |      |      |      |
|-------------|--------------|------|------|------|---------------------|------|------|------|
|             | 1980         | 2006 | 2009 | 2015 | 1980                | 2006 | 2009 | 2015 |
| Agriculture | 33.2         | 22.0 | 18.6 | 16.0 | 61.0                | 48.1 | 43.6 | 43.9 |
| Industry    | 17.1         | 29.0 | 28.6 | 30.4 | 8.7                 | 11.1 | 15.6 | 19.6 |
| Service     | 49.7         | 49.0 | 52.8 | 53.6 | 30.3                | 40.8 | 40.8 | 36.5 |

Source: Amin (2017).

Furthermore, Hossain (2013) mentioned that in Bangladesh inequality in the ownership of land is also crucial for rural displacement. Along with structural adjustments and modernization of agriculture, the changing climate also is playing a significant role in rural displacement in Bangladesh. The land is centralized in the hands of those who are not directly involved in agriculture. Remittance plays another important role in increasing inequality in the ownership of land. As a result, people involved in agriculture are gradually being displaced from their land and involved in non-farming activities like services, trading, and commercial activities. Over time, they are moving to the city for employment which is also very common in many other developing countries. Table 4.6 shows the detailed factors of migration to urban areas in Bangladesh.

Table 4.6

*Factors of migration to urban areas in Bangladesh*

| Factors of Migration to Urban Areas in Bangladesh                                  | Percentage (%) | Factors of Migration to Urban Areas in Bangladesh | Percentage (%) |
|------------------------------------------------------------------------------------|----------------|---------------------------------------------------|----------------|
| Natural Factors                                                                    | 49.0           | Economic Factors                                  | 24.0           |
| Seasonal unemployment (Manga)<br>Flood and Riverbank Erosion<br>Cyclone and storms | 24.0           | Poverty                                           | 15.0           |
|                                                                                    | 22.0           | Unemployment                                      | 9.0            |
|                                                                                    | 3.0            | Social Factors                                    | 12.0           |
| Political Factors                                                                  | 6.0            | Population explosion                              | 5.0            |
| Crossing border<br>Involvement in politics                                         | 4.0            | Social inequality/discrimination                  | 3.0            |
|                                                                                    | 2.0            | Marriage                                          | 3.0            |
|                                                                                    |                | Others Factors                                    | 9.0            |
| Total                                                                              | 100.0          |                                                   |                |

Source: Farhana, Rahman &amp; Rahman (2012)



According to Rahman and Chowdhury (2012), disparities persist between the urban and rural areas in terms of income and employment, as well as the unavailability of basic infrastructure and services in Bangladesh. Moreover, urban areas offer better opportunities for socio-economic mobility of the poor and rural-urban migration. In addition, poverty is considered one of the key drivers of rural-urban migration. Most of the cities in Bangladesh especially, Dhaka and Chittagong are now experiencing massive migration from the rural areas and this part is causing the dramatic rise of poverty in the city areas including regional cities. The state of infrastructures of Dhaka and Chittagong cities is insufficient enough to shelter the extra migrated population. As a result, the rural people, who live below the poverty line are migrating, particularly, towards Dhaka and Chittagong cities, and living in the slums, railway stations, and streets. A recent study found that roughly 35% of the population of the six biggest cities (Dhaka, Chittagong, Rajshahi, Khulna, Sylhet, and Barisal) lived in slums, though they did so on only 4% of the land area of those cities (CUS, 2005). Moreover, they also have limited access to the social and economic systems of the city. As a consequence, within a city, poor urban settlements vary drastically, in terms of income, assets, participation; access to health, education, and other services due to adding poor people in the cities (GIZ, 2012). Table 4.7 demonstrates the basic characteristics of low-income settlements in urban Bangladesh.

Table 4.7

*Basic characteristics of low-income settlements in urban Bangladesh*

| Name of City Corporation | City population (estimate) | Slum population (people) | Slum population (% of the total population) | Number of slums | Slum population density (persons per km <sup>2</sup> ) | Non-slum density (persons per km <sup>2</sup> ) |
|--------------------------|----------------------------|--------------------------|---------------------------------------------|-----------------|--------------------------------------------------------|-------------------------------------------------|
| Dhaka                    | 9,136,182                  | 3,420,521                | 37.4                                        | 4,966           | 220,246                                                | 19,677                                          |
| Chittagong               | 4,133,014                  | 1,465,028                | 35.4                                        | 1,814           | 255,100                                                | 15,543                                          |
| Khulna                   | 966,837                    | 188,442                  | 19.5                                        | 520             | 132,988                                                | 16,884                                          |
| Rajshahi                 | 489,514                    | 156,793                  | 32.0                                        | 641             | 67,236                                                 | 6,796                                           |
| Barisal                  | 365,059                    | 109,705                  | 30.1                                        | 351             | 133,730                                                | 5,084                                           |
| Sylhet                   | 356,440                    | 97,676                   | 27.4                                        | 756             | 154,741                                                | 9,630                                           |

Source: Urban poverty in Bangladesh: causes, consequences and coping strategies, Banks, N. (2012).

Although Bangladesh has achieved commendable progress in poverty reduction and is on track to achieve the Millennium Development Goal (MDG) of halving the incidence of extreme poverty. Projections using the 2010 Household Income and Expenditure Survey (HIES) data indicate that the national poverty rate fell to 24.8 percent in 2015, less than half the 58.8 percent rate in 1991-1992. Poverty headcount based on \$1.25 per day purchasing power parity is projected to fall from 43.5 percent in 2010 to 36.5 percent in 2017. This steady reduction is mainly attributable to improvements in the farm income of rural households (The World Bank Group, 2015). Table 4.8 reveals the achievements in various 5-year plan periods in Bangladesh.

Table 4.8

*Achievements in various five-year plan periods in Bangladesh*

| Specific Plan | Plan Periods (FY) | Average GDP Growth Rate |            | Per Capita GDP growth | Per Capita GNI** | Life** Expectancy | Forex Reserve | Headcount Poverty Ratio*** |
|---------------|-------------------|-------------------------|------------|-----------------------|------------------|-------------------|---------------|----------------------------|
|               |                   | Plan (%)                | Actual (%) | %                     | USD              | Years             | Million USD*  | (%)                        |
| First Plan    | 1973-1978         | 5.5                     | 4.0        | 1.3                   | 111              | 53.07             | -             | 82.1                       |
| Second Plan   | 1980-1985         | 5.4                     | 3.8        | 1.5                   | 145              | 55.10             | 395           | 69.9                       |
| Third plan    | 1985-1990         | 5.4                     | 3.8        | 1.6                   | 204              | 56.10             | 520           | 56.6                       |
| Fourth Plan   | 1990-1995         | 5.0                     | 4.2        | 2.4                   | 253              | 58.70             | 3070          | 50.1                       |
| Fifth Plan    | 1997-2002         | 7.1                     | 5.1        | 3.5                   | 431              | 64.90             | 1583          | 48.9                       |
| Sixth Plan    | 2011-2015         | 7.3                     | 6.3        | 4.9                   | 1314             | 70.70             | 24141         | 24.8                       |

Source: Seventh five-year plan Government of Bangladesh (GOB), (2015).

There are few studies or statistics on crime and violence in Dhaka, Chittagong, or other cities in Bangladesh. Crime and violence are no longer considered just a ‘social’ or ‘law and order problem, but also as an obstacle to development that erodes the poor’s human, physical, and social capital, and with high associated economic costs. Crime and violence affect all levels of society: the rich and - even more - the poor, women and men, and young and old. Urban crime and violence also generate a climate of fear. The fear of crime and violence are ‘serious threats to the stability and social climate of cities, to sustainable and economic development, the quality of life and human rights’ (Baker, 2007). It is evident that the

entire Bangladeshi population lives terrified and under the constant fear of armed robbery, illegal toll collection, kidnapping, disappearing or homicide, etc. (Rahman, 2013). A recent study conducted by Haider, Denpaiboon, and Srivanit (2017) based on secondary data sources for crime analysis in Bangladesh and their crime analysis model was,  $\text{Crime} = f(\text{Urbanization, Unemployment, Inflation, inequality, education})$  and they applied linear regression analysis model to evaluate the relationship between crime and demography (urbanization), economic (inflation and income) and socio-economic (unemployment and adult literacy rate) variables in Bangladesh. Table 4.9 shows the data series and trend of their research.

Table 4.9

*Data on crime, urbanization, inflation, income gap ratio, unemployment, and adult literacy in Bangladesh*

| Year | No. of Crime record (Y)/100,000 pp. | Urbanization (%) ( $x_1$ ) | Inflation (CPI) ( $x_2$ ) | Income Gap ratio ( $x_3$ ) | Unemployment ( $x_4$ ) (%) | % of Adult (15 Years and Over) Literacy ( $x_5$ ) |
|------|-------------------------------------|----------------------------|---------------------------|----------------------------|----------------------------|---------------------------------------------------|
| 2001 | 87.49                               | 2.42                       | 1.94                      | 15.77                      | 25.98                      | 47.8                                              |
| 2002 | 96.352                              | 2.58                       | 2.79                      | 16.99                      | 26.42                      | 49.60                                             |
| 2003 | 93.500                              | 2.64                       | 4.38                      | 17.60                      | 26.86                      | 50.30                                             |
| 2004 | 87.546                              | 2.90                       | 5.83                      | 18.21                      | 27.30                      | 51.60                                             |
| 2005 | 89.011                              | 3.18                       | 6.48                      | 18.82                      | 27.74                      | 53.50                                             |
| 2006 | 93.172                              | 3.22                       | 7.17                      | 18.64                      | 29.06                      | 53.70                                             |
| 2007 | 110.648                             | 3.35                       | 7.22                      | 18.46                      | 30.38                      | 58.30                                             |
| 2008 | 109.710                             | 3.53                       | 9.93                      | 18.28                      | 31.70                      | 59.07                                             |
| 2009 | 107.665                             | 3.69                       | 6.66                      | 18.10                      | 33.02                      | 58.40                                             |
| 2010 | 110.180                             | 3.85                       | 7.31                      | 17.92                      | 34.35                      | 58.60                                             |
| 2011 | 113.283                             | 4.01                       | 8.80                      | 17.74                      | 35.67                      | 53.00                                             |
| 2012 | 120.903                             | 4.17                       | 10.62                     | 17.56                      | 36.97                      | 58.9                                              |
| 2013 | 116.649                             | 4.33                       | 7.70                      | 17.38                      | 38.31                      | 64.8                                              |
| 2014 | 118.194                             | 4.49                       | 7.37                      | 17.20                      | 39.63                      | 70.7                                              |
| 2015 | 114.230                             | 4.65                       | 6.41                      | 17.02                      | 40.93                      | 76.60                                             |

Source: BBS (2016), BP (2016), Saleh and Titumir (2014) and ADB (2016) and Dewan et al. (2014).

\*The ratio of Income Share Accruing to Top 10% to Bottom 10% Households. Note: Interpolation and Extrapolation were done to calculate individual year-wise data for the total population, urbanization rate, income gap ratio, and unemployment rate from various census data.

Furthermore, Table 4.10 shows the model summary of linear regression analysis. This table provides the  $R$  and  $R^2$  values. The  $R$ -value represents the simple correlation and it is 0.944 (the "R" Column), which indicates a high degree of correlation. The  $R^2$  value (the "R Square" column) indicates how much of the total variation in the dependent variable, crime, can be explained by the independent variables, literacy, inflation, income, urbanization, unemployment. In this case, 89.0% can be explained, which is very large.

Table 4.10

*Model Summary of Linear Regression Analysis*

| Model                                                                              | R                  | R Square | Adjusted R Square | Std. Error of the Estimate | Change Statistics |          |     |     |               |
|------------------------------------------------------------------------------------|--------------------|----------|-------------------|----------------------------|-------------------|----------|-----|-----|---------------|
| 1                                                                                  | 0.944 <sup>a</sup> | 0.890    | 0.829             | 4.9549881                  | R Square Change   | F Change | df1 | df2 | Sig. F Change |
|                                                                                    |                    |          |                   |                            | 0.890             | 14.619   | 5   | 9   | 0.000         |
| a. Predictors: (Constant), Literacy, Inflation, Income, Urbanization, Unemployment |                    |          |                   |                            |                   |          |     |     |               |
| b. Dependent Variable: Crime                                                       |                    |          |                   |                            |                   |          |     |     |               |

Hence, their results show a very significant positive relationship between urbanization and crimes in Bangladesh. This study brings important policy implications; especially background studies in the urban plan should focus on urbanization, unemployment, income inequality distribution, inflation, adult literacy, etc. to determine the significant role of these variables in the occurrence of crime. 125

### 4.3 Urban crime in Chittagong city

Based on the population size and financial importance of the country Chittagong city is the second-largest and main port city of the country and urban areas crime occurrence record in this city is growing gradually. There are many types of crime occurring in the city. The diversity and intensity of urban crime in the city rapidly increasing and the impacts of urban crime are immense. The social and economic life of the city dwellers is hampering a lot and reducing their productivity. The following sections describe the urban crime statistics and urban crime classification in Chittagong city.

### 4.3.1 Urban crime statistics in Chittagong city

In Chittagong city, the street crime occurrence rate is growing rapidly. But the spatial distribution of the street crime occurrence is not evenly distributed. Diversity of economic activities, quality of urban governance, physical characteristics of the city, and socioeconomic formation of the urbanites play a vital role in the occurrence of urban street crime in Chittagong city.

Table 4.11 shows the crime statistics of the Chittagong Metropolitan Police Area from 2010-2017, which indicates the rapid increase of the total crime occurrence that victims lodged at the nearest police station. Though very few victims (especially a victim of snatching, hijacking, pickpocketing, sexual harassment, eve-teasing, threatening, etc., although these types of crime very frequently occur in the urban areas of Bangladesh as well as in Chittagong City) go to the police station to file cases against the offenders due to multi-dimensional harassment and delaying a long time in getting a judicial judgment.

Table 4.11

*Major crime statistics of Chittagong Metropolitan Police area from 2001-2017*

| Year  | Robbery | Hijacking | Murder | Abduction | Theft | Illegal Arms | Drugs | Women & child oppression | Extortion | Others crime | Total Crime Records | Rank |
|-------|---------|-----------|--------|-----------|-------|--------------|-------|--------------------------|-----------|--------------|---------------------|------|
| 2001  | 28      | 45        | 60     | 14        | 417   | 158          | 494   | 204                      | 9         | 1991         | 3420                | 13   |
| 2002  | 45      | 124       | 66     | 37        | 384   | 108          | 570   | 251                      | 18        | 2039         | 3642                | 12   |
| 2003  | 25      | 75        | 58     | 21        | 303   | 101          | 468   | 246                      | 17        | 1646         | 2960                | 15   |
| 2004  | 27      | 64        | 72     | 32        | 272   | 134          | 449   | 222                      | 21        | 1769         | 3062                | 14   |
| 2005  | 14      | 56        | 67     | 13        | 209   | 102          | 598   | 117                      | 18        | 1333         | 2527                | 17   |
| 2006  | 18      | 37        | 58     | 13        | 223   | 58           | 745   | 118                      | 7         | 1393         | 2670                | 16   |
| 2007  | 26      | 69        | 87     | 31        | 418   | 59           | 722   | 246                      | 15        | 2017         | 3690                | 11   |
| 2008  | 11      | 86        | 84     | 38        | 496   | 74           | 1011  | 418                      | 6         | 2065         | 4289                | 7    |
| 2009  | 14      | 96        | 100    | 60        | 490   | 63           | 772   | 303                      | 13        | 1845         | 3756                | 10   |
| 2010  | 17      | 117       | 90     | 52        | 451   | 50           | 814   | 392                      | 10        | 2037         | 4030                | 8    |
| 2011  | 18      | 73        | 82     | 38        | 448   | 87           | 1468  | 338                      | 12        | 1465         | 4029                | 9    |
| 2012  | 8       | 81        | 92     | 26        | 383   | 118          | 1861  | 291                      | 11        | 1734         | 4605                | 5    |
| 2013  | 3       | 56        | 98     | 33        | 305   | 74           | 1912  | 213                      | 8         | 1589         | 4291                | 6    |
| 2014  | 5       | 61        | 119    | 125       | 408   | 124          | 2451  | 338                      | 0         | 1598         | 5229                | 3    |
| 2015  | 5       | 62        | 106    | 105       | 398   | 101          | 2103  | 309                      | 0         | 1679         | 4868                | 4    |
| 2016  | 6       | 61        | 90     | 115       | 286   | 158          | 3612  | 252                      | 0         | 1922         | 6491                | 2    |
| 2017  | 8       | 71        | 69     | 71        | 355   | 215          | 4199  | 279                      | 0         | 1751         | 7018                | 1    |
| Total | 278     | 1234      | 1398   | 824       | 6246  | 1784         | 24249 | 4537                     | 165       | 29873        | 70577               |      |
| Rank  | 8       | 6         | 5      | 7         | 2     | 4            | 1     | 3                        | 9         |              |                     |      |

Source: Chittagong Metropolitan Police (2018).

It also depicts that in 2001 total crime recorded in all CMP police stations were 3420 but in 2015, it was increased to 4868, which pointed out a 42.34% increase during this period (CMP, 2016). In contrast with temporal aspects, it demonstrates a significant variation as well. In 2014 crime record was highest (5229) and in 2005 recorded the lowest (2527) of crime in CMP.

#### 4.3.2 Urban crime classification

In Chittagong city, Haider (2015) drew a detailed classification of crime that was shown in Table 4.13 and along major types of crime was defined such as (i) crime against property, (ii) crime against people, (iii) crime for economic interest, and (iv) crime against social values and customs. Social scientists and criminologists classify it in various ways based on their field of expertise and administrative terminology.

*i) Property crime* is a category of crime that includes, among other crimes, burglary, larceny, theft, motor vehicle theft, arson, shoplifting, and vandalism. Property crime is a crime to obtain money, property, or some other benefit. This may involve force, or the threat of force, in cases like robbery or extortion. Since these crimes are committed to enriching the perpetrator they are considered property crimes. Crimes against property are divided into two groups: destroyed property and stolen property. When the property is destroyed, it could be called arson or vandalism. Examples of the act of stealing property are robbery or stealing. Property crimes are high-volume crimes, with cash, electronics (e.g. televisions), power tools, cameras, and jewelry often targeted. "Hot products" tend to be items that are concealable, removable, available, valuable, and enjoyable, with ease of "disposal" being the most important characteristic (Wikipedia, 2017).

*ii) Crime against the person*, often simply referred to as violent crime, is arguably the most serious species of crime addressed by criminal law. Homicide, rape, assault, and battery are all considered to be crimes against persons. These violent crimes have the potential to incur the heaviest punishment dealt out by the criminal law, up to and including the death penalty in this country for the most hateful offenses. Only a few other crimes incur penalties as heavy as crimes against the person, for example, the political crimes of high treason and grand espionage (Premium Legal Forms, 2017).



**iii) *Economic crimes*** are illegal acts in which offenders' principal motivation appears to be an economic gain. Here, economic crime is conceived of as any offense in which individuals or collectivizes of people purposively act illegally to gain financial returns (e.g., robbery, drug selling, tax evasion, computer crime, and abuses of economic aid). Although conceptually appealing, this tradition has several drawbacks. For example, it assumes that offenders' motivations are readily observable or knowable from the criminal act itself. Although the motive behind robberies may appear to be the desire for property, perpetrators' primary motivation may be different (e.g., thrill-seeking or racial hatred). Some crimes have multiple motives and economic gain may be a secondary goal. Furthermore, offenders themselves are not always conscious of their motives and they may be unable to distinguish between the reasons that precipitated their actions and the rationalizations or justifications that follow them (Encyclopedia.com, 2017).

**iv) *Crime against social values and customs*:** It is another type of crime which involve acts that interfere with the operations of society is the ability of people to function efficiently", i.e., it is behavior that has been labeled criminal because it is contrary to shared norms, social values, and customs. Cultural and social norms are highly influential in shaping individual behavior, including the use of violence. Interventions that challenge cultural and social norms supportive of violence can help reduce and prevent violent behavior (WHO, 2009). Social norms and values help to determine what is legally defined as a crime: judges and lawmakers are influenced by these norms and values when they define what crime is and make recommendations about suitable punishments. But social norms and values change over time and are different in each country. This means the acts or behaviors that are considered to be criminal also change over time. Moreover, there are many other reasons why certain acts are criminalized while others aren't. This is often a political response rather than one based on social norms – law-makers sometimes need to be seen to be doing something about the problem of crime (SCCJR, 2012).

Table 4.12 describes the types of crime, nature of crime, offenders, victims, and causes of crime, place and time of the crime that is frequently observed in the study area, Chittagong City in Bangladesh:

Table 4.12

*Typology of major crimes in Chittagong City*

| Type                   | Nature of Crime          | Offenders                                                                                      | Victims                                                                                | Causes                                                                                                                                                                                     | Time and place of occurrence                                                                                                                                                             |
|------------------------|--------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Crime against property | Pick-pocketing           | -Derailed teenagers<br>-Young adult gangs                                                      | -Individual<br>-Traveler                                                               | * Population gathering<br>* Unemployment<br>* Illiteracy<br>* Lack of awareness<br>* Poverty<br>* Lack of legal action                                                                     | - All hours of the day and night<br>- Mass transport like bus, train, transport nodes, shopping mall, market or bazaar areas                                                             |
|                        | Snatching                | -Disobedient teenagers<br>-A young adult having a drug addiction                               | -Traveller<br>-Pedestrian                                                              | * Lack of parental care<br>* Drug addiction<br>* Lack of ethical education<br>* Lack of literacy and awareness<br>* Lack of security on the street                                         | - All hours of the day and night<br>- Isolated public areas<br>- After dark on narrow streets<br>- Traffic congestion                                                                    |
|                        | Hijacking/Street robbery | -Young adult and addicted people<br>- An unemployed adult having political shelter or identity | -Traveling on the bus/train<br>- Pedestrian/Commuters                                  | * Lack of security on the street<br>* Corruption<br>* Poverty<br>* Drug addiction<br>* Unemployment<br>* Lack of street light and narrow road                                              | - All hours of the day and night<br>- Isolated public areas<br>- After dark on narrow streets<br>- Traffic congestion<br>- More frequent during the beginning of the month (salary week) |
|                        | Theft                    | -Lower-income groups living in densely populated areas                                         | -Lower and lower-middle-income households<br>- Shopkeepers                             | *Unemployment<br>* Lack of social control<br>*Lack of awareness and illiteracy<br>*Poverty<br>* Drug addiction                                                                             | - All hours of the day and night<br>- The vacant house when the household member went to visit a rural house or went to the workplace                                                    |
|                        | Armed robbery            | -Men<br>-Professional gangs/dacoits                                                            | -Rich, higher-middle, and middle-income households                                     | * Poverty<br>* Drug addiction<br>* Lack of legal action<br>* Lack awareness and security<br>* Illegal arms dealing                                                                         | - All hours of the day and night<br>- A household or business location                                                                                                                   |
|                        | Extortion                | -Organized gangs<br>- So-called political activists<br>-Law enforcing personnel                | -Landlords<br>- Business proprietors                                                   | * Economic gain<br>* Easy to income<br>* Political shelter<br>* Lack of legal action                                                                                                       | -All hours of the day and night<br>- A household or business location                                                                                                                    |
| Crime against people   | Murder                   | -Violent terrorists<br>-Professional criminals<br>-Political activists<br>-House servant/maid  | -Political activists<br>-Business proprietors<br>-Landlords                            | -Gaining political power<br>- Conflict in business share<br>- Conflict in toll sharing<br>-Conflict in gang leadership<br>- An observer of the crime scene                                 | - All hours of the day and night<br>- A household or business locations<br>- On commuting                                                                                                |
|                        | Kidnapping/abduction     | -Professional gangs<br>-A young adult who is suffering from drug addiction                     | -Business proprietors<br>-Landlords<br>- Political leader<br>-Students<br>-Adolescents | -Gaining a large amount of money<br>- Forced marriage<br>- Personal or family conflict<br>- Political conflict<br>- Enmity                                                                 | - All hours of the day and night<br>- A household or business locations<br>- On commuting<br>- On the way to school<br>- On the way to the playground                                    |
|                        | Sexual assaults          | -Young adult boy<br>-Adult man<br>-Old man                                                     | -Adolescent girl<br>-Young adult girl and<br>-Adult woman                              | -Sexual craziness<br>- Mental sickness<br>-Lack of parental care<br>- Broken family<br>-Lack of ethical education<br>-Derailed life leading<br>-Illegal huge income and<br>-Drug addiction | - All hours of the day and night<br>-At home or the workplace<br>-Transport<br>-Street<br>-Hotel                                                                                         |

Table 4.12 (Continued)

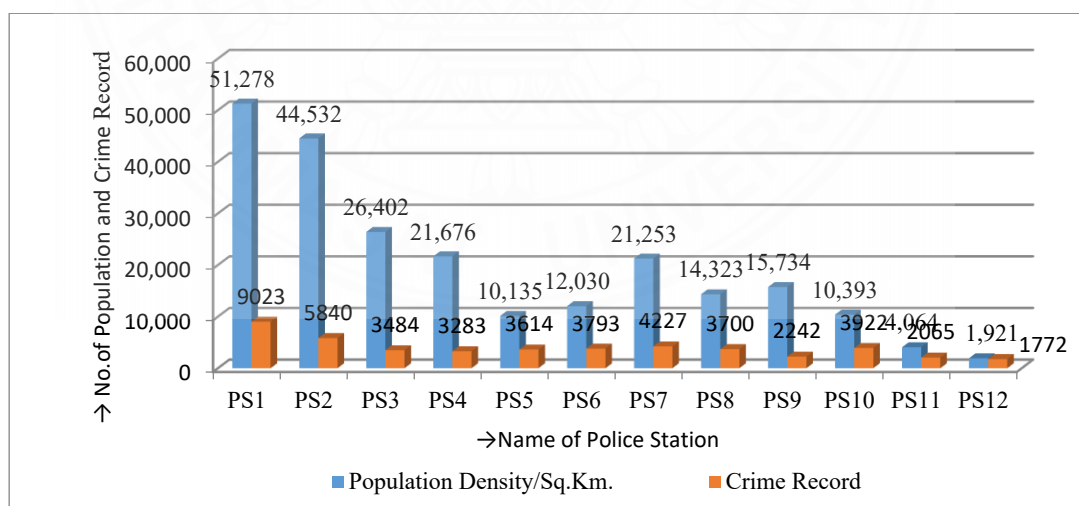
*Typology of major crimes in Chittagong City*

| Type                                    | Nature of Crime      | Offenders                                                                                                                                   | Victims                                                                                                                                             | Causes                                                                                                                                                                                                                                                                        | Time and place of occurrence                                                                                                                                                       |
|-----------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Crime for economic interest             | Drug dealing         | -Organized groups<br>-Middlemen<br>-Law enforcing agencies<br>- Local gangs                                                                 | - Unemployed<br>- Illiterate<br>- Slum-dwellers                                                                                                     | - Poverty<br>- Politics<br>- Unemployment<br>- Lack of legal action and involvement of law enforcing personnel for financial gain<br>- Degradation of social integrity                                                                                                        | - All hours of the day and night<br>- Market and transport nodes<br>- Near tertiary( higher) education institutions                                                                |
|                                         | Illegal arms dealing | -Professional gangs<br>-Smuggler<br>-Political activists<br>- Dacoit<br>- Legal arms proprietor                                             | - Political activists<br>- Business proprietor<br>- Unemployed young adult<br>- Slum-dwellers                                                       | - To gain a large amount of money<br>- To threat counter opposition<br>- To capture land and property<br>-To kill people for money<br>-To take revenge for the oppression                                                                                                     | - All hours of the day and night<br>- Market and transport nodes<br>- In the tertiary( higher) education institutions                                                              |
|                                         | Political Violence   | -Political activists/groups<br>- Professional gangs<br>-Organized groups of the crime world                                                 | -Counter opposition political activists/groups<br>- Landlords<br>-Business proprietors<br>-Organized groups of gangs                                | - Establishing domination<br>- Financial gain<br>- Threatening opposition groups<br>- Political shelter<br>- Lack of legal action<br>- Biased administration                                                                                                                  | - All hours of the day and night<br>- Market and transport nodes<br>- In the tertiary( higher) education Institutions<br>-Neighborhood                                             |
|                                         | White-Collar Crime   | - Law enforcing personnel<br>- Judiciary<br>-Local elite<br>-Political leader<br>- Local public representative                              | - Landlords<br>- Business proprietors<br>-Offender<br>- Victim<br>- Industrialists                                                                  | -Financial gain<br>- Influencing prosecution<br>- Saving from harassment<br>- Saving family and livelihood<br>- Dishonest administration<br>- Corruption<br>- Lack of awareness and social unity                                                                              | -All hours of the day and night<br>- Law enforcing agency office/house<br>- Judiciary staff's office/house<br>- Political leaders and public representatives' house/ office        |
| Crime against social values and customs | Sex business         | -Distress girls<br>-Derailed housewives<br>-Divorced and abandoned women<br>-Law enforcing agencies Personnel<br>-Underworld criminal gangs | - Derailed teenagers<br>- Young adult and adult<br>-15-40 years' girls and women<br>- Dishonest business proprietor<br>- Dishonest political leader | - Poverty<br>- Cheated by boyfriend<br>-Raped by gangs<br>- Absence of husband<br>- Disabled husband<br>-Greediness for luxurious life<br>- Human trafficking                                                                                                                 | -All hours of the day and night<br>- Transport nodes and railway stations<br>- Neighborhood<br>- Rich and middle-class residential area flat house<br>- Residential hotel          |
|                                         | Eve teasing          | - Teenagers<br>- Students<br>-Young adults                                                                                                  | - School, college, and university going girls<br>-Commuting women<br>- Girls and women traveling to shopping and other outdoor activities           | - Social degradation<br>-Lack of parental care<br>-Lack of awareness and illiteracy<br>- Lack of legal action<br>- Political shelter/ local influence<br>-Influence of western culture<br>-Abuse of ICT and available Pornography( hard/soft)<br>-Lack of religious education | -All hours of the day and night<br>-Girls traveling to the shopping mall or in the mass gathering<br>- Commuting hour<br>- Office<br>- Shopping mall<br>- Educational Institutions |
|                                         | Drug addiction       | -Young adult<br>-Teenagers<br>-Drug dealer<br>-Law enforcing personnel<br>- Slum-dwellers                                                   | - Derailed young adult and Teenagers<br>- Slum-dwellers<br>- Addicted family<br>-Neighborhood                                                       | - Lack of parental care<br>- Lack of awareness and illiteracy<br>- Bad company<br>- Lack of legal action<br>- Frustration and break up with girl/boyfriend<br>- Suddenly having lots of illegal money<br>- Influence of western culture                                       | - All hours of the day and night<br>- Transport nodes and railway stations<br>- House/home<br>- Club/ bar/ hotel                                                                   |

Source: Drawn from Haider (2015), Shafi (2010), and Farnham (n.d.)

#### 4.4 Urban crime and socio-economic characteristics of Chittagong city

Haider (2015) conducted research entitled, “Crime Analysis in Chittagong City: An Inquiry into the Socio-Economic and Spatial Factors”, and he found that illegal drugs dealing were in top rank and extortion were in the bottom rank among the nine categories of recorded major crimes in Chittagong City from 2001 -2017. According to the rank order of the major types of recorded crimes in the CMP, police stations areas were -illegal drug dealing, theft, women & child oppression, illegal arms dealing, hijacking, murder, abduction/ kidnapping, robbery, and extortion respectively, and he also found in his study that illegal drugs dealing, theft, women & child oppression crimes are growing very rapidly through other six categories of major recorded crime growth were steady during that period. In addition, Figure 4.6 shows police station-based population density and the criminal record in CMP from 2001 to 2017. Comparing the population density and criminal record of each police station in CMP depicts that some of the police station areas' population density and crime record have a huge gap but in some areas, it seems almost equal. Hence, it indicates that sometimes high population density does not play a vital role in more crime occurrence.



Note: PS<sub>1</sub> = Kotowali Police Station, PS<sub>2</sub> = Double Mouring Police Station, PS<sub>3</sub> = Panchlaish Police Station, PS<sub>4</sub> = Bakalia Police Station, PS<sub>5</sub> = Chandgaon Police Station, PS<sub>6</sub> = Baijid Police Station, PS<sub>7</sub> = Khulshi Police Station, PS<sub>8</sub> = Pahartali Police Station, PS<sub>9</sub> = Halishahar Police Station, PS<sub>10</sub> = Bandar Police Station, PS<sub>11</sub> = Patenga Police Station, PS<sub>12</sub> = Karnafuli Police Station

Figure 4.6 Police station-based population density and criminal record in CMP from 2001 to 2017. Source: Haider (2015).

Simultaneously considering spatial and temporal criteria, the crime statistics in the Chittagong Metropolitan area reveal a huge variation in contrast with a spatial and temporal dimension. Table 4.13 shows the police station-based and year-wise crime record in Chittagong city from 2001 to 2017.

Table 4.13

*Crime records in Chittagong Metropolitan Police areas from 2001 – 2017*

| Year  | PS1   | PS2  | PS3  | PS4  | PS5  | PS6  | PS7  | PS8  | PS9  | PS10 | PS11 | PS12 | Total | %      | Rank |
|-------|-------|------|------|------|------|------|------|------|------|------|------|------|-------|--------|------|
| 2001  | 775   | 443  | 220  | 192  | 208  | 259  | 271  | 292  | 138  | 371  | 125  | 126  | 3420  | 4.85   | 13   |
| 2002  | 692   | 497  | 246  | 181  | 289  | 270  | 353  | 242  | 210  | 351  | 127  | 184  | 3642  | 5.16   | 12   |
| 2003  | 610   | 350  | 254  | 205  | 217  | 206  | 285  | 234  | 123  | 235  | 138  | 103  | 2960  | 4.19   | 15   |
| 2004  | 620   | 425  | 291  | 240  | 200  | 215  | 249  | 223  | 147  | 192  | 108  | 152  | 3062  | 4.34   | 14   |
| 2005  | 506   | 365  | 211  | 187  | 191  | 161  | 190  | 154  | 141  | 228  | 100  | 93   | 2527  | 3.58   | 17   |
| 2006  | 461   | 339  | 182  | 180  | 190  | 192  | 248  | 182  | 156  | 310  | 159  | 71   | 2670  | 3.78   | 16   |
| 2007  | 715   | 518  | 254  | 228  | 325  | 273  | 313  | 268  | 149  | 372  | 159  | 116  | 3690  | 5.23   | 11   |
| 2008  | 766   | 513  | 340  | 326  | 317  | 325  | 378  | 438  | 293  | 304  | 166  | 123  | 4289  | 6.08   | 7    |
| 2009  | 656   | 489  | 296  | 233  | 321  | 328  | 465  | 276  | 210  | 225  | 148  | 109  | 3756  | 5.32   | 10   |
| 2010  | 719   | 455  | 308  | 309  | 386  | 387  | 440  | 291  | 190  | 273  | 137  | 135  | 4030  | 5.71   | 8    |
| 2011  | 707   | 543  | 299  | 266  | 349  | 413  | 343  | 310  | 157  | 316  | 162  | 164  | 4029  | 5.71   | 9    |
| 2012  | 802   | 565  | 326  | 333  | 332  | 401  | 446  | 393  | 170  | 429  | 228  | 180  | 4605  | 6.52   | 5    |
| 2013  | 994   | 338  | 257  | 403  | 289  | 363  | 246  | 397  | 158  | 316  | 308  | 222  | 4291  | 6.08   | 6    |
| 2014  | 1289  | 374  | 285  | 521  | 294  | 391  | 266  | 558  | 271  | 364  | 364  | 252  | 5229  | 7.41   | 3    |
| 2015  | 963   | 329  | 350  | 486  | 448  | 396  | 293  | 506  | 278  | 255  | 372  | 192  | 4868  | 6.90   | 4    |
| 2016  | 1392  | 503  | 326  | 587  | 535  | 557  | 374  | 728  | 285  | 299  | 536  | 369  | 6491  | 9.20   | 2    |
| 2017  | 1478  | 617  | 319  | 509  | 507  | 488  | 311  | 828  | 371  | 363  | 735  | 492  | 7018  | 9.94   | 1    |
| Total | 14145 | 7663 | 4764 | 5386 | 5398 | 5625 | 5471 | 6320 | 3447 | 5203 | 4072 | 3083 | 70577 | 100.00 |      |
| Rank  | 1     | 2    | 9    | 7    | 6    | 4    | 5    | 3    | 11   | 8    | 10   | 12   |       |        |      |

Source: Haider (2015) and Bangladesh Police (2018)

From spatial perspectives, it is evident that PS1 (Kotowali Police Station) recorded the highest (19.21 %) number of crimes, and PS12 (Karnafuli Police Station) recorded the lowest (3.78%) number of crimes in CMP during 2001-2017. Considering the year-wise crime records in CMP, Table 4.14 shows that the majority (9.16%) number of crimes recorded in CMP police stations' in 2017 and the lowest (4.43%) number of crimes were recorded in 2005 during 2001 -2017. In addition, based on police station crime data from 2001 to 2017, figure 4.7 demonstrates five types of crime density zones based on crime recorded in CMPs 12 police stations.

- **Very low** incidences of crime record (3083-5295) have three police stations (Halisahar, Patenga, and Karnafuli);
- **Low** incidences of crime record (5296-7508) have three police stations (Bakalia, Panchlaish, and Chandgaon);
- **Moderate** incidences of crime record (7509-9720) have four police stations (Bayejid, Khulshi, Pahartali, and Bandar);
- **High** incidence of crime records (9721-11933) has one police station (Double Mooring);
- **Very High** incidence of crime records (11934-14145) has one police station (Kotowali);

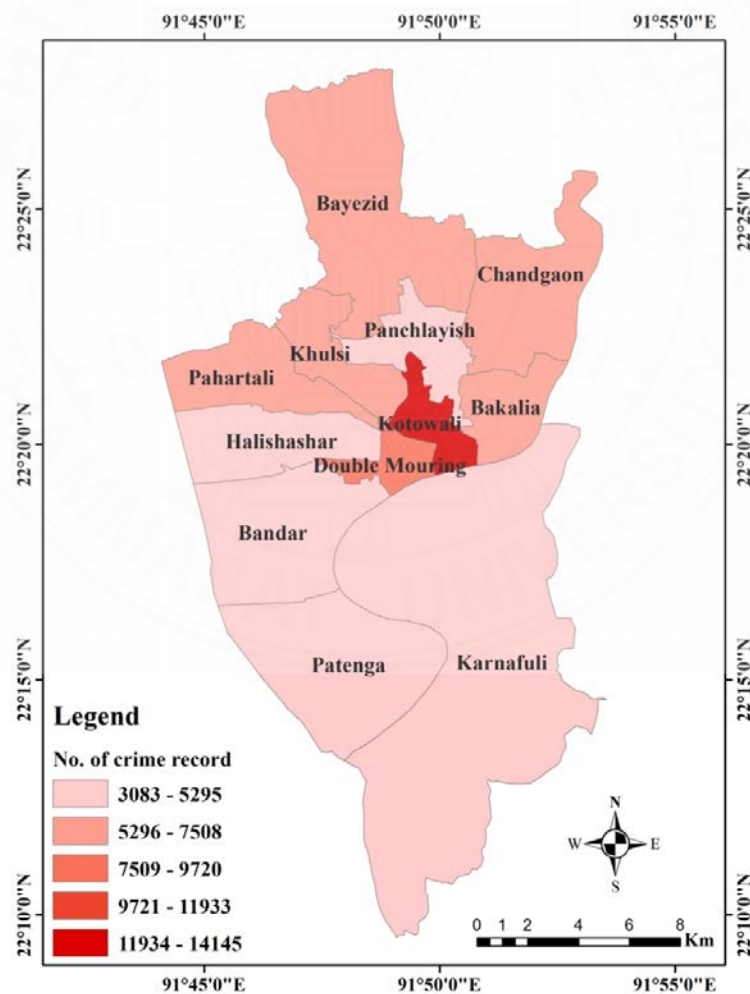


*Figure 4.7* Police station based recorded crime distribution in CMP (2001-2017) by Author, (2018)



Thus, police record demonstrates that crime density is not distributed evenly in the Chittagong City and it shows some areas are more crime-prone and some are less. In addition, spatial analysis of individual crime distribution in the CMP area also showed an uneven distribution in Chittagong City by analyzing administrative area-based crime statistics from 2001 to 2017. The spatial analysis regarding individual crime statistics shows that:

- Illegal arms dealing was very high in the Kotowali police station area and high in Bayejid and Panchlaish police station areas;
- Extortion or illegal toll collection was very high in the Pahartali police station area and high in Kotowali, Bandar, and Karnafuli police station areas;
- The hijacking was very high in the Kotowali police station area and high in Panchlaish, Khulshi, and Bandar police station areas;
- Illegal drug dealing is very high in the Kotowali police station area and high in Bayejid, Bakalia, Double Mooring, and Pahartali police station areas.
- Kidnapping/Abduction was very high in the Kotowali police station area and high in Bayejid, Chandgaon, Panchlaish, and Double mooring police station areas. Murder/Killing/Homicide was very high in the Kotowali police station area and high in Bayejid, Double Mooring, and Bandar police station areas.
- Robbery/Dacoit/Stealing/Shoplifting was very high in the Khulshi Police Station area and high in Panchlaish and Kotowali police station areas.
- The theft was very high in the Kotowali police station area and high in the Double Mourning and Bandar police station areas.
- Women and Children are very high in Kotowali and Khulshi police station areas and high in Double mooring, Bakalia, and Bayejid police station areas; and
- Above all police stations based total crime record is very high in Kotowali police station area and high in Double Mooring police station area.

Hence, it reveals that the old central business district (CBD) at Kotowali police station area and new CBD Double Mooring police station areas are more crimeprone in comparison with other administrative areas of Chittagong city although individual crime statistics show a spatial diversification concentrating some other police station. Especially, extortion is very high in the Pahartali police station,

robbery is very high in Khulshi police station, women and children oppression are very high in Khulshi and Kotowali police station areas and the rest of the individual crimes are very high in Kotowali police station area. Table 4.14 shows the police station-based major crime records in CMP areas during 2001-2017 as well.

Table 4.14

*Police station based major crime records in CMP areas from 2001-2017*

| Name of PS           | Robbery | Hijacking | Murder | Abduction /Kidnapping | Theft | Illegal arms dealing | Illegal drugs dealing | Women & child oppression | Extortion |
|----------------------|---------|-----------|--------|-----------------------|-------|----------------------|-----------------------|--------------------------|-----------|
| Kotowali (PS1)       | 34      | 352       | 223    | 149                   | 1320  | 427                  | 4943                  | 597                      | 24        |
| Double Mooring (PS2) | 18      | 111       | 134    | 87                    | 740   | 161                  | 2451                  | 443                      | 4         |
| Panchlaish (PS3)     | 41      | 142       | 84     | 110                   | 654   | 190                  | 1096                  | 317                      | 3         |
| Bakalia (PS4)        | 8       | 75        | 87     | 46                    | 235   | 115                  | 2466                  | 419                      | 0         |
| Chandgaon (PS5)      | 25      | 81        | 120    | 76                    | 424   | 145                  | 1941                  | 366                      | 0         |
| Bayejid (PS6)        | 22      | 51        | 143    | 78                    | 346   | 186                  | 2180                  | 425                      | 2         |
| Khulshi (PS7)        | 48      | 114       | 115    | 49                    | 537   | 117                  | 1594                  | 523                      | 1         |
| Pahartali (PS8)      | 25      | 83        | 113    | 59                    | 311   | 200                  | 2609                  | 347                      | 95        |
| Halishahar (PS9)     | 16      | 58        | 85     | 37                    | 302   | 74                   | 1233                  | 300                      | 4         |
| Bandar (PS10)        | 11      | 133       | 145    | 47                    | 813   | 74                   | 1327                  | 386                      | 13        |
| Patenga (PS11)       | 13      | 20        | 86     | 40                    | 336   | 48                   | 1532                  | 282                      | 1         |
| Karnafuli (PS12)     | 17      | 14        | 63     | 46                    | 228   | 47                   | 877                   | 132                      | 18        |
| Total                | 278     | 1234      | 1398   | 824                   | 6246  | 1784                 | 24294                 | 4537                     | 165       |
| Rank                 | 8       | 6         | 5      | 7                     | 2     | 4                    | 1                     | 3                        | 9         |

Source: Chittagong Metropolitan Police (CMP), 2014 & 2018

Moreover, Figure 4.8 reveals the crime trend in CMP from 2001-2017. Firstly, it shows a declining trend from 2001 to 2005. In 2001 the total crime record was 3420 and by the time it went down to 2527 in 2005. Secondly, it was a rapidly increasing tendency from 2005 to 2008. In 2005, the number of total crime record was 2527 but in course of time it rose to 4289 in 2008; and finally, it was a very much fluctuating trend of total crime recording from 2008 to 2017 and it reached a record of 4289 to 7018 in 2017 within CMP's all police stations. As a whole, crime record trends in CMP police stations indicate gradually rising from 2001 to 2017.

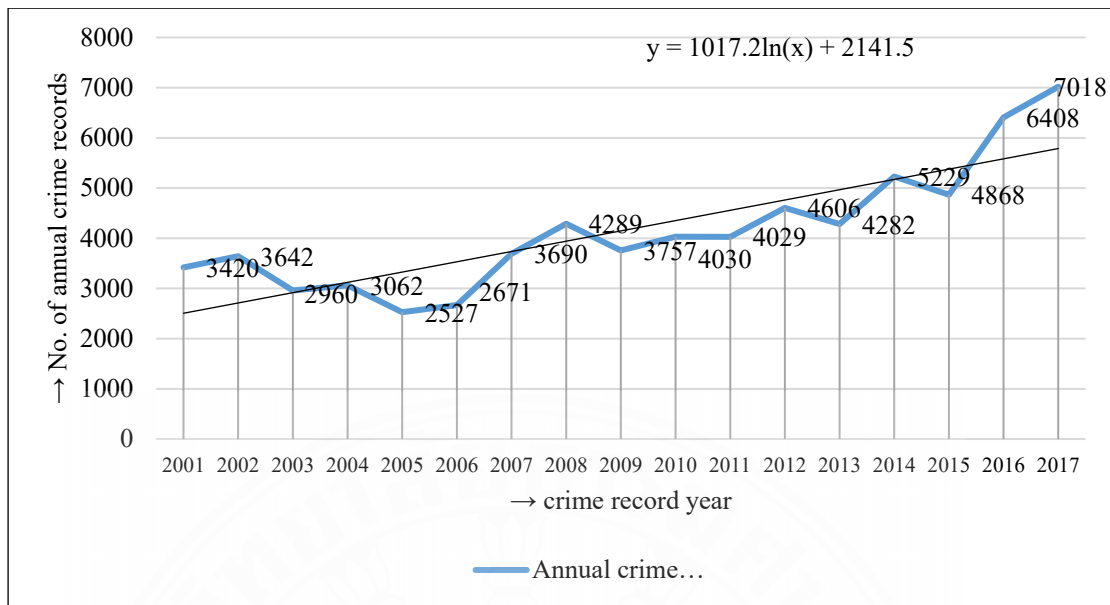


Figure 4.8 Annual Crime record trend in CMP (2001-2017) by Haider (2015), and CMP (2018)

Accordingly, Haider (2015) found in his study that crime occurrence concentration pattern considering small scale location is not distributed evenly. His research reveals that core areas of the city have most of the crime hot spots but residential and non-residential areas both have crime hot spots. He mentioned some spatial advantages such as slum and compact dense settlement, narrow street and having no street light, mass transport node and railway station, lonely remote settlement, near the river and main highway road, hilly and forest areas as well as some socioeconomic causes for example -poverty, unemployment and frustration, drugs addition, lack of awareness and illiteracy, lack of parental care, political patronization and local influence, degradation of the socio-cultural environment, abuse of information technology, the influence of western culture, lack of law enforcing agencies action, living in the slum, high life expectation, greediness, early marriage, overpopulation, laziness, gambling, lack of recreational facilities, lack of ethical education, bad company, floating people, etc. help to create crime hot spots in CMP. In this connection, Mannan and Ahmed (2014) conducted research titled, “Baseline Survey of Safe City Program”, and they found that the particular crime hot spots in the City where the risk of harassment of women is higher. Table 1.8 demonstrates the Particular spots in the City where the risk of harassment of the

women is higher: by the city (Dhaka, Chittagong, Rajshahi, Khulna, Barisal, Sylhet, and Narayangonj). Table 4.16 shows the particular crime hotspots in the City where the Risk of Harassment of the Women is higher: By City

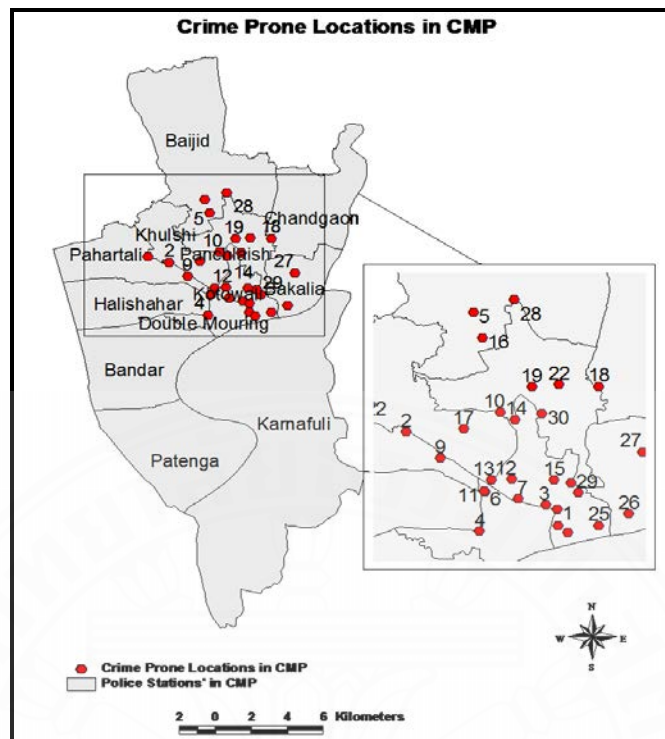
Table 4.15

*Particular spots in the city where the risk of harassment of the women is higher: by city*

| Crime Hotspots                  | % of the distribution of female respondents by City |                                     |                    |                  |                   |                  |                        |                |
|---------------------------------|-----------------------------------------------------|-------------------------------------|--------------------|------------------|-------------------|------------------|------------------------|----------------|
|                                 | Dhaka<br>(n=200)                                    | <b>Chittagong</b><br><b>(n=140)</b> | Rajshahi<br>(n=80) | Khulna<br>(n=80) | Barisal<br>(n=80) | Sylhet<br>(n=80) | Narayangonj<br>(n=140) | All<br>(N=800) |
|                                 | %                                                   | %                                   | %                  | %                | %                 | %                | %                      | %              |
| Footpath/ road side             | 92.0                                                | <b>76.4</b>                         | 83.8               | 90.0             | 97.5              | 67.5             | 85.0                   | 85.1           |
| Inside the public transport     | 52.5                                                | <b>45.0</b>                         | 66.3               | 22.5             | 7.5               | 65.0             | 60.0                   | 47.6           |
| Bus stop/train station/terminal | 72.5                                                | <b>60.7</b>                         | 46.3               | 77.5             | 62.5              | 62.5             | 71.4                   | 66.1           |
| Market/ Shopping mall           | 44.5                                                | <b>68.6</b>                         | 68.8               | 26.3             | 46.3              | 62.5             | 47.1                   | 51.8           |
| Park                            | 30.5                                                | <b>42.9</b>                         | 33.8               | 83.8             | 83.8              | 31.3             | 13.6                   | 40.8           |
| Others                          | 6.0                                                 | <b>0.7</b>                          | 0.0                | 0.0              | 2.5               | 1.3              | 4.3                    | 2.8            |

Source: Mannan and Ahmed (2014)

Moreover, based on the city dwellers' perception, Figure 4.9 shows the most crime-prone locations in Chittagong City (Haider, 2015). Here, location 1 represents the most crime-prone, and location 30 is the least crime-prone among the 30 most crimeprone locations in Chittagong city.



Legend: 1 New Market, 2 Pahartali Railway Station, 3 Battali Railway Station, 4 Agrabad Junction, 5 Bayejid Majar, 6 Akbarshah Slum, 7 Kodomtoli Slum and Bus Terminal, 8 Firingi Bazar, 9 Debarpar, 10 Biswa Colony, 11 Dewanhat Junction, 12 CRB, 13 Tigerpass Junction and Slum, 14 GEC Junction, 15 DC Hill Road, 16 Shersha Colony, 17 Jauwtola Railway Station and slum, 18 Bahaddarhat Junction, 19 Sholoshahar Railway Station, 20 Sadarghat, 22 Aulongker Junction Bus Terminal, 22 Moradpur Junction, 24 Andorkilla Kata Pahar, 25 Fishery Ghat, 26 Karnafuly New Bridge Junction, 27 Kalamia Bazar-Bakolia, 28 Oxygen Junction, 29 Laldighi Circle, 30 Prabartak Junction.

*Figure 4.9* Crime-prone locations in CMP by Haider (2015).

Furthermore, another (Haider, 2015) study found residential areas' location advantages are higher than non-residential areas in committing a crime in Chittagong city except lonely remote settlement. The advantages are very much familiar to the offenders and in most cases, they have local political/elite patronization and local gangs also have some advantageous shelter houses/locations from where they can hide after committing any offenses in their residential areas. Besides, law enforcing agencies have several limitations in taking legal actions against the perpetrator of crimes in residential areas such as political and local elite pressure, corruption, insufficient personnel, and logistic support, and above all, they are not very much familiar with ins and outs of the offender's locality and addresses. Furthermore, local people are not cooperative with the law enforcement agencies because they are very much frightened to disclose the name and address of the

offenders to the law enforcement agencies if the criminals anyhow knew who informed the police might be victimized. Haider (2015) also exposed crime effects in CMP were higher in non-residential areas of the city except increase mental stress and spoiling teenagers who live in residential areas along with losing finance and assets, increasing sufferings of people, increasing drug addiction, etc. Mannan and Ahmed (2014) found in their study that due to mobility risk, boys were sent to faraway schools that were good, but girls were sent to schools that were not as good but were closer to home. Such discrimination affects their current education and future potential. Because of fear of harassment/violence, women usually return home before dark, which adversely affects their productivity and empowerment. Many school mothers had to walk their children to school, as there were no buses that service certain routes, and as such, they cannot perform their household tasks on time.

#### **4.5 Brief description of Chittagong Metropolitan Police Stations**

Chittagong Metropolitan Police (CMP) is currently consisting of sixteen (16) police stations. With the rapid growth of population, economic activities as well as crime events, the number of police stations of CMP increased from twelve to sixteen in 2014. Availability of statistical data and crime statistics are all previous 12 police station based. Therefore, the brief description of CMP police stations was old twelve police stations based.

##### **4.5.1 Kotowali Police Station Crime Record**

Kotowali Police Station (PS) is located at 22.3375°N 91.8389°E. It has 43062 units of household and the total area is 6.24 km<sup>2</sup>. It is the oldest and most densely populated area of the city. The city originated from this location. Famous DC hills and CRB hills areas are located in this PS. Old Central Business District (CBD) of the city and wholesale businesses are maintained from this PS area. Most of the importers and wholesale businessmen lead their businesses from this police station area. All most of the government's administrative offices are also located in this police station area such as CMP headquarter, District Commissioner Office, District Court, and all divisional offices, Chittagong Development Authority (CDA) office,



Chittagong City Corporation (CCC), etc. So, most of the service-providing agencies are working from this police station area. At the 2011 Bangladesh Population and Household Census, Kotowali PS had a population of 319,972, of whom males constituted 62.62 % of the population, and females 37.38 %. It had an average literacy rate of 71.5 percent (7+ years), against the national average of 59.83 percent. Figure 4.10 shows the major crime records from 2001 to 2017 in Kotowali Police station in Chittagong City. It appears that the most frequent recorded crime from 2001 to 2017 is drug dealing (4943) related cases filed in Kotowali police station and then second most frequent recorded crime is theft (1320) and third most frequent recorded crime is women and child oppression (597) from 2001 to 2017 respectively. Other major frequently recorded crimes from 2001 to 2017 were hijacking (352), illegal arms dealing (427), murder (223), abduction/kidnapping (149), robbery/dacoit (34), and extortion (24) correspondingly.

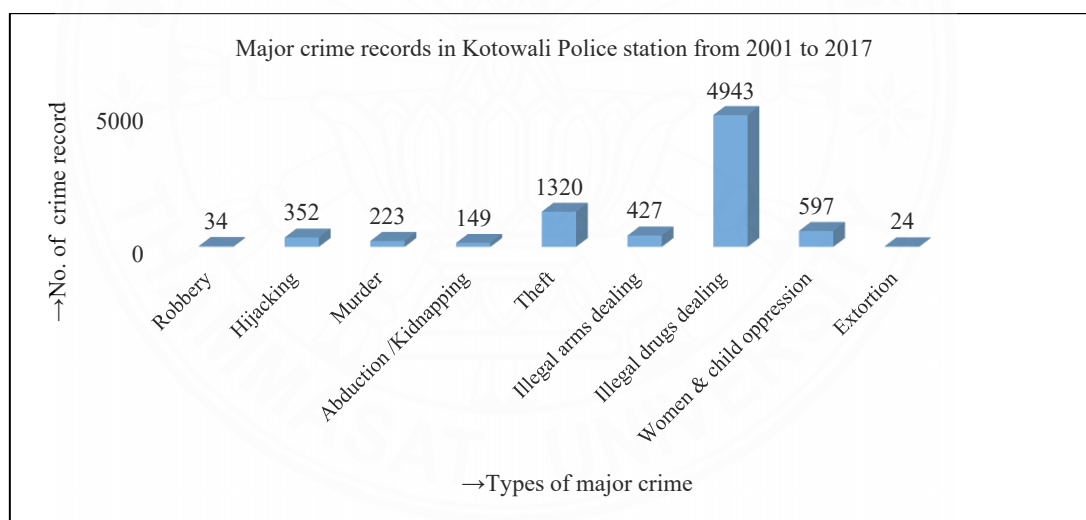


Figure 4.10 Major crime records in Kotowali Police station from 2001 to 2017

The above discussion on major crimes recorded in Kotowali PS during 2001-2017 indicates that the majority of cases filed against drugs, theft, women, and child oppression in the study areas and then the other recorded crimes were hijacking, illegal arms dealing, murder, abduction/kidnapping, robbery/dacoit and extortion consecutively. Figure 4.11 illustrates the total crime record trends from 2001 to 2017 in Kotowali police station (PS). It depicts that total FIR records steadily decreased

from 2001 to 2006. In 2001 the total crime record was 775 and by the time being it declined to 461 in 2006 but after that, it increased sharply till 2007. In 2008 it reached 766 and later total FIR record gradually increasing trend up to 2014 and it went up to 1289. But it falls to 963 in the next year. The record stands for 1478 in 2017.

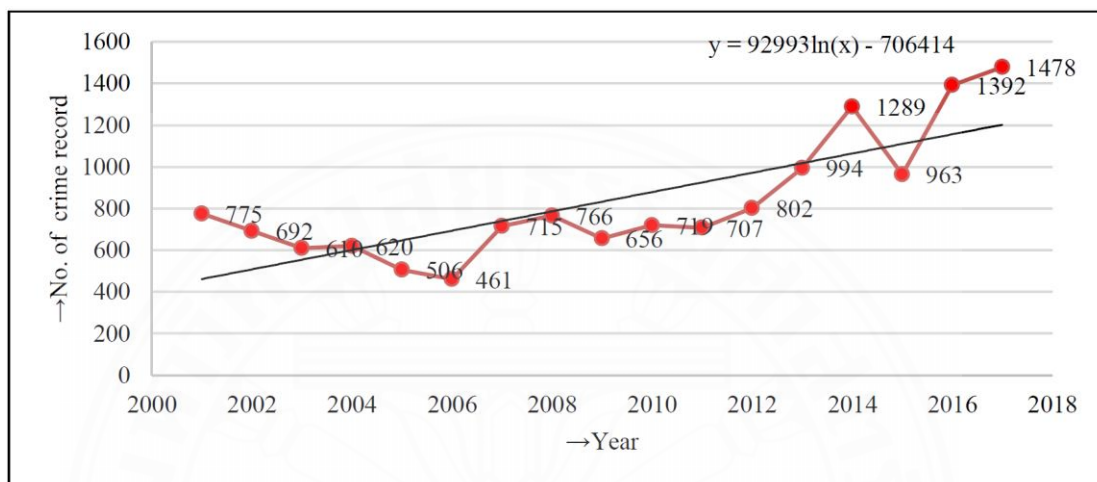


Figure 4.11 Total FIR record trends in Kotowali PS from 2001-2017.

So, as a whole, it indicates that major crimes which were victims filed in Kotowali PS from 2001 to 2017 in Chittagong City show an increasing trend of crime recording.

#### 4.5.2 Double Mooring Police Station

Double Mooring is located at 22.3375°N 91.8083°E. It has 58780 units of household and a total area is 26.99 km<sup>2</sup>. This police station area is now the new CBD of the city. Some part of this PS area is the sea port and old mixed-used residential and commercial neighborhood. Chittagong railway station, main railway junction is located adjacent to this PS. Most of the modern buildings and commercial offices are located in this police station area. At the 2011 Bangladesh Population and Household Census, Double Mooring had a population of 361,154, of whom males constituted 58.8 percent of the population, and females 41.2 percent. Double Mooring had an average literacy rate of 56.6 percent (7+ years), against the national average of 59.83 percent. Figure 4.12 shows the major crime records from 2001 to 2017 in the Double Mooring Police station in Chittagong City. It appears that the most frequently

recorded crime during 2001 to 2017 is drug dealing (2451) related cases filed in Double Mooring police station and then second most regularly recorded crime is theft (740) and the third most commonly recorded crime is women and child oppression (443) from 2001 to 2017 respectively. Other major frequently recorded crimes in 2001-2017 were illegal arms dealing (161), murder (134), hijacking (111), abduction/kidnapping (87), robbery/ dacoit (18), and extortion (4) correspondingly.

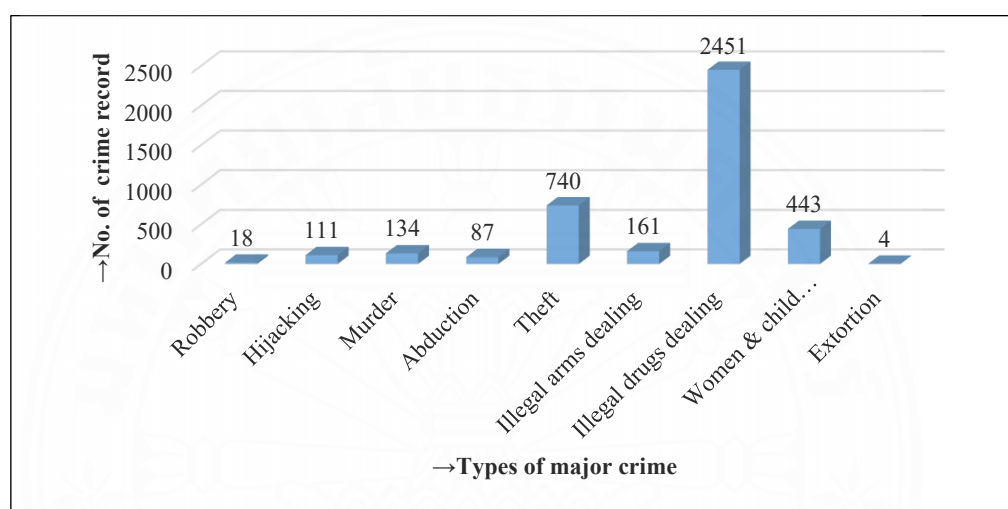


Figure 4.12 Major crime records in Double Mooring police station from 2001 to 2017

Therefore, the above discussion regarding major crimes recorded (FIR) in Double Mooring PS in 2001-2017 indicates that the majority of cases filed against drugs, theft, women and child oppression in the study areas and then the other crimes were illegal arms dealing, murder, hijacking, abduction/kidnapping, robbery/dacoit and extortion successively. Figure 4.13 demonstrates the total crime record trends from 2001 to 2017 in Double Mooring Police Station (PS). It appears three types of crime record trend- first it shows gradually decreasing from 2001 to 2006 trend. In 2001 the total crime record was 443 and in course of time, it decreased to 339 in 2006 and secondly, it is gradually increasing inclination from 2006 to 2012. Reversely from 339 it increased 565 in 2012 and later rapidly decreasing tendency from 2012 to 2013 and reached it in 338 and at 2017 record reached at 617. So, in a short word, it's a sign that major crimes which were victims filed in Double Mooring PS during 2001 to 2017 in Chittagong City show a steadily decreasing drift of crime recording.

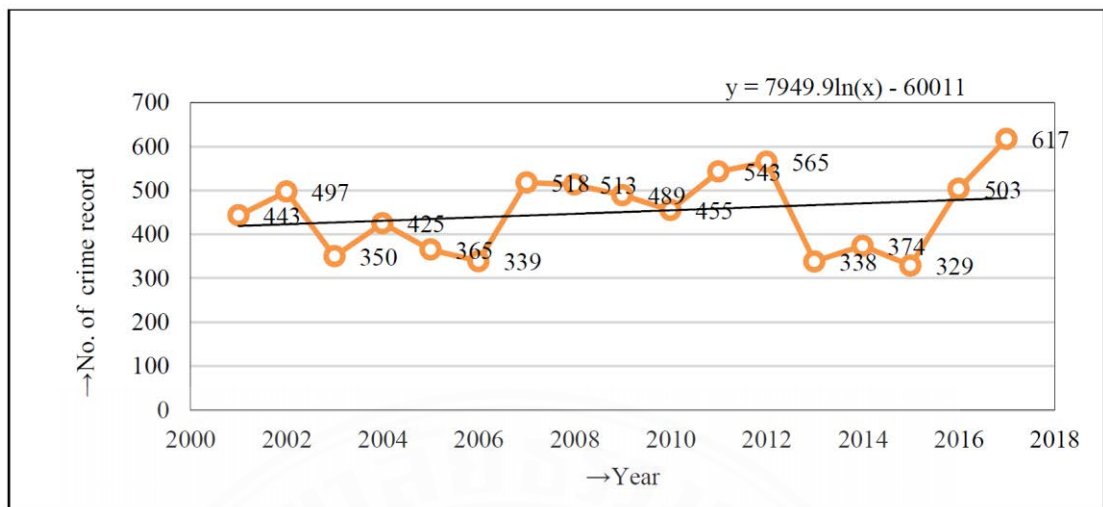


Figure 4.13 Total FIR record trends in Double Mooring PS from 2001-2017.

#### 4.5.3 Panchlaish Police Station

Panchlaish is located at 22.3667°N 91.8250°E. It has 37105 units of household and the total area is 27.45 km<sup>2</sup>. There is a significant hilly and forest area in this PS. This PS has planned housing and mixed land use (residential and commercial). Major educational institutions, healthcare infrastructure, and modern shopping malls are located in this police station. At the 2011 Bangladesh census, Panchlaish had a population of 219,132, of whom males constituted 59.39 percent of the population, and females 40.61 percent. Panchlaish had an average literacy rate of 59.3 percent (7+ years), against the national average of 59.83 percent. Figure 4.14 shows the major crime records from 2001 to 2017 in the Panchlaish police station in Chittagong City. It explains that the most frequent recorded crime during 2001 to 2017 is drug dealing (1096) related cases filed in Panchlaish police station and then second most frequent recorded crime is theft (654) and third most frequent recorded crime is women and child oppression (317) from 2001 to 2017 respectively. Other major frequently recorded crimes in 2001-2017 were illegal arms dealing (190), hijacking (142), murder (84), abduction/kidnapping (110), robbery (41), and extortion (3) correspondingly in the study area.

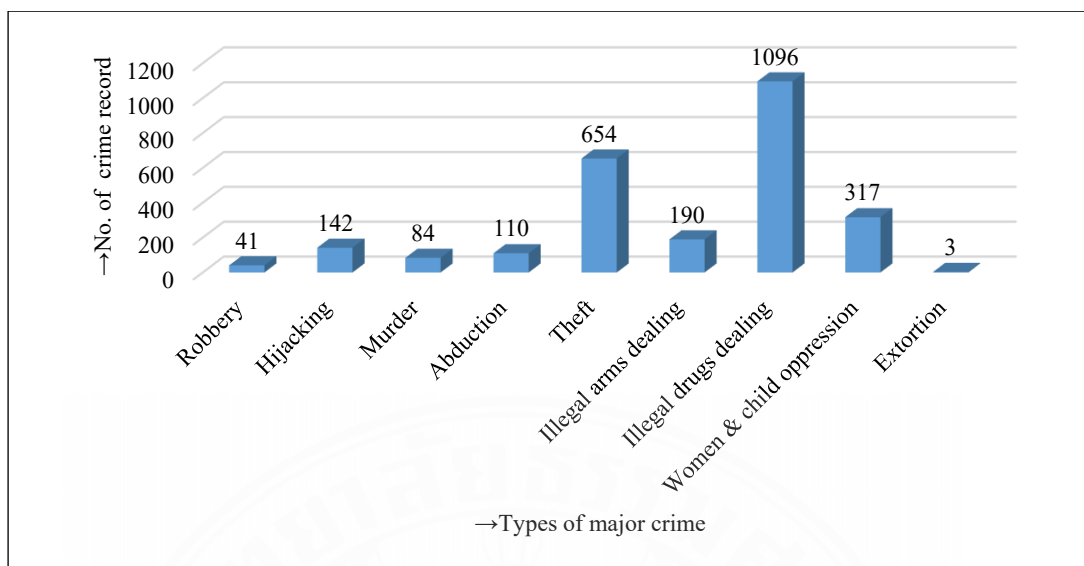


Figure 4.14 Major crime records in Panchlaish Police station from 2001 to 2017

As a consequence, over the discussion regarding major crimes recorded (FIR) in Panchlaish PS during 2001-2017 points to that majority cases filed against drugs, theft, women, and child oppression in the study areas and then the other crimes were illegal arms dealing, hijacking, murder, abduction/kidnapping, robbery/dacoit and extortion sequentially. Figure 4.15 reveals the total crime record trends from 2001 to 2017 in Panchlaish Police Station (PS) in Chittagong City. It appears four types of crime record trend during 2001 to 2017. First, it shows a slowly increasing trend from 2001 to 2004. In 2001, total crime record was 220 and by the time being it rose on 291 in 2004 and secondly, it is sharply decreasing tendency from 2004 to 2006. In 2006 the total crime record trend declined 182 from 291. Thirdly, it is rapidly increasing propensity from 2006 to 2008. In 2008 it again positively changed its trend and rose to 340 and finally, it is steadily decreasing tendency of total crime record in Panchlaish Police Station which came down to 257 from 340 in 2013. FIR recorded 319 in 2017. Therefore, in a nutshell, it's a sign that major crimes which were victims filed in Panchlaish PS during 2001 to 2017 in Chittagong City show a steadily increasing tendency of crime recording.

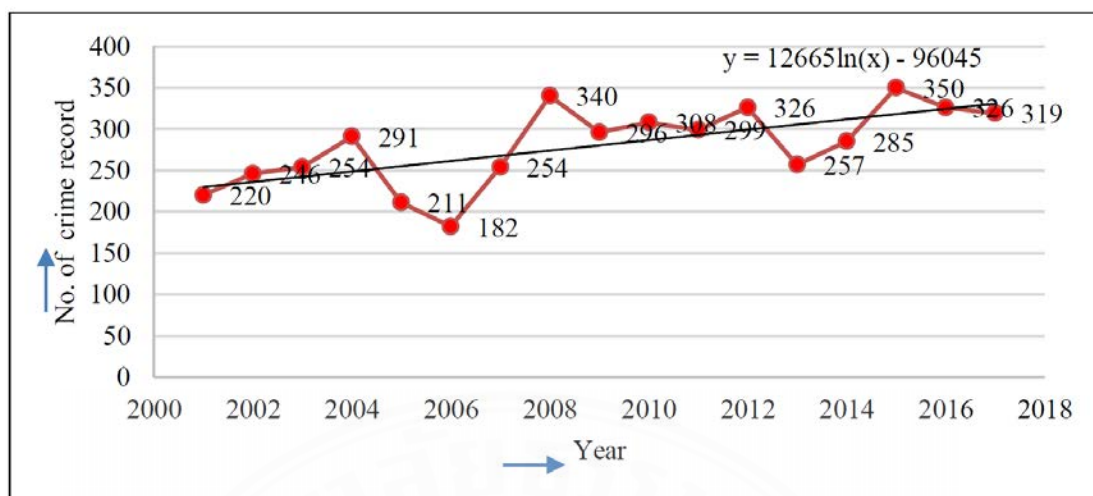


Figure 4.15 Total FIR record trends in Panchlaish PS from 2001-2017.

#### 4.5.4 Bakalia Police Station

Bakalia PS in Chittagong metropolitan with an area of 12.33 sq. km is located in between 22°26' and 22°19' north latitudes and in between 91°50' and 91°54' east longitudes. It is bounded by Chandgaon PS on the north, Karnafuli PS and Karnafuli River on the east south, and Kotowali PS on the west. Bakalia PS was established on 27 May 2000 comprising parts of Kotowali and Chandgaon PS. This PS also has some newly built planned housing. Most of the areas were unplanned growth and some areas' people were living for a long time without city facilities. There are a significant number of poor people's housing in this PS area. At the 2011 Bangladesh census, Panchlaish had a population of 262,703. Its average literacy is 50.50 percent; male 54.40 percent, female 45.40 percent. Figure 4.16 gives an idea about the major crime records from 2001 to 2017 in Bakalia police station in Chittagong City. It explains that the most frequently recorded crime during 2001 to 2017 is drug dealing (2466) related case filed in Bakalia police station and then second most frequently recorded crime is women and child oppression (419) and third most frequently recorded crime is theft (235) from 2001 to 2017 respectively. Other major frequently recorded crimes in 2001-2017 were illegal arms dealing (115), murder (87), hijacking (75), abduction/kidnapping (46), and correspondingly and there was no extortion-related FIR record in Bakalia PS from 2001 to 2017.



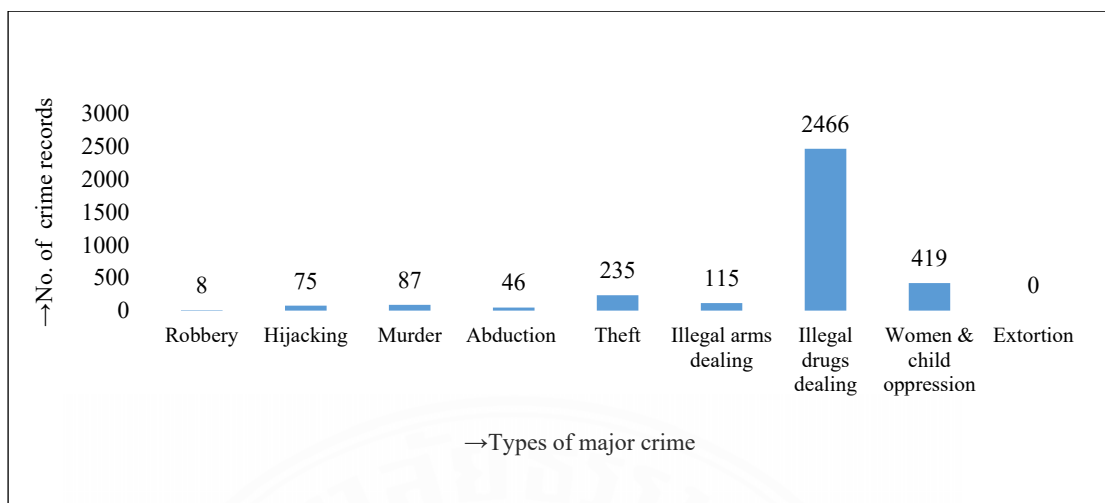


Figure 4.16 Major crime records in Bakalia police station from 2001 to 2017.

Thus, the discussion regarding major crimes recorded (FIR) in Bakalia PS from 2001-2017 indicates that most of the cases filed against drugs, women and child oppression and theft in this study area and there was no case filed against extortion in this period and then the other crimes were illegal arms dealing, murder, hijacking, abduction/kidnapping and robbery/dacoit in succession. Figure 4.17 reveals the total crime record trends from 2001 to 2017 in Bakalia Police Station (PS) in Chittagong City. It appears fluctuating types of crime recording trend during 2001 to 2017.

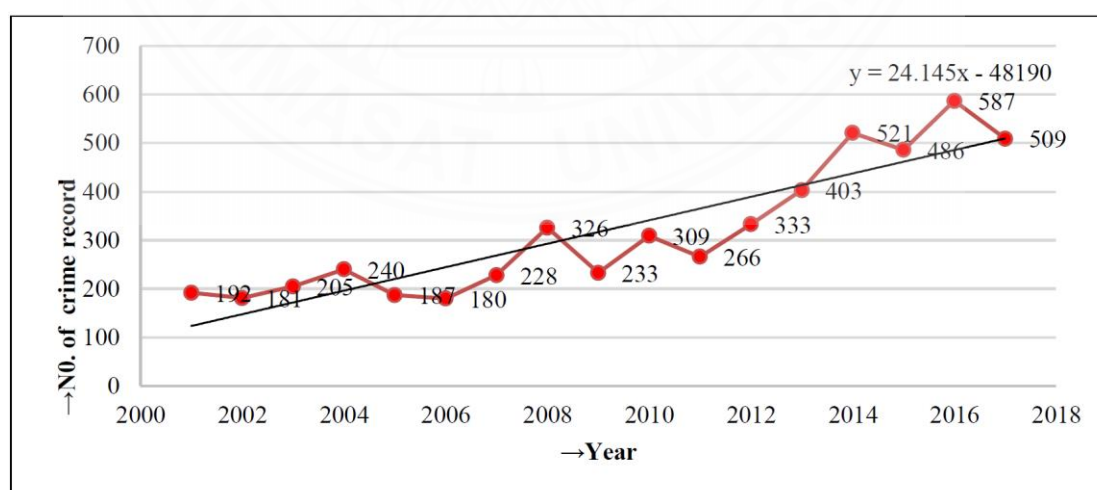


Figure 4.17 Total FIR record trends in Bakalia PS from 2001-2017.

First, it shows a slowly increasing trend from 2001 to 2004. In 2001, the total crime record was 192 and by the time being it increased to 240 in 2004 and secondly, it is slowly decreasing tendency from 2004 to 2006. In 2006 total crime record in Bakalia PS declined to 180 from 240 in 2004. Thirdly, it is rapidly increasing propensity from 2006 to 2008. In 2008 total crime recording number increased to 326 from 180 in 2006 and fourthly, it is gradually decreasing trend from 2008 to 2011. In 2011 it again declined to 266 from 326 in 2008 and finally, it is sharply increasing tendency from 266 in 2011 to 403 in 2013 of total crime recording in Bakalia Police Station. In 2017 record stands at 509. As a whole, it shows a gradually increasing tendency of total FIR recording in Bakalia PS in Chittagong City from 2001 to 2017.

#### **4.5.5 Chandgaon Police Station**

Chandgaon is a police station in Chittagong Metropolitan city. Chandgaon comprises both the Chandgaon residential area, while the industrial areas of Chandgaon extend till Moulvi para with industries and companies like Chandgaon Community Center at its end. Chandgaon is located at 22.3833°N 91.8667°E. It has planned residential housing, Kalurghat Heavy medium, light industries, and garments factories. Some parts of this area mixed land use and unplanned growth. It has 40,888 households and a total area of 32.14 km<sup>2</sup>. According to the 2011 Bangladesh Population and Household Census, Chandgaon had a population of 256,411, of whom males constituted 56.4 percent of the population, and females 43.6 percent. It had an average literacy rate of 46.5 percent (7+ years), against the national average of 59.83 percent. Figure 4.18 shows the major crime records from 2001 to 2017 in Chandgaon Police station in Chittagong City. It explains that the most frequently recorded crime during 2001 to 2017 is drug dealing (1941) related case filed in Chandgaon police station and then second most frequently recorded crime is theft (424) and the third most frequently recorded crime is women and child oppression (366) from 2001 to 2017 respectively. Other major frequently recorded crimes in 2001-2017 were illegal arms dealing (146), murder (120), hijacking (81), abduction/kidnapping (76), and robbery (25) sequentially and there was no FIR record regarding extortion in Chandgaon PS during 2001 to 2017.

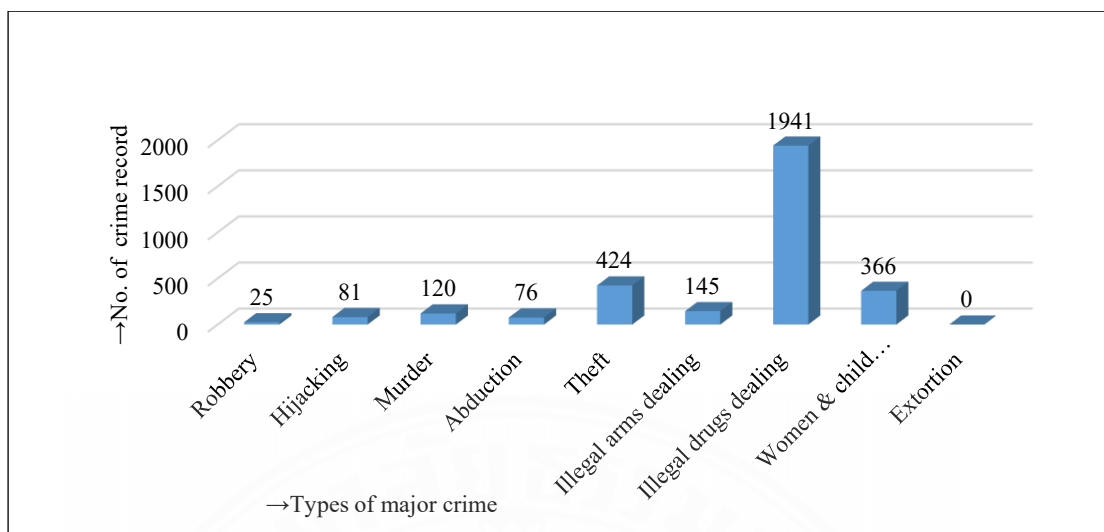


Figure 4.18 Major crime records in Chandgaon police station from 2001 to 2017

So, the analysis about major crimes recorded (FIR) in Chandgaon PS during 2001-2017 indicates that most of the cases filed against drugs, theft, and women and child oppression in this study area and there was no case filed against extortion in this period and then the other crimes were illegal arms dealing, murder, hijacking, abduction/kidnapping, and robbery/dacoit one after another. Figure 4.19 reveals the total crime record trends from 2001 to 2017 in Chandgaon Police Station (PS) in Chittagong City. It shows three types of crime recording tendencies from 2001 to 2017. First, it shows a steadily decreasing trend from 2001 to 2006. In 2001, total crime record was 208 and in course of time, it declined to 190 in 2006 and secondly, it is gradually increasing tendency from 2006 to 2010. From 2006 to 2010 total crime record increased reversely comparing 2001 to 2006 and it reached 386 in 2010 and finally, it is a slowly decreasing indication of total crime recording from 2010 to 2013 in Chandgaon Police Station. In 2013, the total crime record decreased to 289 from 386 in 2010. But in 2017 record reached 507. As a whole, it shows a slowly increasing tendency of total FIR recording in Chandgaon PS in Chittagong City from 2001 to 2017.

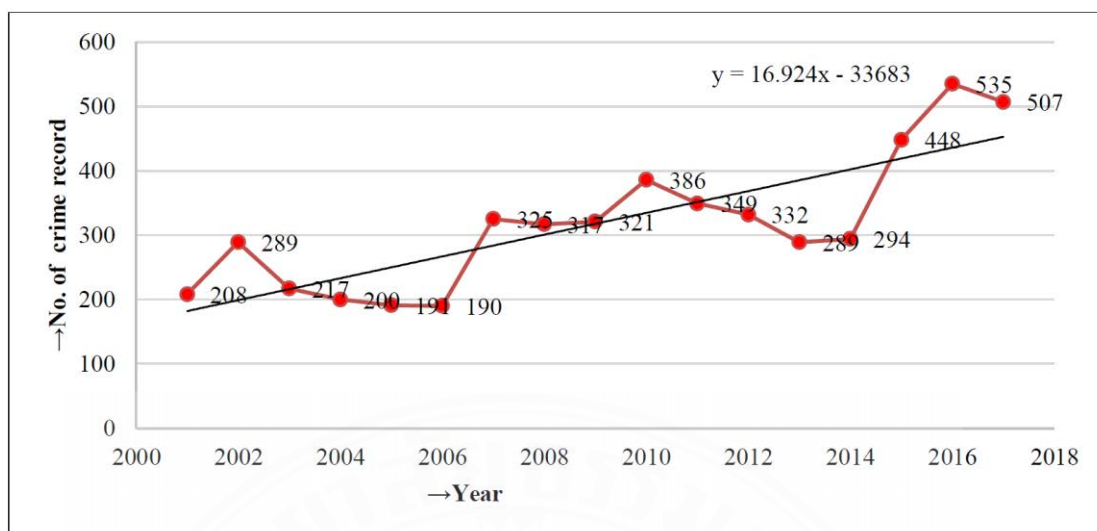


Figure 4.19 Total FIR record trends in Chandgaon PS from 2001-2017

#### 4.5.6 Bayejid Police Station

Bayejid is a Police Station in the Chittagong Metropolitan Police area. This police station is named after the Persian Sufi Bayejid Bostami, one of whose shrines are situated in this PS. The total area of this PS is 17.58 km<sup>2</sup>. Most of the area is unplanned urban growth. Some parts of this PS have hilly and forest coverage. There is a cantonment named Chittagong cantonment situated in this PS. There are also significant numbers of heavy industries and garments factories. A huge number of slum people live in this PS. There are some famous slums such as Sheer Shah Colony, Burma Colony, etc. According to the 2011 Bangladesh Population census, the population of this PS is 211,355. The density of the population is 12,022.5/km<sup>2</sup>. Figure 4.20 illustrates the major crime records from 2001 to 2017 in Bayejid Police station in Chittagong City. It demonstrates that the most frequently recorded crime during 2001 to 2013 is drug dealing (2180) related case filed in Bayejid police station and then second most frequently recorded crime is women and child oppression (425) and third most frequently recorded crime is theft (346) from 2001 to 2017 respectively. Other major frequently recorded crimes in Baijid PS from 2001-2017 were illegal arms dealing (186), murder (143), abduction/kidnapping (78), hijacking (51), robbery/dacoit (22), and extortion (2) sequentially.

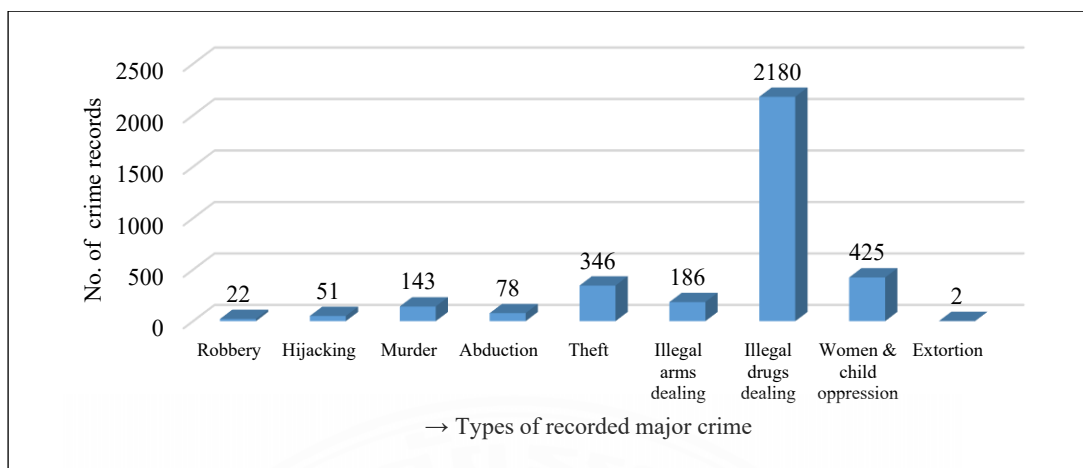


Figure 4.20 Major crime records in Bayejid police station from 2001 to 2017

Hence, the analysis on major crimes recorded (FIR) in Bayejid PS during 2001-2013 indicates that most of the cases filed against drugs, women and child oppression and theft in this study area and then other crimes were illegal arms dealing, murder, abduction/kidnapping, hijacking, robbery/dacoit and extortion consecutively. Figure 4.21 exposes the total crime record trends from 2001 to 2017 in Bayejid Police Station (PS) in Chittagong City. It demonstrates three types of crime recording tendency during 2001 to 2017-

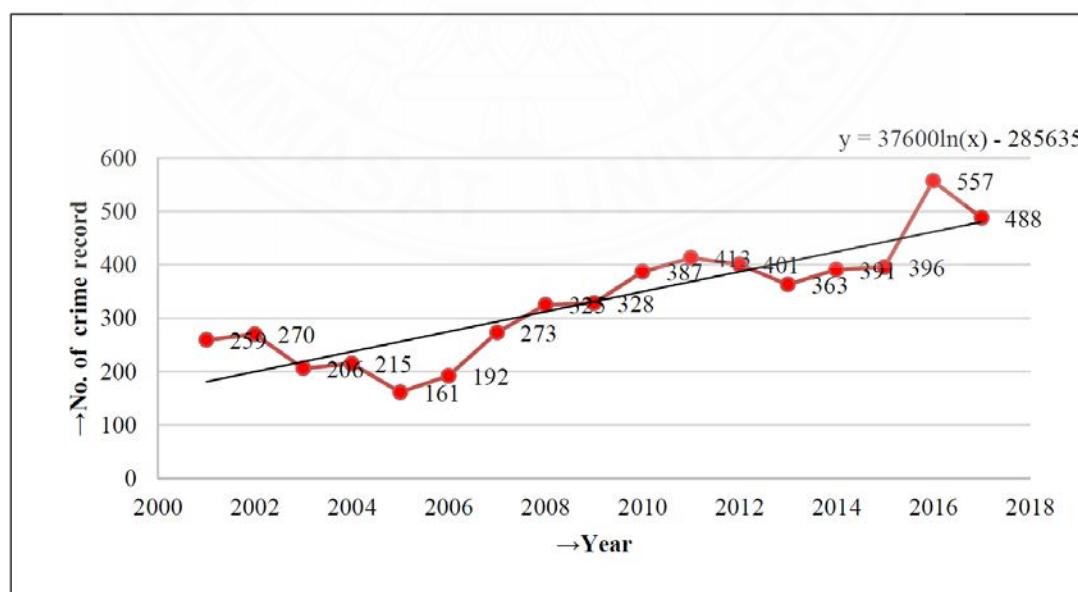


Figure 4.21 Total FIR record trends in Baijid PS from 2001-2017

At the very beginning, it shows a gradually decreasing trend from 2001 to 2005. In 2001, the number of total crime records was 259 and the time being in 2005, it declined to 161 and then, it is rapidly increasing tendency from 2005 to 2011. The total crime record increased from 161 in 2005 to 413 in 2011 and finally, it is slowly decreasing manner of total crime recording from 2011 to 2013 in Bayejid Police Station. In 2011 total number of criminal records was 413 and in 2013 it declined to 363. Finally in 2017 record reached 488. In a word, it could be said that it shows a slowly increasing trend of total FIR recording in Bayejid PS in Chittagong City from 2001 to 2017.

#### **4.5.7 Khulshi Police Station**

Khulshi PS area is 12.09 Sq. Km. located between 22°20' and 22°23' north latitudes and in between 91°46' and 91°49' east longitudes. It is bounded by Bayejid PS and Sitakunda Upazila on the north, Double Mooring and Pahartali PS's on the south, Panchlaish and Kotowali PS's on the east, Pahartali PS on the west. This PS has a significant planned housing and rich people settlement in this PS. A huge number of slum people also live in the PS. Some parts of this PS are hilly, lakes, and forests. Some important secondary and tertiary educational institutes and shopping malls are also located in this PS. According to the 2011 Bangladesh Population and Household Census, the population of this PS was 278,623. Figure 4.22 shows the major crime records from 2001 to 2017 in Khulshi Police station in Chittagong City. It comes into sight that the most frequently recorded crime from 2001 to 2017 is drug dealing (1594) related case filed in Khulshi police station and then second most frequently recorded crime is women and child oppression (523) and third most frequent recorded crime is theft (537) respectively. Other major frequently recorded crimes in 2001-2017 were illegal arms dealing (117), murder (115), abduction/kidnapping (49), hijacking (114), robbery/dacoit (48), and extortion (2) correspondingly.



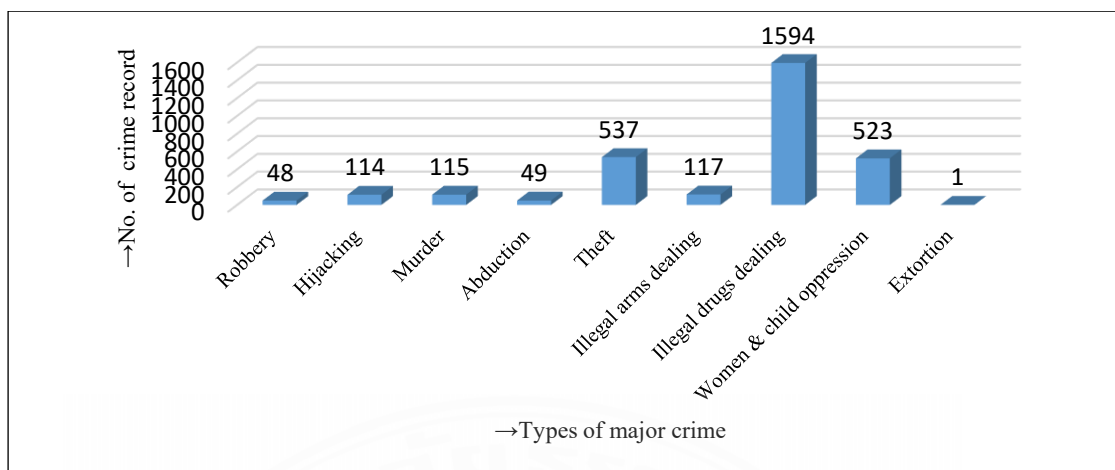


Figure 4.22 Major crime records in Khulshi police station from 2001 to 2017.

Thus, on top of the discussion regarding major crimes recorded (FIR) in Khulshi PS in 2001-2017 indicates that majority cases were filed against drugs, women and child oppression and theft in the study areas and then the other crimes were illegal arms dealing, murder, abduction/kidnapping, hijacking, robbery/dacoit and extortion consecutively. Figure 4.23 shows the total crime record trends from 2001 to 2017 in Khulshi Police Station (PS) in Chittagong City. It demonstrates three types of crime recording tendency from 2001 to 2017 though there were fluctuations in between the years. At first, it shows a gradually decreasing trend from 2001 to 2005. In 2001 the total crime record was 271 and by the time it went down to 190 in 2005 and then, it is rapidly increasing tendency from 2005 to 2009. In 2005, the total crime record was 190 but in course of time, it rose to 465 in 2009, and finally, it is sharply decreasing manner of total crime recording from 2009 to 2013 in Khulshi Police Station. In 2009, the total number of criminal records was 465 and by the time it was declined to 246 in 2013. Finally, the record stands for 311 in 2017. In a word, it shows a slowly decreasing trend of total FIR recording in Khulshi PS in Chittagong City from 2001 to 2017 which could be due to underreporting.

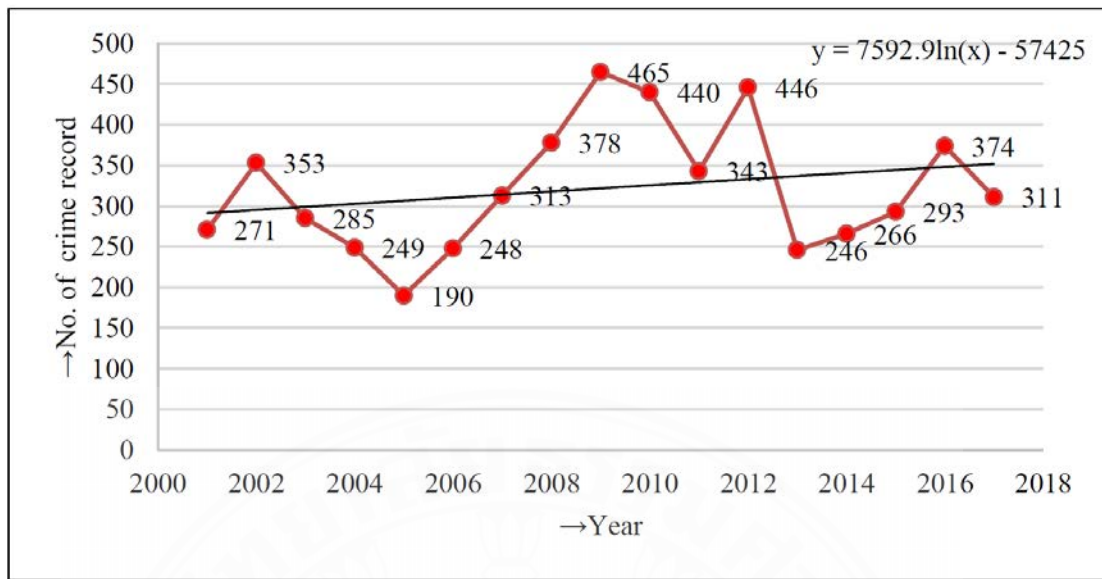


Figure 4.23 Total FIR record trends in Khulshi PS from 2001-2017

#### 4.5.8 Pahartali Police Station

Pahartali is a Thana of Chittagong Metropolitan Police in Chittagong District and Division of Chittagong, Bangladesh. Pahartali is located at 22.3667°N 91.7750°E. Some parts of this PS have hilly and forest land and a huge number of slum people live in this area. There is a railway workshop and wholesale goods business center in this PS. Most of the area unplanned growth and mixed land use (residentialcommercial, educational institutes, etc.). It has 37192 units of household and a total area of 46.62 km<sup>2</sup>. "Foy's lake" a very beautiful place is situated in this Thana. It is famous for tourism. At the 2011 Bangladesh census, Pahartali had a population of 190,634, of whom males constituted 57.45 percent of the population, and females 42.55 percent. Pahartali had an average literacy rate of 54 percent (7+ years), against the national average of 32.4 percent.

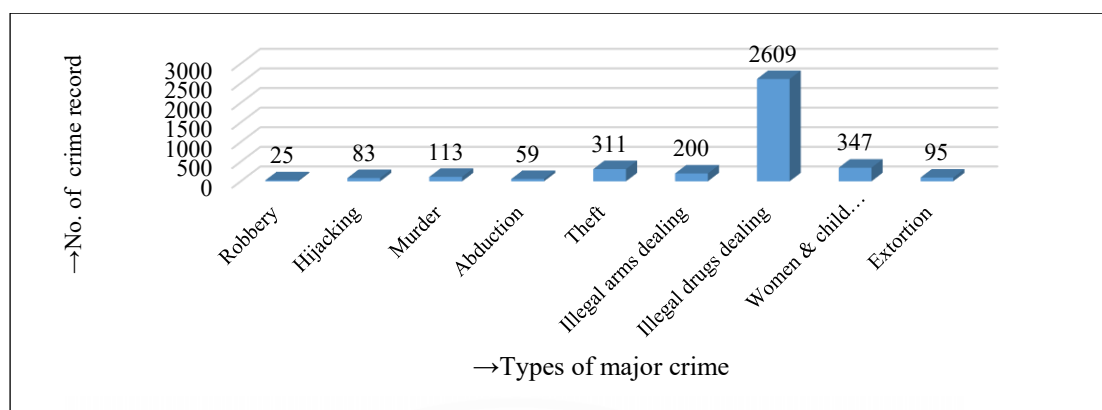


Figure 4.24 Major crime records in Pahartali police station from 2001 to 2017.

Figure 4.24 shows the major crime records from 2001 to 2013 in the Pahartali Police station in Chittagong City. It reveals that the most frequently recorded crime from 2001 to 2013 is a drug-dealing (1026) case filed in Pahartali police station and the second most frequently recorded crime is women and child oppression (228) and the third most frequently recorded crime is theft (227) respectively. Other major frequently recorded crimes in 2001-2013 were illegal arms dealing (101), extortion (95), murder (74), hijacking (73), robbery/dacoit (24), and abduction/kidnapping (22), correspondingly. So, the analysis concerning major crimes recorded (FIR) in Pahartali PS during 2001-2013 indicates that most of the cases filed against drugs, women and child oppression and theft in the study areas and then the other crimes were illegal arms dealing, murder, hijacking, robbery/dacoit, abduction/kidnapping and extortion uninterruptedly. Figure 4.25 demonstrates the total crime record trends from 2001 to 2017 in Pahartali Police Station (PS) in Chittagong City. It reveals four types of crime recording propensity from 2001 to 2017. First, it shows a gradually decreasing trend from 2001 to 2005. In 2001 the total crime record was 292 and by the time it went down to 154 in 2005 and then, it is rapidly increasing tendency from 2005 to 2008. In 2005, the number of total crime record was 154 but in course of time it rose to 438 in 2008 and in 2009 it sharply declined to 276 and finally, it is a step by step increasing tendency of total crime recording from 2009 to 2013 and it reached in the record of 276 to 397 in 2013 in Pahartali Police Station. In a nutshell, it indicates a steadily increasing trend of total FIR recording in Pahartali PS in Chittagong City from 2001 to 2017.

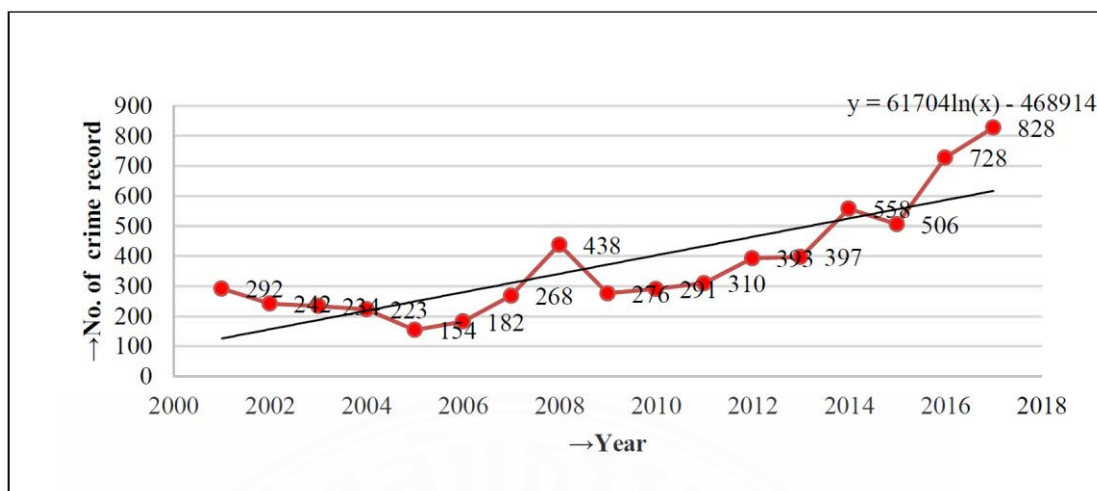


Figure 4.25 Total FIR record trends in Pahartali PS from 2001-2017

#### 4.5.9 Haliashahar Police Station

Haliashahar Police Station in Chittagong metropolitan) the area is 11.63 sq. km, located in between 22°19' and 22°20' north latitudes and in between 91°45' and 91°48' east longitudes. It is bounded by Pahartali PS on the north, Bandar PS on the south, Double Mooring PS on the east, the Bay of Bengal on the west. This PS area has newly built planned housing and mixed land use (residential-commercial, Police and Military training institute and educational institutes, etc.). At the 2011 Bangladesh census, it had a population of 151,151. It was established in 2000 comprising parts of Pahartali and Double Mooring Police stations'. Figure 4.26 represents the major crime records from 2001 to 2017 in Haliashahar police station in Chittagong City. It reveals that the most frequently recorded crime from 2001 to 2017 are drug dealing (1233) cases filed in Haliashahar police station and the second most frequently recorded crime is women and child oppression (300) and the third most frequently recorded crime is theft (302) sequentially. Other major frequently recorded crimes in 2001-2017 were murder (85), illegal arms dealing (74), hijacking (58), robbery/dacoit (16), abduction/kidnapping (37), and extortion (4) respectively.

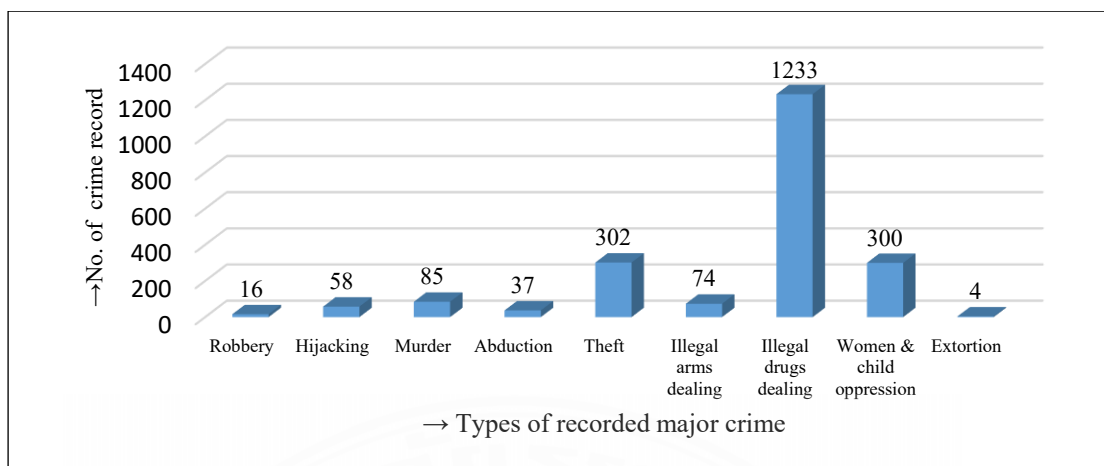


Figure 4.26 Major crime records in Halishahar police station from 2001 to 2017

Hence, on top of the analysis regarding major crimes recorded (FIR) in Halishahar PS during 2001-2017 indicates that most of the cases filed against drugs, women and child oppression and theft in the study areas and then other recorded crimes were murder, illegal arms dealing, hijacking, robbery/dacoit, abduction/kidnapping and extortion respectively. Figure 4.27 illustrates the total crime record trends from 2001 to 2017 in Halishahar Police Station (PS) in Chittagong City. It reveals three types of crime recording tendency from 2001 to 2017 though there were some fluctuations in between the years. First, it shows a steadily increasing trend from 2001 to 2007. In 2001 the total crime record was 138 and by the time it went up to 149 in 2007 and then, it is rapidly increasing tendency from 2007 to 2008. In 2007, the number of total crime record was 149 but in course of time, it rose to 293 in 2008 and finally, it is step by step decreasing tendency of total crime recording from 2008 to 2013 and it reached in the record of 293 to 158 in 2013 and 371 in 2017 at Halishahar Police Station. As a whole, it signifies a very steadily increasing trend of total FIR recording in Halishahar PS in Chittagong City from 2001 to 2017.

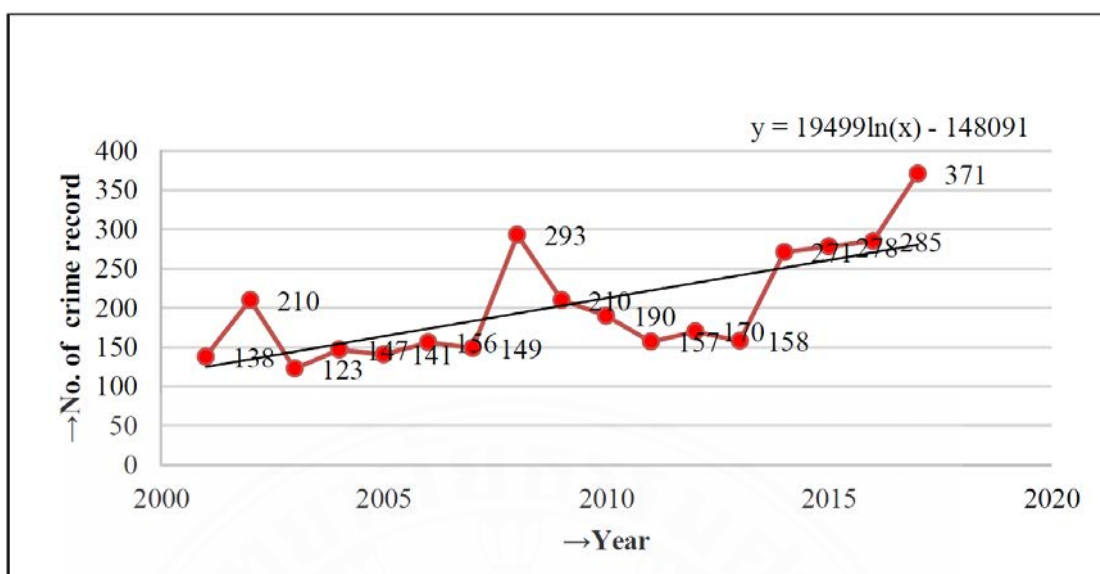


Figure 4.27 Total FIR record trends in Haliashahar PS from 2001-2017

#### 4.5.10 Bandar Police Station

Chittagong port of Bandar is a police station of Chittagong Metropolitan Police area. It is located at 22.2806°N 91.7917°E. It has 30762 units of household and the total area is 44.63 km<sup>2</sup>. It is the main port area and sea custom house. This PS has mixed land use residential areas (residential and commercial). A huge number of heavy transports, especially trucks and lorry daily move in this PS and prostitution also located in this PS. At the 2011 Bangladesh census, Chittagong port/ Bandar PS had a population of 208,260, of whom males constituted 57.22 percent of the population, and females 42.78 percent. It had an average literacy rate of 56.5 percent (7+ years), against the national average of 59.83 percent. Figure 4.28 shows the major criminal records from 2001 to 2017 in the Bandar police station in Chittagong City. It illustrates that the most frequently recorded crime from 2001 to 2017 is a drug-dealing (1327) case filed in the Bandar police station and the second most frequently recorded crime is theft (813) and the third most frequently recorded crime is women and child oppression (386) correspondingly. Other major frequently recorded crimes from 2001 to 2017 were murder (145), hijacking (133), illegal arms dealing (74), abduction/kidnapping (47), extortion (13), and robbery/dacoit (11) sequentially. Therefore, the above analysis related to major crimes recorded (FIR) in Bandar PS during 2001 to 2017 indicates that most of the cases filed against drugs,



theft, and women and child oppression in the study areas and then other recorded crimes were murder, hijacking, illegal arms dealing, abduction/kidnapping, extortion, and robbery/dacoit sequentially.

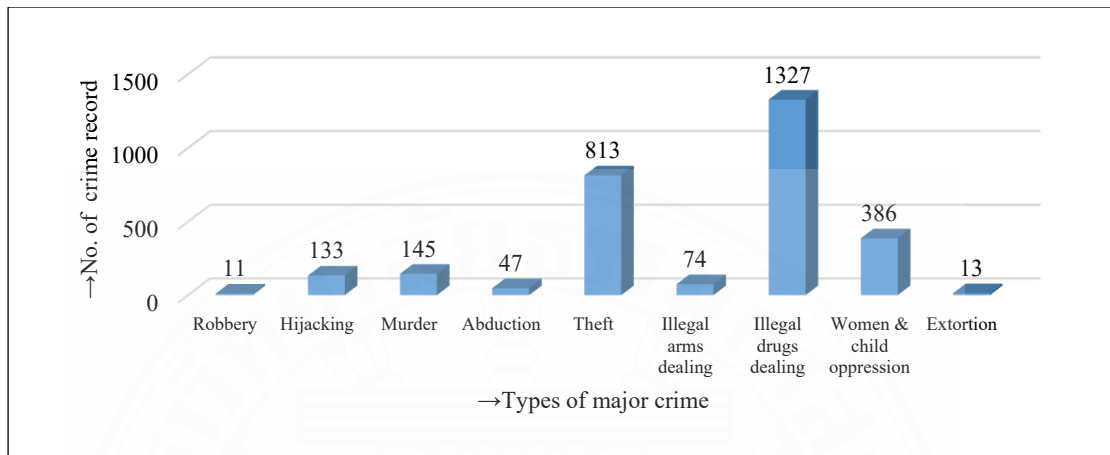


Figure 4.28 Major crime records in Bandar police station from 2001 to 2017

Figure 4.29 reveals the total crime record trends from 2001 to 2017 in Bandar Police Station (PS) in Chittagong City. It illustrates four categories of crime recording tendency from 2001 to 2017 though there was a fluctuation in between the years.

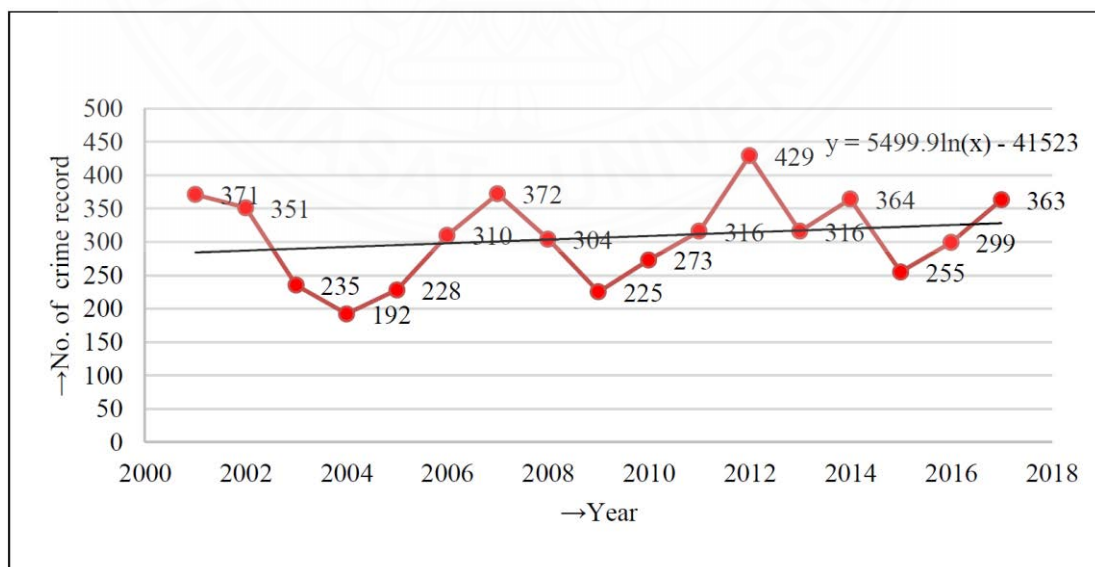


Figure 4.29 Total FIR record trends in Bandar PS from 2001-2017

At the very beginning, it shows a gradually decreasing trend from 2001 to 2005. In 2001 the total crime record was 371 and by the time it went down to 192 in 2005 and then, it is a step by step increasing tendency from 2005 to 2007. In 2005, the total crime record was 192 but in course of time, it rose to 372 in 2007. Then again it began to decline and reached 372 to 225 in 2009 and finally, it is increasing tendency of total crime recording from 2009 to 2013 and it reached in the record of 225 to 316 in 2013 finally record stands for 363 at 2017 in Bandar Police Station. In a word, it indicates a steadily decreasing trend of total FIR recording in Bandar PS in Chittagong City from 2001 to 2017.

#### **4.5.11 Patenga Police Station**

Patenga police station in Chittagong metropolitan area is 22.34 sq. km and located in between 22°13' and 22°18' north latitudes and in between 91°46' and 91°50' east longitudes. It is bounded by Bandar police station on the north, Anowara Thana on the south, Karnafuli police station and Karnafuli river on the east, the Bay of Bengal on the west. There are two export processing zones, one is called CEPZ and another is called Karnafuli EPZ. A huge number of garments workers live in this PS. Bangladesh Naval Academy, Airport, and Air Base and Naval base are also located in this PS. There is also has a sea beach called Patenga sea beach where thousands of people visit every day to enjoy their leisure time. Most of the area is unplanned residential housing and mixed land use (residential and commercial). A significant number of slum people also live in this PS. At the 2011 Bangladesh census, Patenga had a population of 132,677. Patenga Police Station was established on 27 May 2000 comprising part of Chittagong Bandar PS. Figure 4.30 gives you an idea about the major criminal records from 2001 to 2017 in Patenga police station in Chittagong City. It points up that the most frequently recorded crime from 2001 to 2017 is drug dealing (1532) case filed in Patenga police station and the second most frequently recorded crime is theft (336) and the third most frequently recorded crime is women and child oppression (282) in the same way. Other major frequently recorded crimes in Patenga PS during 2001 to 2017 were murder (86), illegal arms dealing (48), robbery/dacoit (13), hijacking (10), abduction/kidnapping (40), and extortion (1) successively.

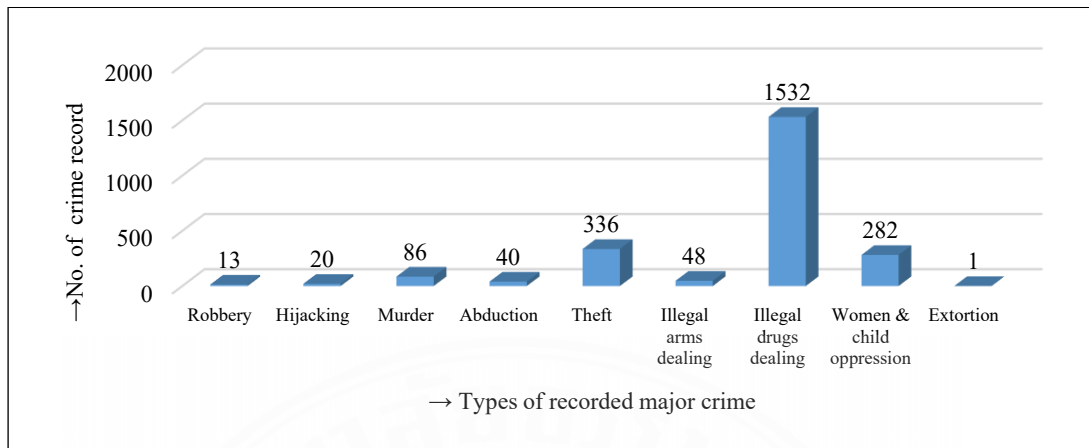


Figure 4.30 Major crime records in Patenga police station from 2001 to 2017.

So, the discussion about major crimes recorded (FIR) in Patenga PS during 2001 to 2017 indicates that the majority of the cases filed against drugs, theft, and women and child oppression in the study areas and then were murder, murder, illegal arms dealing, robbery/dacoit, hijacking, abduction/kidnapping, and extortion consecutively. Figure 4.31 discloses the total crime record trends from 2001 to 2017 in Patenga Police Station (PS) in Chittagong City. It illustrates four categories of crime recording tendency from 2001 to 2017 though there were some fluctuations in between the years.

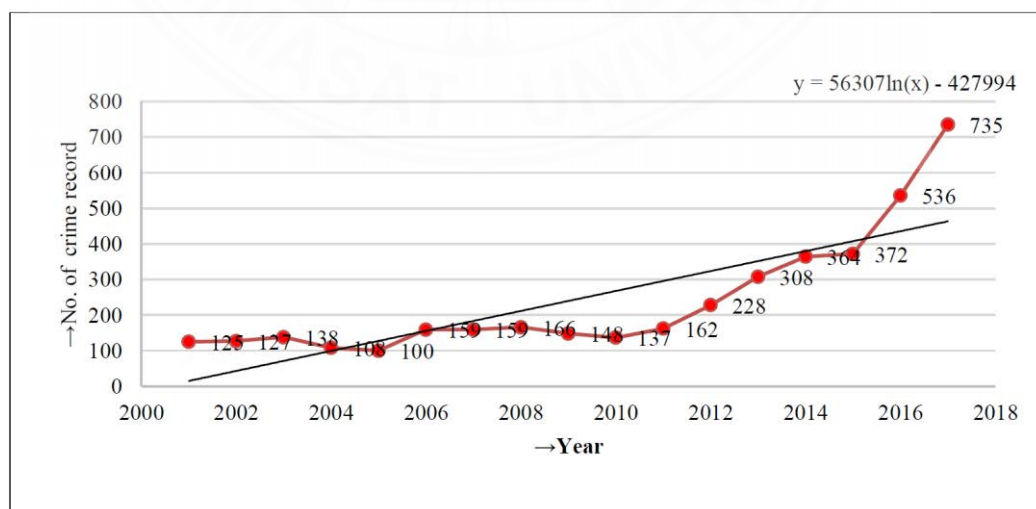


Figure 4.31 Total FIR record trends in Patenga PS from 2001-2017.

At the very starting, it reveals a slowly decreasing trend from 2001 to 2005. In 2001 the total crime record was 125 and by the time it went down to 100 in 2005. Then, it is a step by step increasing tendency from 2005 to 2010. In 2005, the total crime record was 100 but in course of time it rose to 137 in 2010; and finally, it is rapidly increasing tendency of total crime recording from 2010 to 2013 and it reached in the record of 137 to 308 in 2013 finally record stands for 735 at 2017 at Patenga Police Station. In a nutshell, it indicates a gradually rising trend of total FIR recording in Patenga PS in Chittagong City from 2001 to 2017.

#### **4.5.12 Karnafuli Police Station**

Karnafuli Police Station in Chittagong metropolitan area is 136.59 sq. km and located in between 22° 11' and 22° 24' north latitudes and in between 91° 48' and 91° 52' east longitudes. It is bounded by Bakalia and Chandgaon police stations and Boalkhali Upazila on the north, Anowara Upazila and the Bay of Bengal on the south, Patiya and Anowara Upazila on the east, Patenga, Kotowali, Bandar, and Double Mooring police stations and Karnafuli river on the west. Some parts of this PS are rural and agricultural land. There are some heavy industries and garments factories are located in this PS. Most of the area is unplanned urban growth, mixed land use (residential and commercial). At the 2011 Bangladesh census, Karnafuli PS had a population of 262,355. It was established on 27 May 2000 comprising parts of Anowara, Boalkhali, and Patia Upazila. Figure 4.32 shows the major criminal records from 2001 to 2017 in the Karnafuli police station in Chittagong City. It demonstrates that the most frequently recorded crime from 2001 to 2017 is the theft (228) case filed in Karnafuli police station and then the second most frequently recorded crime is drug dealing (877) and the third most frequently recorded crime is women and child oppression (132) sequentially. Other major frequently recorded crimes in Karnafuli PS from 2001 to 2017 were murder (63), illegal arms dealing (47), abduction/kidnapping (46), extortion (18), robbery/dacoit (17) and, hijacking (14) consecutively.

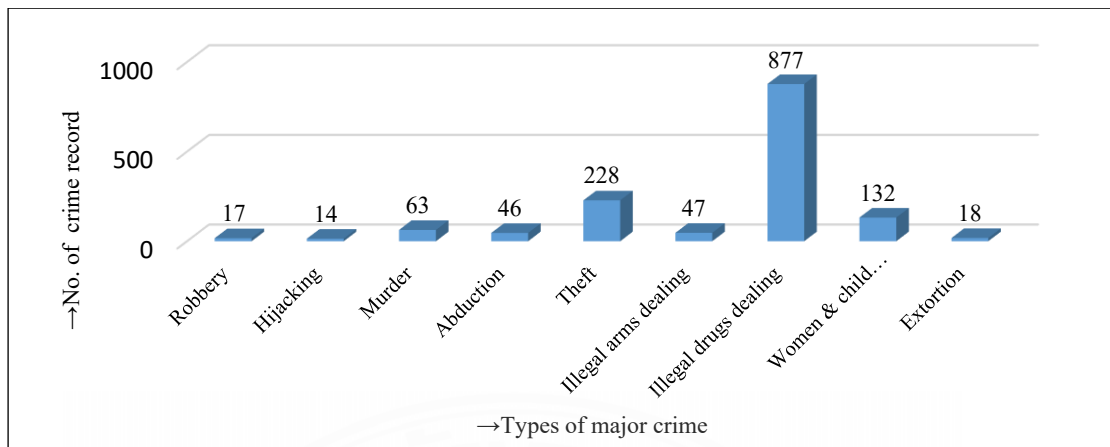


Figure 4.32 Major crime records in Karnafuli police station from 2001 to 2017.

Hence, the discussion on major crimes recorded (FIR) in Karnafuli PS during 2001 to 2017 indicates that the majority of the cases filed against theft, drug dealing, and women and child oppression in the study areas and then the other recorded crimes were murder, illegal arms dealing, abduction/kidnapping, extortion, robbery/dacoit and, hijacking one after the other. Figure 4.33 demonstrates the total crime record trends from 2001 to 2017 in Karnafuli Police Station (PS) in Chittagong City. It indicates two categories of crime recording tendency during 2001 to 2017 though there were some fluctuations in between the years.

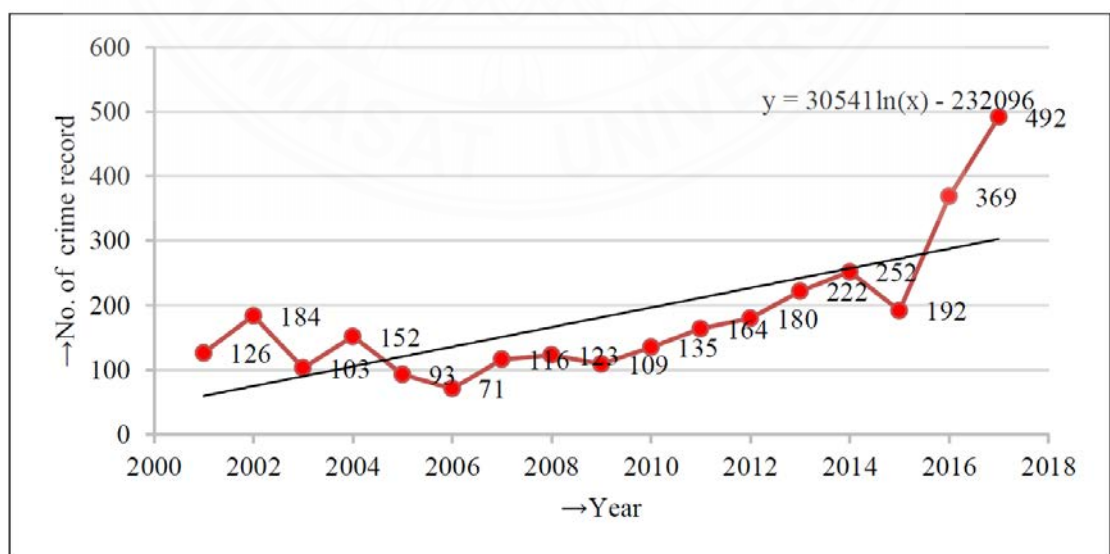


Figure 4.33 Total FIR record trends in Karnafuli PS from 2001-2017.

At first, it reveals a steadily decreasing trend from 2001 to 2006 though there were some fluctuations in 2002 and 2004. In 2001 the total crime record was 126 and by the time it went down to 72 in 2006 and then, it is a step by step increasing tendency from 2006 to 2013. In 2006, the total crime record was 72 but in course of time, it rose to 213 in 2013 and 492 in 2017 at Karnaphuli Police Station. Finally, it points toward a slowly rising tendency of total FIR recording at Karnafuli PS in Chittagong City from 2001 to 2017.

#### **4.6 Profile of the respondents'**

It needs to mention that the duration of living of the city dwellers in a residence is very important to evaluate any socio-economic issues as well as the street crime level and its' causes and effects in an urban neighborhood. It was found in this study that the average duration of the current residence of the respondents' was more than 10 years and in Chittagong city, it was more than 15 years. Moreover, the overall people's perception regarding the duration of living at current residence and in Chittagong city indicate that the majority of the respondents' duration of living in current residence was 1-5 years and in CC, it shows 6-10 years and above 30 years. The average duration of living in current residence and CC shows some variations considering all categories of the respondents. It reveals that key informants (KI) had a maximum duration (14.16 years) of living in their current residence and police officers had a minimum (4.88 years). Besides, urban planners' (CDA) had the highest experience (19.33 years) of living in CC, and police officers have the lowest (12.12 years).

##### **4.6.1 Household Survey**

A household-level questionnaire survey was conducted among the twelve police station areas. Respondents were selected randomly purposively. This technique was followed to cover all professions of people who are very much aware of street crime and crime victimization. The household questionnaire survey respondents' sample size was 424. Individually from each study site, the sample size of respondents shows in Table 4.17 and the location of household respondents in Figure 4.35 (a).



#### **4.6.2 Key Informants**

Sixty (60) key informants were selected randomly purposively and interviewed by using a semi-structured questionnaire among the twelve police station areas. The key informants were selected who are locally prominent, especially public representatives, political activists, educationists, business community leaders/housing society leaders, lawyers, human rights activists, and crime reporters (print and electronic media), etc. Table 4.18 and Figure 4.35 (b) show the police station-based key informants' interview sample distribution and location of the KI interview.

#### **4.6.3 Small Group Discussion**

Regarding enhancing the primary survey data verification and more opinion collection, fifteen (15) small group discussions were conducted among fifteen places of the study sites and discussants' were also selected randomly purposively. In this connection, it should be mentioned here that all group discussions were arranged near some well-known street crime hotspots in Chittagong City. Table 4.19 and figure 4.35 (c) reveal the group discussion sample distribution and location in the CMP areas-

#### **4.6.4 In-depth interview at street crime hotspots'**

After completion of the household questionnaire survey, key informants' interviews and group discussions collected primary survey data processed and analyzed. Then one hundred and twenty-six (126) in-depth interview was conducted among the residents at the identified street crime hotspots in the whole city based on the rank of the street crime hotspots' in each police station. Table 4.20 demonstrates the in-depth interview at street crime hotspots' sample survey in the CMP areas-

#### **4.6.5 In-depth interview with the police officer**

Forty (40) in-depth interview was performed among the police officers and the sample was taken at least two (2) from each police station who are working in CMP for more than one year. Table 4.21 shows the in-depth interview with police officers sample survey in the CMP areas-

Table 4.16

*Household survey sample size*

| Sex | PS1      |        | PS2      |        | PS3      |        | PS4      |        | PS5      |        | PS6      |        | PS7      |        | PS8      |        | PS9      |        | PS10     |        | PS11     |        | PS12     |        | Total    |        |
|-----|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|
|     | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      |
| M   | 28       | 63.64  | 30       | 60.00  | 25       | 80.65  | 38       | 95.00  | 25       | 75.76  | 21       | 56.76  | 45       | 90.00  | 30       | 75.00  | 8        | 38.10  | 18       | 66.67  | 25       | 83.33  | 21       | 100.00 | 314      | 74.06  |
| F   | 16       | 36.36  | 20       | 40.00  | 6        | 19.35  | 2        | 5.00   | 8        | 24.24  | 16       | 43.24  | 5        | 10.00  | 10       | 25.00  | 13       | 61.90  | 9        | 33.33  | 5        | 16.67  | 0        | 0.00   | 110      | 25.94  |
| N   | 44       | 100.00 | 50       | 100.00 | 31       | 100.00 | 40       | 100.00 | 33       | 100.00 | 37       | 100.00 | 50       | 100.00 | 40       | 100.00 | 21       | 100.00 | 27       | 100.00 | 30       | 100.00 | 21       | 100.00 | 424      | 100.00 |

Note: M- Male, F- Female by Field survey, 2018

Table 4.17

*Key informants interview sample size*

| Sex | PS1      |        | PS2      |        | PS3      |        | PS4      |        | PS5      |        | PS6      |        | PS7      |        | PS8      |        | PS9      |        | PS10     |        | PS11     |        | PS12     |        | Total    |        |
|-----|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|
|     | <i>F</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      |
| M   | 6        | 100.00 | 5        | 83.33  | 5        | 62.50  | 4        | 100.00 | 7        | 87.50  | 3        | 100.00 | 6        | 85.71  | 5        | 100.00 | 3        | 75.00  | 2        | 100.00 | 2        | 66.67  | 4        | 100.00 | 52       | 86.67  |
| F   | 0        | 0.00   | 1        | 16.67  | 3        | 37.50  | 0        | 0.00   | 1        | 12.50  | 0        | 0.00   | 1        | 14.29  | 0        | 0.00   | 1        | 25.00  | 0        | 0.00   | 1        | 33.33  | 0        | 0.00   | 8        | 13.33  |
| N   | 6        | 100.00 | 6        | 100.00 | 8        | 100.00 | 4        | 100.00 | 8        | 100.00 | 3        | 100.00 | 7        | 100.00 | 5        | 100.00 | 4        | 100.00 | 2        | 100.00 | 3        | 100.00 | 4        | 100.00 | 60       | 100.00 |

Note: M- Male, F- Female by Field survey, 2018



Table 4.20

*In-depth interview at street crime hotspots' sample size*

| Sex       | PS1      |        | PS2      |        | PS3      |        | PS4      |        | PS5      |        | PS6      |        | PS7      |        | PS8      |        | PS9      |        | PS10     |        | PS11     |        | PS12     |        | Total    |        |
|-----------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|
|           | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      |
| Male      | 15       | 88.24  | 9        | 100.00 | 6        | 100.00 | 10       | 90.91  | 8        | 80.00  | 7        | 63.64  | 11       | 84.62  | 13       | 81.25  | 6        | 75.00  | 13       | 100.00 | 5        | 100.00 | 7        | 100.00 | 110      | 87.30  |
| Female    | 2        | 11.76  | 0        | 0.00   | 0        | 0.00   | 1        | 9.09   | 2        | 20.00  | 4        | 36.36  | 2        | 15.38  | 3        | 18.75  | 2        | 25.00  | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 16       | 12.70  |
| Total (N) | 17       | 100.00 | 9        | 100.00 | 6        | 100.00 | 11       | 100.00 | 10       | 100.00 | 11       | 100.00 | 13       | 100.00 | 16       | 100.00 | 8        | 100.00 | 13       | 100.00 | 5        | 100.00 | 7        | 100.00 | 126      | 100.00 |

Source: Field survey, 2019

Table 4.21

*In-depth interview with police officer sample size*

| Sex | PS1      |        | PS2      |        | PS3      |        | PS4      |        | PS5      |        | PS6      |        | PS7      |        | PS8      |        | PS9      |        | PS10     |        | PS11     |        | PS12     |        | Total    |        |
|-----|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|
|     | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      | <i>f</i> | %      |
| M   | 7        | 100.00 | 3        | 100.00 | 5        | 100.00 | 1        | 100.00 | 2        | 100.00 | 2        | 100.00 | 3        | 100.00 | 6        | 100.00 | 3        | 100.00 | 2        | 100.00 | 4        | 100.00 | 2        | 100.00 | 40       | 100.00 |
| F   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   | 0        | 0.00   |
| N   | 7        | 100.00 | 3        | 100.00 | 5        | 100.00 | 1        | 100.00 | 2        | 100.00 | 2        | 100.00 | 3        | 100.00 | 6        | 100.00 | 3        | 100.00 | 2        | 100.00 | 4        | 100.00 | 2        | 100.00 | 40       | 100.00 |

Note: M- Male, F- Female by Field survey, 2019

#### 4.6.6 In-depth interview with urban planners (CDA)

Besides, ten (10) in-depth interviews did among the ten (10) urban planners who are working in Chittagong Development Authority (CDA). These urban planners are the legal planning authority of the city in giving permission for any infrastructure building and monitoring the development activities of the city. Table 4.21 narrates the in-depth interview with urban planners sample survey in the CMP areas-

Table 4.21

*In-depth interview with urban planners (CDA) sample size*

| Sex    | PS1(Kotowali Police Station Area) |        | PS3(Panchlaish Police Station Area) |        | Total    |        |
|--------|-----------------------------------|--------|-------------------------------------|--------|----------|--------|
|        | <i>f</i>                          | %      | <i>f</i>                            | %      | <i>f</i> | %      |
| Male   | 7                                 | 100.00 | 2                                   | 66.67  | 9        | 90.00  |
| Female | 0                                 | 0.00   | 1                                   | 33.33  | 1        | 10.00  |
| Total  | 7                                 | 100.00 | 3                                   | 100.00 | 10       | 100.00 |

Source: Field survey, 2019

Figure 4.35 shows the Primary data collection respondents distribution of in-depth interviewees at street crime hotspots, police officers, and urban planners.

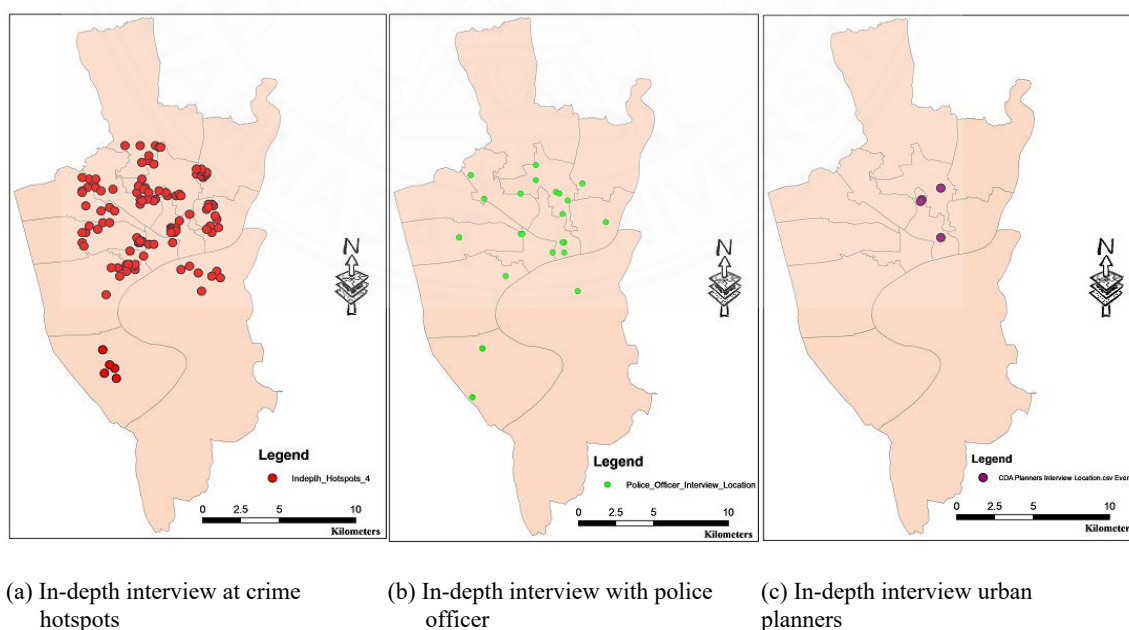


*Figure 4.35* Distribution of in-depth interviewees at street crime hotspots, police officers, and urban planners by Field survey, 2019

## 4.7 Socio-economic and demographic background of the respondents'

In this dissertation, primary sources of data played a vital role. Six categories of respondents were interviewed in person. Their social and economic features are very important to understand the city's socio-economic characteristics as well as provided data quality based on their experiences and profession, education, etc. Hence, the following sections narrate the basic information of the respondents.

### 4.7.1 Age of the primary data collection respondents'

The age of a human being is very important in acquiring knowledge and experiences. In course of lifetime acquired knowledge and experiences, people can evaluate and provide more correct information regarding their residential and commercial neighborhoods and community-level activities. Besides, different aged people's view on any issues varies significantly though it fluctuates in the same aged people too. However, to represent the perception on any societal issues in the research real includes all aged groups people's views. Table 4.22 shows all types of primary level respondents' age groups. It demonstrates that more than 96 % of the respondents age were 21 years and above and nearly 50% were 31 years and above. Hence, it indicates that respondents were quite matured in providing street crime occurrence information in their residential and commercial neighborhoods in Chittagong city.

Table 4.22

*Age of the primary data collection respondents'*

| Age of Respondents | HHH<br>(N <sub>1</sub> =424) |       | IH<br>(N <sub>2</sub> =126) |       | IP<br>(N <sub>3</sub> =40) |       | IUP<br>(N <sub>4</sub> =10) |       |
|--------------------|------------------------------|-------|-----------------------------|-------|----------------------------|-------|-----------------------------|-------|
|                    | <i>f</i>                     | %     | <i>f</i>                    | %     | <i>f</i>                   | %     | <i>f</i>                    | %     |
| 15-20 Years        | 14                           | 3.3   | 5                           | 4.0   | 0                          | 0     | 0                           | 0     |
| 21-30 Years        | 203                          | 47.9  | 65                          | 51.6  | 8                          | 20.0  | 7                           | 70.0  |
| 31-40 Years        | 131                          | 30.9  | 27                          | 21.4  | 25                         | 62.5  | 2                           | 20.0  |
| 41-50 Years        | 59                           | 13.9  | 20                          | 15.9  | 7                          | 17.5  | 1                           | 10.0  |
| 51-60 Years        | 15                           | 3.5   | 6                           | 4.8   | 0                          | 0     | 0                           | 0     |
| Above 60 Years     | 2                            | 0.5   | 3                           | 2.4   | 0                          | 0     | 0                           | 0     |
| Total              | 424                          | 100.0 | 126                         | 100.0 | 40                         | 100.0 | 10                          | 100.0 |

Source: Field survey, 2018-2019



### 4.7.2 Educational qualification of the primary data collection respondents'

Institutional education or formal education teaches us how to analyze any issues systematically and helps us to understand the importance of the matter. It also expands our mental faculty and opens the eyes of knowledge windows. Table 4.23 shows the primary level of all types of respondents' formal educational qualifications. demonstrates that more than 92 % of the respondents were literate and approximately 50% were graduates and above. Hence, it shows that respondents' institutional level educational qualification is enough and has the ability in critical analysis and in providing street crime occurrence information at their residential and business neighborhoods areas in Chittagong city.

Table 4.23

*Educational qualification of the primary data collection respondents'*

| Educational Qualification | HHH (N <sub>1</sub> =424) |       | KI (N <sub>2</sub> =60) |       | IH (N <sub>3</sub> =126) |       | IP (N <sub>4</sub> =40) |       | IUP (N <sub>5</sub> =10) |       |
|---------------------------|---------------------------|-------|-------------------------|-------|--------------------------|-------|-------------------------|-------|--------------------------|-------|
|                           | <i>f</i>                  | %     | <i>f</i>                | %     | <i>f</i>                 | %     | <i>f</i>                | %     | <i>f</i>                 | %     |
| Illiterate                | 34                        | 8.0   | 0                       | 0     | 10                       | 8.8   | 0                       | 0     | 0                        | 0     |
| Primary                   | 49                        | 11.6  | 0                       | 0     | 11                       | 8.7   | 0                       | 0     | 0                        | 0     |
| Lower secondary           | 36                        | 8.5   | 6                       | 10.0  | 7                        | 5.6   | 0                       | 0     | 0                        | 0     |
| Secondary                 | 57                        | 13.4  | 8                       | 13.3  | 44                       | 34.9  | 0                       | 0     | 0                        | 0     |
| Higher Secondary          | 78                        | 18.4  | 16                      | 26.7  | 18                       | 14.3  | 3                       | 7.5   | 0                        | 0     |
| Graduate and above        | 170                       | 40.1  | 30                      | 50.0  | 35                       | 27.8  | 37                      | 92.5  | 10.0                     | 100.0 |
| Total                     | 424                       | 100.0 | 60                      | 100.0 | 122                      | 100.0 | 40                      | 100.0 | 10                       | 100.0 |

Source: Field survey, 2018-2019

### 4.7.3 Occupation of the primary data collection respondents'

The occupational status of any person in any society usually signifies the ability to do any task based on his or her competency (knowledge, skill, and motivation) level. In this regard, for some clarification, only six categories of occupation were shown in Table 4.24 but there are inbuilt sub-categories of occupation like street tea stall vendor, lawyer or formal business proprietor, etc. all together considered as a businessman. In other categories of occupations are also considered the same. Thus, in the primary data collection survey, all types of available occupational groups of people were tried to cover.

Table 4.24

*Occupation of the primary data collection respondents'*

| Types of Occupation | HHH (N <sub>1</sub> =424) |      | KI (N <sub>2</sub> =60) |      | IH (N <sub>3</sub> =126) |      | IP (N <sub>4</sub> =40) |       | IUP (N <sub>5</sub> =10) |       |
|---------------------|---------------------------|------|-------------------------|------|--------------------------|------|-------------------------|-------|--------------------------|-------|
|                     | <i>f</i>                  | %    | <i>f</i>                | %    | <i>f</i>                 | %    | <i>f</i>                | %     | <i>f</i>                 | %     |
| Farming             | 5                         | 1.2  | 0                       | 0.0  | 0                        | 0.0  | 0                       | 0.0   | 0                        | 0.0   |
| Business            | 128                       | 30.2 | 4                       | 6.7  | 56                       | 44.4 | 0                       | 0.0   | 0                        | 0.0   |
| Service             | 131                       | 30.9 | 40                      | 66.7 | 27                       | 21.4 | 40                      | 100.0 | 10                       | 100.0 |
| Housewife           | 30                        | 7.1  | 0                       | 0.0  | 9                        | 7.1  | 0                       | 0.0   | 0                        | 0.0   |
| Study               | 115                       | 27.1 | 13                      | 21.7 | 18                       | 14.3 | 0                       | 0.0   | 0                        | 0.0   |
| Transport worker    | 7                         | 1.7  | 0                       | 0.0  | 2                        | 1.6  | 0                       | 0.0   | 0                        | 0.0   |
| Others              | 8                         | 1.9  | 3                       | 5.0  | 14                       | 11.1 | 0                       | 0.0   | 0                        | 0.0   |

Source: Field survey, 2018-2019

The primary data collection respondents' occupational status demonstrates that the majority of them are formal service holders. It signifies us mainstream respondents are competent in providing the information regarding my research topic. Along with this, 98% respondents' occupation indicates that they need to go outside their houses every day to perform their occupational assignment. Besides, movement of urban streets in our everyday life for performing daily activities, people observe and victimize by different types of criminal activities. Hence, respondents' occupation status shows that they are quite capable to give the answer related the current research questions.

#### 4.8 Chapter Summary

Chapter four gives an overview of the study area's geophysical, socioeconomic profile, and respondents' demographic and socio-economic characteristics of Chittagong City. The major findings from the primary-secondary and field observation data analysis demonstrated Chittagong city's physical condition, socio-economic status, the practice of urban planning & design in the residential and commercial neighborhood as well as urban crime records, the pattern of crime occurrence, major types of criminal records in the CMP police stations, and the trend of urban crime records, etc. The analysis also exposed the urban crime trends and it

indicates the major urban crimes are gradually increasing in Chittagong city which might be causing a significant socioeconomic impact on the various urban neighborhoods, especially in the residential and business neighborhood in Chittagong city. Besides, it also revealed the urban neighborhood socio-economic characteristics of each police station area. One important feature showed that household-level literacy rate more than ninety-two (92%) percent which is a good sign of an enlightened future generation.



## **CHAPTER 5**

### **FINDINGS ON STREET CRIME IMPACTS ON SOCIAL AND ECONOMIC LIFE IN THE URBAN NEIGHBORHOODS IN CHITTAGONG CITY**

The findings chapter of this dissertation consists of six major sections. The first section reveals the socio-economic (nature of urban street crime, causes of committing crime, crime-prone time, street crime hotspots, crime-prone socio-economic groups of people, etc.), demographic (age, sex), and spatial factors of urban street crime occurrence in the residential neighborhood (RN) as well as business neighborhood (BN) areas in Chittagong city (CC). Segment two exposed the street crime-prone location in the RN and the BN areas and the factors of becoming a street crime hotspot in CC. Subdivision three examined the urban street crime impacts on social and economic life in the RN and BN areas. Section four analyzed the fear of urban street crime and its actual occurrence. Part five delineates the current urban street crime prevention responses by the residential and business community, law enforcement agencies, and urban planning and design approval authority in CC. And finally, division five conveys the needed crime prevention initiatives in CC. Figure 5.1 display the flow of research findings analysis.

#### **5.1 Introduction**

Crime is associated with social, economic, and geophysical phenomena in any human society. Urban street crime is also related to various spatial planning and design of the urban neighborhoods as well as socio-economic characteristics (i.e. types of economic activities and quality of urban governance) of the city. Spatial analysis of the urban street crime impacts on socio-economic life in the urban neighborhood (residential and business) is very essential to identify who is committing a crime, who is being victimized, and when and where crimes are being committed, what are the spatial relationship between the fear of street crime and its actual occurrence, and the

responses as well. Several factors were needed to be considered when discussing the spatial distribution of urban street crime and its' impacts, especially, the volume and types of street crime as well as socio-economic characteristics and the urban areas' geophysical formation. The findings of the dissertation vary considering its' objectives and Chittagong Metropolitan Police (CMP) administrative area-based primary data collection. In analyzing the outcome of this dissertation, a contrast was done between primary data and administrative area-based CMP crime statistics to understand the variation of the street crime impacts and tried to make a relationship with the socio-economic characteristics of the city.

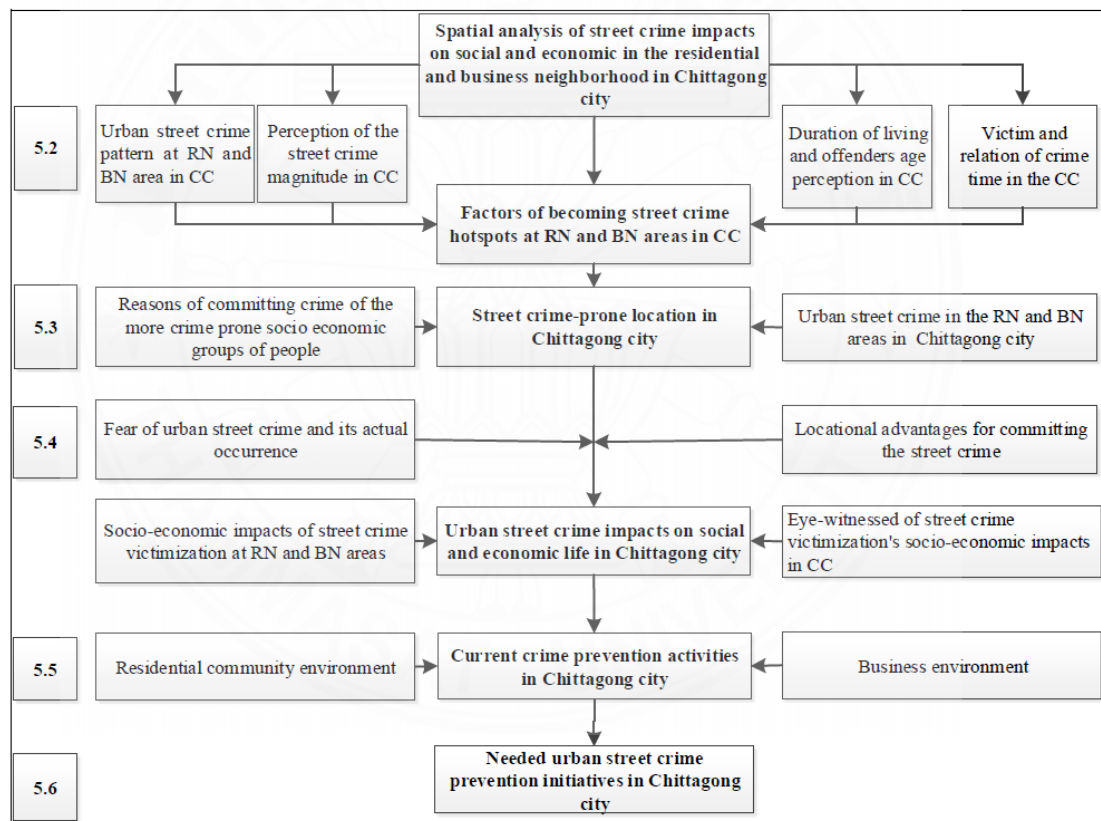


Figure 5.1 Flow of research findings analysis

## **5.2 Urban street crime patterns at residential and business neighborhood areas in Chittagong city**

Urban street crime (USC) is very often distributed unevenly. The distribution and its impacts on social and economic life deviate based on several factors. Usually, USC patterns depend on the socio-economic characteristics of the urban neighborhoods, the geographical formation of the city, and above all quality of the governance by the urban local government. The findings of this dissertation investigated USC patterns in the residential neighborhood areas as well as in the business neighborhood areas. The major inspected issues were street crime victimization in a residential neighborhood, the nature of the street crime, offenders' age, the victim of street crime, crime-prone time and location, most crime-prone socio-economic groups of people, and reasons for engaging with urban street crime, etc. 165

### **5.2.1 Street crime victimization in residential neighborhood areas in Chittagong city**

Before determination the impacts of the urban street crime on socioeconomic life in the residential and business neighborhood, it was evaluated the city dwellers' experiences of urban street crime victimization in their residential neighborhood areas. It was investigated on the ground of their daily experiences. In calculating the magnitude of street crime occurrence in the residential neighborhood (RN) areas of CMP, a 5 points Likert scale was used in taking the judgments of the city dwellers. The scale of the urban street crime level in the RN was - very high (every day occurs), high (at least one occurrence in a week), moderate (at least one occurrence within the last month), low (at least one occurrence within the last three months), and very low (at least one occurrence within the last one year). The study found moderate (35.41%) to a low level (28.89%) of urban street crime in the RN areas of Chittagong city. Table 5.1 shows the police station-based year-wise crime statistics in Chittagong Metropolitan Police (CMP) areas.



Table 5.1

*Crime records in Chittagong city by the Chittagong Metropolitan Police Areas from 2001 – 2017*

| Year  | PS1   | PS2  | PS3  | PS4  | PS5  | PS6  | PS7  | PS8  | PS9  | PS10 | PS11 | PS12 | Total | %     | Rank |
|-------|-------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|------|
| 2001  | 775   | 443  | 220  | 192  | 208  | 259  | 271  | 292  | 138  | 371  | 125  | 126  | 3420  | 4.87  | 13   |
| 2002  | 692   | 497  | 246  | 181  | 289  | 270  | 353  | 242  | 210  | 351  | 127  | 184  | 3642  | 5.19  | 12   |
| 2003  | 610   | 350  | 254  | 205  | 217  | 206  | 285  | 234  | 123  | 235  | 138  | 103  | 2960  | 4.22  | 15   |
| 2004  | 620   | 425  | 291  | 240  | 200  | 215  | 249  | 223  | 147  | 192  | 108  | 152  | 3062  | 4.36  | 14   |
| 2005  | 506   | 365  | 211  | 187  | 191  | 161  | 190  | 154  | 141  | 228  | 100  | 93   | 2527  | 3.60  | 17   |
| 2006  | 461   | 339  | 182  | 180  | 190  | 192  | 248  | 182  | 156  | 310  | 159  | 72   | 2671  | 3.81  | 16   |
| 2007  | 715   | 518  | 254  | 228  | 325  | 273  | 313  | 268  | 149  | 372  | 159  | 116  | 3690  | 5.26  | 11   |
| 2008  | 766   | 513  | 340  | 326  | 317  | 325  | 378  | 438  | 293  | 304  | 166  | 123  | 4289  | 6.11  | 6    |
| 2009  | 656   | 489  | 296  | 233  | 321  | 328  | 465  | 276  | 210  | 225  | 148  | 110  | 3757  | 5.35  | 10   |
| 2010  | 719   | 455  | 308  | 309  | 386  | 387  | 440  | 291  | 190  | 273  | 137  | 135  | 4030  | 5.74  | 8    |
| 2011  | 707   | 543  | 299  | 266  | 349  | 413  | 343  | 310  | 157  | 316  | 162  | 164  | 4029  | 5.74  | 9    |
| 2012  | 802   | 565  | 326  | 333  | 332  | 401  | 446  | 393  | 170  | 429  | 228  | 181  | 4606  | 6.56  | 5    |
| 2013  | 994   | 338  | 257  | 403  | 289  | 363  | 246  | 397  | 158  | 316  | 308  | 213  | 4282  | 6.10  | 7    |
| 2014  | 1289  | 374  | 285  | 521  | 294  | 391  | 266  | 558  | 271  | 364  | 364  | 252  | 5229  | 7.45  | 3    |
| 2015  | 963   | 329  | 350  | 486  | 448  | 396  | 293  | 506  | 278  | 255  | 372  | 192  | 4868  | 6.94  | 4    |
| 2016  | 1392  | 503  | 326  | 587  | 535  | 557  | 374  | 728  | 285  | 216  | 536  | 369  | 6408  | 9.13  | 2    |
| 2017  | 1478  | 617  | 319  | 509  | 507  | 488  | 311  | 828  | 371  | 363  | 735  | 492  | 7018  | 10.00 | 1    |
| Total | 14145 | 7663 | 4764 | 5386 | 5398 | 5625 | 5471 | 6320 | 3447 | 5120 | 4072 | 3077 | 70177 | 100   |      |
| Rank  | 1     | 2    | 9    | 6    | 5    | 4    | 7    | 3    | 11   | 8    | 10   | 12   |       |       |      |

*Note: PS1 -Kotowali Police Station, PS2 -Double Mooring Police Station, PS3 -Panchlaish Police Station, PS4-Bakalia Police Station, PS5- Chandgaon Police Station, PS6-Bayejid Police Station, PS7-Khulshi Police Station, PS8-Pahartali Police Station, PS9- Halishahar Police Station, PS10- Bandar Police Station, PS1 1 - Patenga Police Station, PS1 2 Karnafuli Police Station by Chittagong metropolitan police (CMP), 2014 & 2018*

Spatial variation of the respondents' perception regarding the magnitude of street crime, the analysis of variance (ANOVA) test was performed for different groups (such as HHH, KI, in-depth interviewees at street crime hotspots, and police officers). The results showed that HHH and in-depth interviewees at hotspots were highly significant variations (.001 and .000 at a 5% level of significance). The rest of the ANOVA test results of KI and police officers were not found significant variation (0.105 and 0.183). It is worth mention that, among all the groups of respondents in the group discussion, it was found a high level of street crime in urban RN (URN). However, the majority of the respondents mentioned a moderate level of street crime occurrence in URN. Table 5.2 demonstrates the respondents' perception of the magnitude of urban street crime occurrence in the residential Areas of CMP.

Table 5.2

*Respondents' perception of the magnitude of urban street crime occurrence in the residential Areas of CMP*

| Frequency of urban street crime at RN | HHH<br>N <sub>1</sub> =424 |       | KI<br>N <sub>2</sub> =60 |       | IT<br>N <sub>3</sub> =126 |       | IP<br>N <sub>4</sub> =40 |       | IUP<br>N <sub>5</sub> =10 |       | SGD<br>N <sub>6</sub> =15 |       | Total<br>N=675 |       |
|---------------------------------------|----------------------------|-------|--------------------------|-------|---------------------------|-------|--------------------------|-------|---------------------------|-------|---------------------------|-------|----------------|-------|
|                                       | f                          | %     | f                        | %     | f                         | %     | f                        | %     | f                         | %     | f                         | %     | f              | %     |
| Very High                             | 25                         | 5.90  | 7                        | 11.67 | 12                        | 9.52  | 6                        | 15.00 | 1                         | 10.00 | 0                         | 0.00  | 51             | 7.56  |
| High                                  | 87                         | 20.52 | 13                       | 21.67 | 22                        | 17.46 | 13                       | 32.50 | 1                         | 10.00 | 7                         | 46.67 | 143            | 21.19 |
| Moderate                              | 154                        | 36.32 | 16                       | 26.67 | 48                        | 38.10 | 14                       | 35.00 | 5                         | 50.00 | 2                         | 13.33 | 239            | 35.41 |
| Low                                   | 138                        | 32.55 | 20                       | 33.33 | 26                        | 20.63 | 3                        | 7.50  | 3                         | 30.00 | 5                         | 33.33 | 195            | 28.89 |
| Very Low                              | 20                         | 4.72  | 4                        | 6.67  | 18                        | 14.29 | 4                        | 10.00 | 0                         | 0.00  | 1                         | 6.67  | 47             | 6.96  |

Note: HHH-Household Head, KI- Key Informant, SGD-Small Group Discussants, IH- In-depth Interviewee at Hotspot, IP-In-depth Interviewee of Police officer, IUP- in-depth interviewee Urban Planner, f-frequency of perception

Hence, the study found that the victimization of urban street crime at the RN areas in Chittagong city has significant variation and in some PS, it was very high prevalence, or somewhere it was found low but most of the citizens opined the victimization of urban street crime in Chittagong city was moderate.

### **5.2.2 Urban street crime pattern at residential neighborhood areas in Chittagong city**

Street crime is a very common and crucial problem in the daily life of city dwellers in Chittagong city. Citizens face street crime impacts in their daily life and most of the city dwellers very often become the victim of urban street crime. Hence, at the very beginning, it was explained to the respondent to mention the top five street crime occurrences sequentially that usually occur in the respondent's residential neighborhood (RN) areas and they stated the topmost one at first and fifth one at last. Based on the respondents' perception, the most frequently occurred urban street crimes in the RN areas were theft (73.19%), snatching (60.89%), drug addiction and illegal drug dealing (58.67%), eve-teasing ( 58.37%), pick-pocketing (46.67%), political violence (46.07%), hijacking (35.41%), etc. respectively. Table 5.3 displays the spatial pattern of the nature of urban street crime occurrence at RN areas in CC.

Table 5.3

*Spatial pattern of nature of crime occurrence at residential neighborhood areas in Chittagong city (perception in %)*

| R  | Nature of crime | PS1                   | PS2                   | PS3                     | PS4                   | PS5                   | PS6                   | PS7                   | PS8                   | PS9                  | PS10                    | PS11                  | PS12                    |
|----|-----------------|-----------------------|-----------------------|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|-------------------------|-----------------------|-------------------------|
| 1  | Theft           | DAIDD (73.17%)        | Snatching (91.30%)    | Eve teasing (83.33%)    | Theft (67.24%)        | Theft (67.24%)        | Eve teasing (83.64%)  | Snatching (76%)       | DAIDD (76.81%)        | Eve teasing (97.3%)  | DAIDD (97.33%)          | Snatching (76.74%)    | DAIDD (82.86%)          |
| 2  | Snatching       | Theft (71.95%)        | Theft (84.06%)        | Theft (72.22%)          | DAIDD (39.66%)        | DAIDD (39.66%)        | PV (78.18%)           | DAIDD (74.67%)        | Theft (69.57%)        | Theft (94.59%)       | Theft (75%)             | Theft (60.47%)        | Theft (65.71%)          |
| 3  | DAIDD           | Snatching (59.76%)    | Hijacking (73.91%)    | DAIDD (53.70%)          | Snatching (32.76%)    | Snatching (32.76%)    | Theft (70.91%)        | Theft (69.33%)        | Snatching (68.12%)    | PP (89.19%)          | Hijacking (52.27%)      | Eve teasing (58.14%)  | Eve teasing (37.14%)    |
| 4  | Eve teasing     | Eve teasing (56.10)   | PP (57.97)            | PV (53.70%)             | Eve teasing (31.03%)  | Eve teasing (31.03%)  | Snatching (67.27%)    | PP (57.33%)           | PV (56.52%)           | Snatching (51.35%)   | Eve teasing (47.73%)    | PP (55.81%)           | Hijacking (34.29%)      |
| 5  | PP              | PP (52.44%)           | Eve teasing (55.07%)  | Snatching (42.59%)      | PP (22.41%)           | PP (22.41%)           | PP (45.45%)           | Eve teasing (44%)     | PP (37.68%)           | PV (45.95%)          | Snatching (45.45%)      | DAIDD (53.49%)        | PV (28.57%)             |
| 6  | PV              | PV (45.12%)           | DAIDD (47.83%)        | Hijacking (38.89%)      | PV (22.41%)           | PV (22.41%)           | DAIDD (30.91%)        | Hijacking (38.67%)    | Eve teasing (31.88%)  | DAIDD (13.51%)       | PV (43.18%)             | PV (25.58%)           | Snatching (20%)         |
| 7  | Hijacking       | Hijacking (36.59%)    | PV (47.83%)           | Pick-pocketing (35.19%) | Hijacking (17.24%)    | Hijacking (17.24%)    | Hijacking (27.27%)    | Sex business (29.33%) | Hijacking (30.43%)    | Extortion (8.11%)    | Pick-pocketing (34.09%) | Sex business (25.58%) | Armed robbery (17.14%)  |
| 8  | Extortion       | Extortion (21.95%)    | Sex business (5.80%)  | Extortion (18.52%)      | Extortion (10.34%)    | Extortion (10.34%)    | Extortion (12.73%)    | PV (42.67%)           | Extortion (24.64%)    | Murder (8.11%)       | Extortion (15.91%)      | Hijacking (23.26%)    | Pick-pocketing (14.29%) |
| 9  | Sex business    | Murder (17.07%)       | Murder (4.35%)        | Murder (12.96%)         | Sex business (3.45%)  | Sex business (3.45%)  | Gambling (12.73%)     | Extortion (14.67%)    | Sex business (24.64%) | Sex business (5.41%) | Sex business (11.36%)   | Extortion (11.63%)    | Extortion (8.57%)       |
| 10 | Murder          | Sex business (7.32%)  | Extortion (2.90%)     | Armed robbery (11.11%)  | Armed robbery (1.72%) | Armed robbery (1.72%) | Murder (9.09%)        | Murder (6.67%)        | Murder (17.39%)       | Hijacking (2.7%)     | Murder (9.09%)          | Gambling (11.63%)     | IAD (5.71%)             |
| 11 | Armed robbery   | Armed robbery (3.66%) | Armed robbery (1.45%) | Sex business (7.41%)    | Murder (1.72%)        | Murder (1.72%)        | Sex business (7.27%)  | Armed robbery (1.33%) | Armed robbery (8.7%)  | Armed robbery (0%)   | IAD (2.27%)             | IAD (4.65%)           | Murder (2.86%)          |
| 12 | IAD             | IAD (3.66%)           | IAD (1.45%)           | Kidnapping (1.85%)      | Gambling (0%)         | Gambling (0%)         | Armed robbery (3.64%) | Gambling (0%)         | IAD (4.35%)           | Gambling (0%)        | Armed robbery (0%)      | Kidnapping (2.33%)    | Sex business (2.86%)    |
| 13 | Gambling        | Gambling (0%)         | Gambling (0%)         | IAD (1.85%)             | Kidnapping (0%)       | Kidnapping (0%)       | IAD (3.64%)           | Kidnapping (0%)       | Gambling (2.9%)       | Kidnapping (0%)      | Gambling (0%)           | Murder (2.33%)        | Gambling (0%)           |
| 14 | Kidnapping      | Kidnapping (0%)       | Kidnapping (0%)       | Gambling (0%)           | IAD (0%)              | IAD (0%)              | Kidnapping (0%)       | IAD (0%)              | Kidnapping (0%)       | IAD (0%)             | Kidnapping (0%)         | Armed robbery (0%)    | Kidnapping (0%)         |

Note: Open-ended multiple answers; Note: PV- Political Violence, DAIDD-Drug addiction, and illegal drugs dealing; IAD- Illegal arms dealing, PP-Pick-pocketing;

R- Rank PS1-Kotowali Police Station, PS2-Double Mooring Police Station, PS3Panchlaish Police Station, PS4-Bakalia Police Station, PS5- Chandgaon Police Station, PS6-Bayejid Police Station, PS7- Khulshi Police Station, PS8-Pahartali Police Station, PS9- Halishahar Police station,PS10- Bandar Police Station, PS11- Patenga Police Station, PS12- Karnafuli Police Station

The impacts of urban street crime patterns on socio-economic life in Chittagong city (CC) are varying significantly. The study found that the highest number of theft (94.59%) has occurred in the Halishahar police station (PS) areas and the lowest was in the Patenga PS (60.47%). Besides, snatching was more prone in the Double Mooring PS (91.30%) and less prone was in Karnafuli PS (20%). Similarly, drug addiction and illegal drug dealing was the maximum occurrence in Bandar PS (97.73%) and the lowest was in Halishahar PS (13.51%). Eve teasing was sequentially (60.47%) highest, and second-highest and lowest in Halishahar PS (97.30%), Chandgaon PS (94.44%), and Bakalia PS (31.03%). The pick-pocketing occurrence was dominant in Halishahar PS (89.19%) and the second-highest was in Double Mooring (57.97%) and lowest in Karnafuli PS (14.29%) areas. Political violence was highest in Bayejid PS (78.18%) and lowest in Bakalia PS (22.41%). Hijacking occurrence was in Panchlaish PS (38.89%) and the lowest level of occurrence was in Halishahar PS (2.70%). Other types of urban street crime occurrences (extortion, sex business, murder, illegal arms dealing, armed robbery, gambling, abduction, etc.) showed a significant spatial variation. Fig. 5.2 reveals the topmost urban street crime in the residential neighborhood areas of CMP.

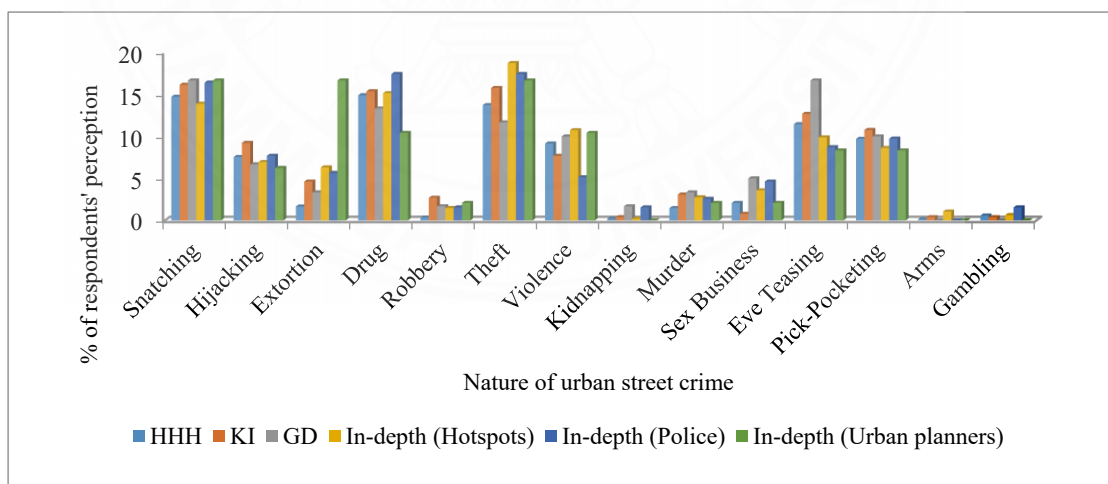


*Figure 5.2* Top most urban street crime in the residential neighborhood areas in Chittagong city

It was found that there is a strong relationship between age and criminal activity. The proportion of the population involved in crime tends to peak in adolescence or early adulthood and then decline with age (Ulmer & Steffensmeier, 2014). Figure 5.3 demonstrates the relationship between the offender's age and the causes of committing the crime in the RN areas in CC.

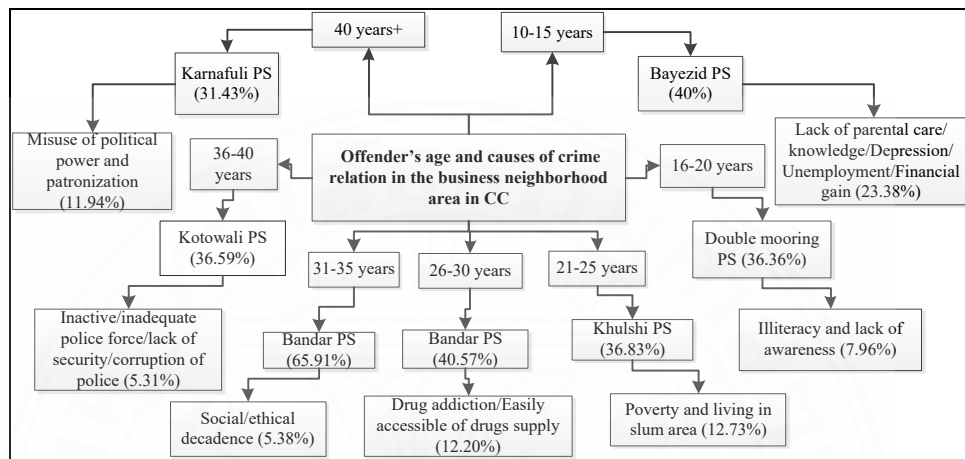


Figure 5.3 Relationship between offender's age and causes of committing street crime in the RN areas in Chittagong city.

This research carried the issue of age and criminal activity and Figure 5.4 displays the current research findings of the offender's age. Committing the urban street crime in the RN areas in Chittagong city proved that the adolescent and adult population (16 to 30 years) are more prone to urban street crime in Chittagong city.

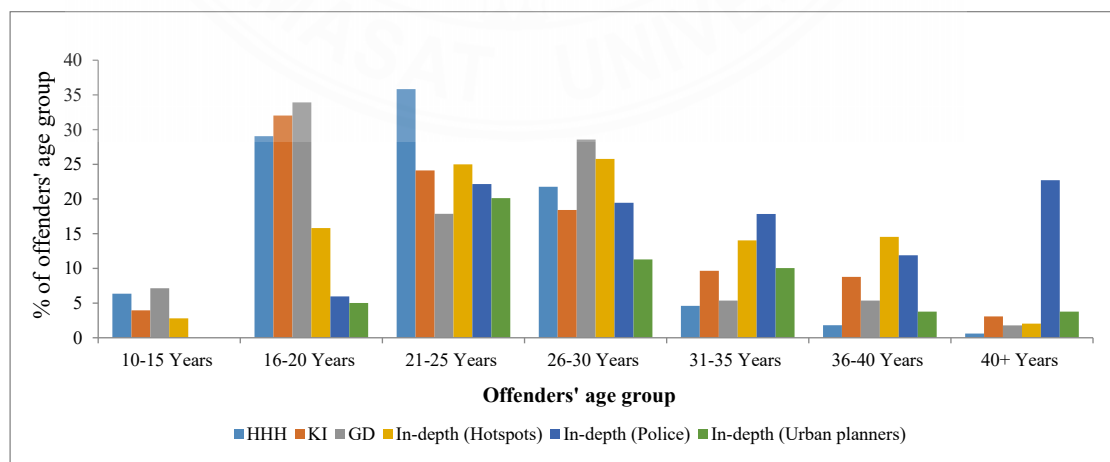


Figure 5.4 Perception of urban street crime-prone offenders' age in residential neighborhood areas in Chittagong city.

There is very often a connection between victims and offenders. The relationship between crime victimization and criminal offending can be somewhat elusive. Findings present that offenders were 1.5 to 7 times more likely than nonoffenders to be victims of crime, while victims were 2 to 7 times more likely than non-victims to be criminal offenders (Hannis, 2015).

It was found that except for children and old people; more or less everyone was the target of the offender in the urban street crime in residential neighborhood areas in Chittagong city. Societal characteristics of Bangladesh, male people are the main earning member and they had more financial involvement than women. The study also revealed the same result and it was found that male people (29.68%) were the most obvious target of the offender in the urban street. And then women who were usually going outdoors for shopping or workplace or accompanying their kids to the schools and colleges were the target of offenders. Man and women both were also the main targets of the offenders in the urban streets as well as the students. Along with these, young people, pedestrians, and businessmen who were frequently moving in the urban streets for their daily activities were likewise victims of urban street crime.

Street crime is primarily the outcome of multiple adverse social, economic, cultural, and family conditions. Besides, those who commit urban street crimes are not isolated from the societies, and they know what it means to be an offender, both in the virtual sense of an ascribed identity as well as in the more immediate, situated sense of enacted selfhood. In these points of view, the current study was conducted in Bangladesh in such a city where rural areas people are poorer than the urban. Hence, rural people come to the urban centers to have their livelihoods as we know urban areas have more opportunities for employment as well as criminal activities. Table 5.4 displays the offender's target and causes of committing the urban street crime in Chittagong city.



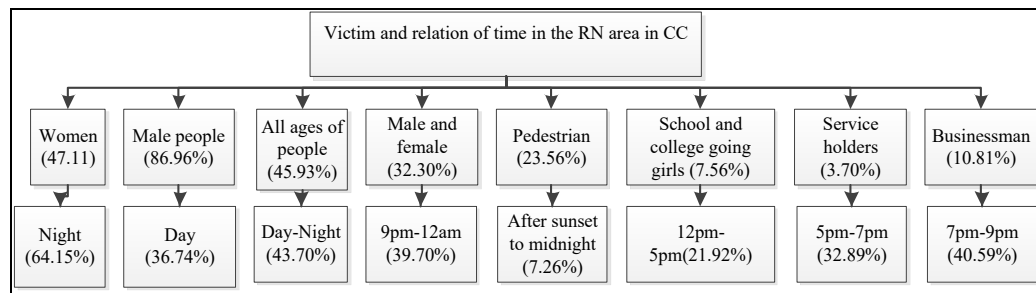
Table 5.4

*Offender's target and causes of committing urban street crime in Chittagong city*

| Offender's target    | Percentage (%) | Causes of committing street crime                                                               | Percentage (%) |
|----------------------|----------------|-------------------------------------------------------------------------------------------------|----------------|
| Male people          | 40.63          | Corruption of police force/administration/<br>inactive/inadequate police force                  | 6.55           |
| Businessman          | 2.33           | Narrow, bad condition and zigzag street/traffic congestion                                      | 9.1            |
| Young and adult male | 3.66           | Misuse of political power and patronization/ local<br>influence/personal clash                  | 8.14           |
| Male and female      | 13.99          | Financial gain/ social and ethical decadence                                                    | 12.6           |
| All ages of people   | 9.24           | Depression /unemployment                                                                        | 12.26          |
| Pedestrian           | 3.08           | Lack of parental care and knowledge/ abuse of ICT/fun &<br>curiosity/bad friends/ illiteracy... | 17.32          |
| Student              | 4.91           | Huge people's gathering/ congested area/ quite/vacant<br>area                                   | 3.7            |
| Women                | 18.40          | Drug addiction and easily accessible drugs supply                                               | 10.37          |
|                      |                | Poverty and living in slum                                                                      | 19.94          |

Note: Open-ended multiple answers

The study found that the main causes of committing or engaging in street crime in the RN areas were poverty (19.94%) and then lack of parental care (17.32%), financial gain (12.6%), and unemployment or depression (12.26%). Along with drug addiction also plays a vital role (10.37%) in committing an urban street crime in CMP areas. Besides, some spatial factors also favor the offenders in committing a street crime such as narrowness of streets, broken conditions and, zigzag pattern of streets, and huge traffic jams, etc. Timing also has a great influence on committing any type of urban street crime. People's movement depends on the time of the day. Besides, over time, it takes on a different dimension. Some types of crime occur during the busy hours of the day and others are committed in a less busy time. Hence, the study investigated the crime-prone time of the day in the CMP areas. It was found that most of the street crime occurs at 7-9 pm (40.59%) and 9 pm-12 am (39.70%). Comparing with day and night, it was found that night (64.15%) was more vulnerable than daytime (36.74%). Figure 5.5 shows the victim and time in the RN areas in CC.



Note: Open-ended multiple answers

Figure 5.5 Victim and time in the residential neighborhood areas in Chittagong city

The study found that committing any type of crime mostly depends on locational advantages. In a different location, crime could be different. Slum-oriented areas were responsible for a type of crime but in the residential area occur another type of crime. Pickpocketing and snatching were seen as busier places, theft was seen as a residential area and drug-related crime occur in mostly slum areas. The study identified nearly 398 (three hundred ninety-eight) crime-prone locations in the RN in CMP areas. It also showed that Dawanhatmoor (2.90%), Jhawtola (1.63%), Khulshi (1.59%), Bohaddarhat (1.81%), and Pathantuli (1.59%) areas were the most crimeprone at RN areas. Figure 5.6 shows the most urban street crime-prone location and its' pattern at the RN areas of CMP. The street crime hotspots in the residential neighborhood areas have a significant impact on socio-economic life. Especially, the residents of the nearly street crime hotspots are seriously victimized psychophysically, socially, and economically too.

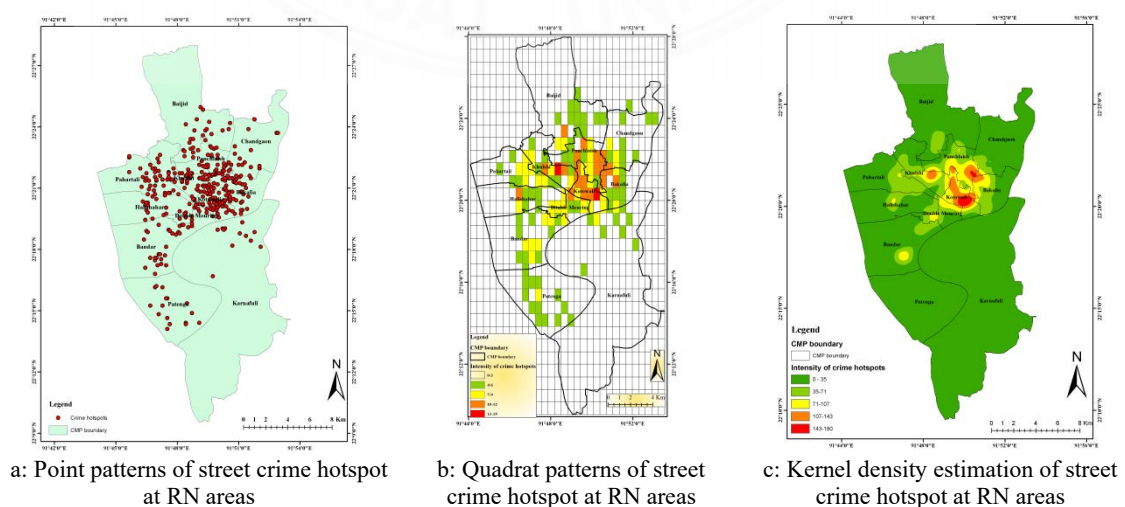
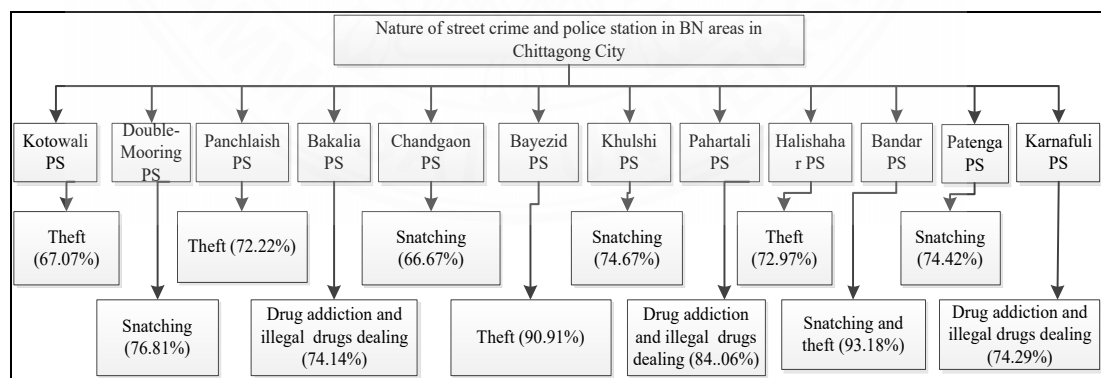


Figure 5.6 Most urban street crime-prone location and its' pattern in the RN areas

### 5.2.3 Urban street crime pattern at the business neighborhoods areas in Chittagong city

Urban street crime patterns and its' impacts in the residential and business neighborhoods are not equally distributed. This study's main focus was the impact on the socio-economic life of those areas. Previous sections discussed the findings of urban street crime patterns in the residential neighborhoods of CMP areas. Current sections discussed the findings of urban street crime impacts in the business neighborhoods of CMP areas. It was requested to the respondents to mention the topmost five urban street crimes that usually occur in their business neighborhood areas. The perception of the topmost five urban street crimes showed that Bandar PS faces the highest numbers of snatching (66.67%) and theft (93.18%). On the contrary, Karnafuli PS faces the lowest level of snatching (40%) and Double Mooring PS looks the lowest theft (42.03%), Besides, drug addiction and illegal drugs dealing were high (84.09%) at Bandar PS and the lowest (37.04%) at Panchlaish PS. Political violence incidence was at a peak at Pahartali PS (72.46%) and Patenga PS (30.23%) faces the bottom. Along with these, pickpocketing (42.81%), extortion or illegal toll collection (41.19%), hijacking (37.78%), eve-teasing (26.51%), illegal sex business (14.37%) showed in these types of urban street crime in the business neighborhood areas. Figure 5.7 displays the police station-based dominant street crime at the BN areas in CC.



Note: Open-ended multiple answers

Figure 5.7 Police station-based dominant street crime in the business neighborhood areas in Chittagong city.

Table 5.5 displays the nature of urban street crime in the business neighborhood areas in Chittagong city.

Table 5.5

*Nature of urban crime in business neighborhood area in Chittagong city*

| R  | Nature of crime          | PS1                     | PS2                      | PS3                     | PS4                          | PS5                      | PS6                      | PS7                     | PS8                      | PS9                     | PS10                    | PS11                    | PS12                  |
|----|--------------------------|-------------------------|--------------------------|-------------------------|------------------------------|--------------------------|--------------------------|-------------------------|--------------------------|-------------------------|-------------------------|-------------------------|-----------------------|
| 1  | Snatching (66.67%)       | Theft (67.07%)          | Snatching (76.81%)       | Theft (72.22%)          | DAIDD (74.14%)               | Snatching (66.67%)       | Theft (90.91%)           | Snatching (74.67%)      | DAIDD (84.06%)           | Theft (72.97%)          | Snatching (93.18%)      | Snatching (74.42%)      | DAIDD (74.29%)        |
| 2  | Theft (65.93%)           | Snatching (62.2%)       | Hijacking (62.32%)       | Snatching (64.81%)      | Snatching (56.9%)            | Theft (62.96%)           | PP (70.91%)              | Extortion (70.67%)      | PV (72.46%)              | PV (70.27%)             | Theft (93.18%)          | Theft (60.47%)          | Extortion (62.86%)    |
| 3  | DAIDD (61.04%)           | DAIDD (52.44%)          | DAIDD (56.52%)           | Eve teasing (46.3%)     | Theft (51.72%)               | PV (59.26%)              | Snatching (63.64%)       | DAIDD (66.67%)          | Theft (71.01%)           | PP (62.16%)             | DAIDD (84.09%)          | DAIDD (51.16%)          | Theft (57.14%)        |
| 4  | PV (48.44%)              | PP (41.46%)             | PP (44.93%)              | Extortion (44.44%)      | Extortion (46.55%)           | PP (53.7%)               | PV (61.82%)              | Theft (60%)             | Snatching (62.32%)       | Snatching (56.76%)      | Extortion (61.36%)      | PP (48.84%)             | Snatching (40%)       |
| 5  | PP (42.81%)              | PV (39.02%)             | PV (42.03%)              | Hijacking (38.89%)      | Eve teasing (37.93%)         | DAIDD (51.85%)           | DAIDD (58.18%)           | PV (49.33%)             | PP (49.28%)              | DAIDD (37.84%)          | Hijacking (52.27%)      | Eve teasing (46.51%)    | PV (34.29%)           |
| 6  | Extortion (41.19%)       | Eve teasing (32.93%)    | Theft (42.03%)           | DAIDD (37.04%)          | PP (37.93%)                  | Extortion (48.15%)       | Hijacking (41.82%)       | Hijacking (45.33%)      | Extortion (37.68%)       | Extortion (35.14%)      | PV (52.27%)             | Extortion (30.23%)      | Hijacking (31.43%)    |
| 7  | Hijacking (37.78%)       | Hijacking (31.71%)      | Murder/killin g (31.88%) | PV (33.33%)             | PV (36.21%)                  | Hijacking (35.19%)       | Eve teasing (14.55%)     | PP (33.33%)             | Hijacking (37.68%)       | Eve teasing (27.03%)    | Sex business (34.09%)   | PV (30.23%)             | PP (20%)              |
| 8  | Eve teasing (26.52%)     | Extortion (29.27%)      | Extortion (21.74%)       | PP (27.78%)             | Hijacking (27.59%)           | Eve teasing (33.33%)     | Extortion (14.55%)       | Eve teasing (26.67%)    | Sex business (23.19%)    | Sex business (10.81%)   | Eve teasing (22.73%)    | Hijacking (27.91%)      | Eve teasing (11.43%)  |
| 9  | Sex business (14.37%)    | Armed robbery (12.2%)   | Kidnapping (15.94%)      | IAD (11.11%)            | Sex business (6.9%)          | Sex business (18.52%)    | Murder/killin g (14.55%) | Sex business (25.33%)   | Murder/killin g (18.84%) | Murder/killin g (8.11%) | PP (20.45%)             | Sex business (23.26%)   | Sex business (11.43%) |
| 10 | Murder/killin g (11.26%) | Sex business (9.76%)    | Eve teasing (14.49%)     | Murder/killin g (9.26%) | Illegal arms dealing (5.17%) | Murder/killin g (14.81%) | Armed robbery (7.27%)    | IAD (8%)                | Eve teasing (7.25%)      | Armed robbery (5.41%)   | Murder/killin g (9.09%) | Gambling (9.3%)         | IAD (5.71%)           |
| 11 | IAD (5.63%)              | Murder/killin g (8.54%) | Armed robbery (8.7%)     | Armed robbery (3.7%)    | Armed robbery (0%)           | IAD (11.11%)             | Kidnapping (7.27%)       | Kidnapping (8%)         | IAD (7.25%)              | Hijacking (2.7%)        | IAD (6.82%)             | Kidnapping (6.98%)      | Kidnapping (5.71%)    |
| 12 | Kidnapping (5.48%)       | IAD (3.66%)             | Sex business (4.35%)     | Sex business (3.7%)     | Gambling (0%)                | Kidnapping (9.26%)       | Gambling (3.64%)         | Murder/killin g (6.67%) | Armed robbery (5.8%)     | Gambling (0%)           | Kidnapping (2.27%)      | Armed robbery (2.33%)   | Armed robbery (0%)    |
| 13 | Armed robbery (5.04%)    | Gambling (2.44%)        | IAD (2.9%)               | Gambling (0%)           | Kidnapping (0%)              | Armed robbery (7.41%)    | IAD (3.64%)              | Armed robbery (1.33%)   | Kidnapping (5.8%)        | IAD (0%)                | Armed robbery (0%)      | Murder/killin g (2.33%) | Gambling (0%)         |
| 14 | Gambling (1.93%)         | Kidnapping (1.22%)      | Gambling (0%)            | Kidnapping (0%)         | Murder/killin g (0%)         | Gambling (3.7%)          | Sex business (3.64%)     | Gambling (0%)           | Gambling (4.35%)         | Kidnapping (0%)         | Gambling (0%)           | IAD (0%)                | Murder/killin g (0%)  |

Note: Open-ended multiple answers, Note: PV- Political Violence, DAIDD-Drug addiction, and illegal drugs dealing; IAD- Illegal arms dealing, PP-Pick-pocketing;

R- Rank PS1-Kotowali Police Station, PS2-Double Mooring Police Station, PS3-Panchlaish Police Station, PS4-Bakalia Police Station, PS5- Chandgaon Police Station, PS6-Bayejid Police Station, PS7- Khulshi Police Station, PS8-Pahartali Police Station, PS9- Halishahar Police Station, PS10- Bandar Police Station, PS11- Patenga Police Station, PS12- Karnafuli Police Station

This study found the frequently occurred urban street crime at the BN was snatching (66.67%), theft (65.93%), drug addiction and illegal drug dealing (61.04%), political violence (48.44%), pick-pocketing (42.81%), extortion (41.19%), hijacking (37.78%), eve-teasing (26.52%), illegal sex business (14.37%), murder (11.26%), illegal arms dealing (5.63%), kidnapping (5.48%), armed robbery (5.04%) and gambling (1.93%), etc. respectively. It also found some variation among the respondents' judgments on the topmost urban street crime in the BN areas. HHH, SGD, and urban planners mentioned that snatching is the topmost urban street crime and on the other hand, KI (65.00%) said drug addiction and illegal drug dealing were the number one urban street crime in the BN areas in CC. In comparing with the perception of the city dwellers, Table 5.6 illustrates the police station-based major crime records in CMP areas from 2001 to 2017.

Table 5.6

*Police station based major crime records in Chittagong Metropolitan areas from 2001 to 2017*

| Nature of crime          | PS1  | PS2  | PS3  | PS4  | PS5  | PS6  | PS7  | PS8  | PS9  | PS10 | PS11 | PS12 | Total | Rank |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Armed robbery            | 34   | 18   | 41   | 8    | 25   | 22   | 48   | 25   | 16   | 11   | 13   | 17   | 278   | 8    |
| Hijacking                | 352  | 111  | 142  | 75   | 81   | 51   | 114  | 83   | 58   | 133  | 20   | 14   | 1234  | 6    |
| Murder                   | 223  | 134  | 84   | 87   | 120  | 143  | 115  | 113  | 85   | 145  | 86   | 63   | 1398  | 5    |
| Abduction /Kidnapping    | 149  | 87   | 110  | 46   | 76   | 78   | 49   | 59   | 37   | 47   | 40   | 46   | 824   | 7    |
| Theft                    | 1320 | 740  | 654  | 235  | 424  | 346  | 537  | 311  | 302  | 813  | 336  | 228  | 6246  | 2    |
| Illegal arms dealing     | 427  | 161  | 190  | 115  | 145  | 186  | 117  | 200  | 74   | 74   | 48   | 47   | 1784  | 4    |
| Illegal drugs dealing    | 4943 | 2451 | 1096 | 2466 | 1941 | 2180 | 1594 | 2609 | 1233 | 1327 | 1532 | 877  | 24294 | 1    |
| Women & child oppression | 597  | 443  | 317  | 419  | 366  | 425  | 523  | 347  | 3    | 386  | 282  | 132  | 4537  | 3    |
| Extortion                | 24   | 4    | 3    | 0    | 0    | 2    | 1    | 95   | 4    | 13   | 1    | 18   | 165   | 9    |

Source: Chittagong Metropolitan Police (CMP), 2014 & 2018.

In comparison with Table 5.5, it means the study findings and the CMP crime statistics (Table 5.6) showed almost similar results which validate the current research outcomes.

Age is an important factor in committing a street crime. This research found that 21-25 years old people were mostly involved with urban street crime at BN areas in CMP. After those, 26 - 30 years old (94.67%) group of people

involved in. On the contrary, above 40 years (8.15%) aged people were less engaged in urban street crime. Figure 5.10 displays the offenders' age and causes of committing urban street crime at the BN areas in CC. Usually, more people meet in the business neighborhood areas concerning the other types of urban neighborhoods. From the socio-cultural perspective of Bangladesh, male people are dominant in the various economic activities in any city. As a result, they are more vulnerable to become the victim of urban street crime. The study result was also similar and found male (88.30%) people were excessively sufferers from urban street crime. Then all ages of people faced street crime (41.63%). At Panchlaish PS (53.70%), Khulshi PS (45.33%), and Kotowali PS (36.59%) had more risk for businessmen to become a victim. Along with these, in-depth interviewees (in crime hotspots), urban planners, and police officers (70%) judgments were similar and they told women were faced urban street crime severely and the situation is very harsh at Patenga PS (74.42%), and Panchlaish PS (50%). Pedestrians were most vulnerable at Bakalia PS (68.97%), Panchlaish PS (66.67%), and Kotowali PS (30.49). However, school and college-going girls could move without headache at Karnafuli PS (0%) and Double Mooring PS (1.45%). Table 5.7 demonstrates offenders' age and causes of committing crime in the BN area in Chittagong city.

Table 5.7

*Offender's age and causes of committing crime in the business neighborhood area in Chittagong city*

| Age         | Police station | Percentage (%) | Causes of committing crime                                               | Percentage (%) |
|-------------|----------------|----------------|--------------------------------------------------------------------------|----------------|
| 10-15 years | Bayejid        | 40             | Lack of parental care/ knowledge/depression/ unemployment/financial gain | 23.38          |
| 16-20 years | Double Mooring | 36.36          | Illiteracy and lack of awareness                                         | 7.96           |
| 21-25 years | Khulshi        | 36.83          | Poverty and living in the slum area                                      | 12.73          |
| 26-30 years | Bandar         | 40.57          | Drug addiction/easily accessible drugs supply                            | 12.20          |
| 31-35 years | Bandar         | 65.91          | Social/ethical decadence                                                 | 5.38           |
| 36-40 years | Kotowali       | 36.59          | Inactive/inadequate police force/lack of security/corruption of police   | 5.31           |
| 40 years+   | Karnafuli      | 31.43          | Misuse of political power and patronization                              | 11.94          |

Note: Open-ended multiple answers



The dissimilar formation of various urban neighborhoods creates opportunities to commit diverse crimes. The reasons could be miscellaneous, such as opportunity, available targets and lack of security, etc. It was exposed that at Bayejid (23.71%), Chandgaon (21.86%), Kotowali (21.76%), and Double Mooring PS (21.30%) areas poverty and people living in the slum as the main cause of committing a street crime. But in the Khulshi (38.46%), Bandar (33.92%) and Karnafuli PS (29.83%) areas demonstrated the lack of parental care, lack of knowledge, depression, unemployment, and financial gain as the main reasons. Interviewees from Bakalia PS (14.07%) mentioned the abuse of ICT and fun & curiosity, accompanying bad friends, social and ethical decadence were also important reasons. It was also revealed at Panchlaish (14.53%) and Pahartali PS (14.52%), misuse of political power and patronization, local influence, and personal clash were the motives for committing the urban street crime.

Small group discussants (21.11%) and key informant interviewees (22.49%) opined poverty and people living in slums were the main causes of committing the urban street crime. But police officers (28.38%) and HHH (26.29%) pointed to the lack of parental care and knowledge, depression, unemployment, and having financial gain as the core motive. In-depth interviewees with the crime hotspots focused on the misuse of political power and patronization, local influence, and personal clash were the reasons for committing the urban street crime.

Timing is an important factor in committing a crime. The various portions of the day, people's movement and activity vary and offenders' opportunities similarly differ considering the timing of the day in the business neighborhoods. The study found at different police stations in CC occur different types of crimes and the timing could be diverse. Hence, it is so important factor for a place to be the highest or lowest crime point due to the timing of the day. It was identified by this study that night was more vulnerable than a day. It was found, 64.15% of urban street crimes materialized at night. Based on the periodical distribution, most of the crime occurs at 9 pm-12 am (86.96%) and 7-9 pm (85.51%). All respondents together said that they had faced urban street crime at night and the majority of the household respondents mentioned, they had faced it at 7-9 pm.

Studies found business neighborhood areas are more crime-prone than other neighborhoods in the city. The majority of urban street crime is related to financial gain. In business neighborhoods, financial disbursement and valuable assets are more exposed to the offenders. Therefore, some business neighborhoods become more crime-prone than those we call crime hotspots. The study found around 369 (three hundred sixty-nine) street crime hotspots in the business neighborhoods in Chittagong city and some top-ranked street crime hotspot areas were - Agrabad Moor, Sholoshahar 2 No. Gate, GEC Moor, Newmarket, Bohaddarhat, Tigerpass Moor, Dawanhat Moor, Oxygen Moor, Barek building Moor, Chawkbazar, Muradpur, Moijjartek, Fakirhat, Kalamia Bazar, etc. Figure 5.8 shows the (a) point pattern, (b) quadrat pattern, and (c) Kernel density estimation of urban street crime hotspots at the BN areas in Chittagong City.

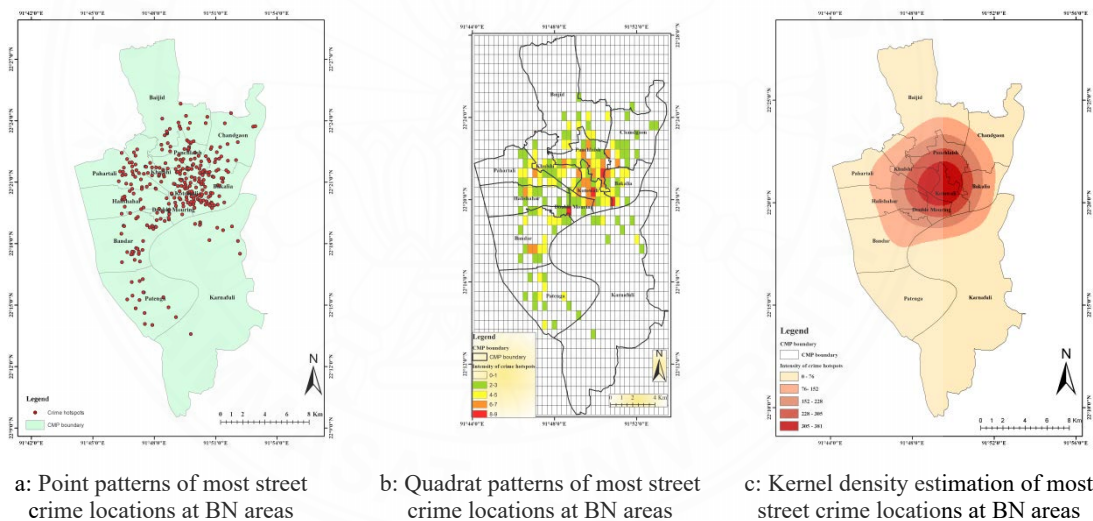


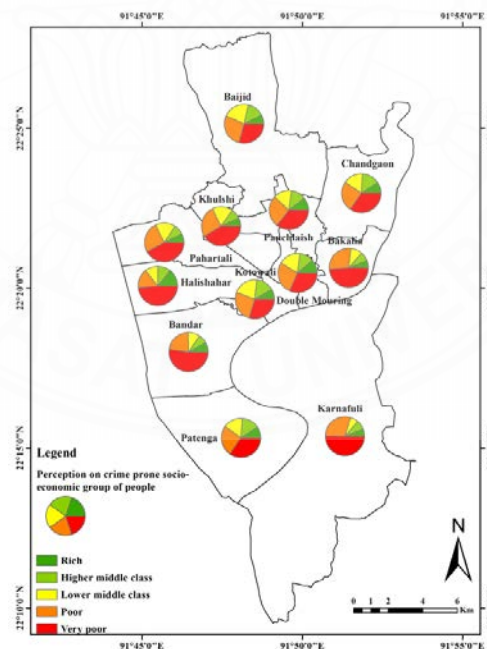
*Figure 5.8* Most urban street crime-prone location and its' pattern in the business neighborhood areas of Chittagong city

Based on the city dwellers' perception, street crime hotspots at the business neighborhoods (BN) areas in CMP have a disproportionate distribution and their socio-economic impacts on the nearest neighborhood also found a significant deviation. The reasons for the uneven distribution of the street crime hotspots in the various police stations might be linked with the socio-economic development of the urban neighborhoods as well as responses to street crime prevention. Although the

study found street crime hotspots have severe socio-economic impacts on the urban neighborhoods of Chittagong city.

#### 5.2.4 Street crime-prone socio-economic groups of people in Chittagong city

The socio-economic status of a human being has a link with involving criminal activities. Especially, people who cannot fulfill his/her basic needs, sometimes commit crimes to achieve his/her necessities. Illiteracy and moral decadence also lead to obligate criminal activities. Based on the citizens' perception, the study found that very poor people (27.61%) are highly engaged with urban street crime and gradually the trend was declined when the socio-economic condition was uplifted. Based on the respondents' perception of each police station Figure 5.9 shows the street crime-prone socio-economic groups of people in Chittagong city. The judgments were taken in making the rank in comparing with the most street crime-prone group of people as first and the least crime-prone group was as last according to information of the respondents.



N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies

*Figure 5.9* Perception of street crime-prone socio-economic groups of people in Chittagong city. By Rahman (2017)

Based on the respondents' perception Table 5.8 demonstrates the street crime-prone socio-economic groups of people in Chittagong City.

Table 5.8

*Street crime-prone socio-economic groups of people in Chittagong City.*

| Socio-Economic Status      | HHH N <sub>1</sub> =424 |       | KI N <sub>2</sub> =60 |       | SGD N <sub>3</sub> =15 |        | IH N <sub>4</sub> =126 |       | IP N <sub>5</sub> =40 |       | IUP N <sub>6</sub> =10 |       | Total N=675 |       | Rank |
|----------------------------|-------------------------|-------|-----------------------|-------|------------------------|--------|------------------------|-------|-----------------------|-------|------------------------|-------|-------------|-------|------|
|                            | f                       | %     | f                     | %     | f                      | %      | f                      | %     | f                     | %     | f                      | %     | f           | %     |      |
| Rich People                | 236                     | 55.66 | 40                    | 66.67 | 7                      | 46.67  | 54                     | 42.86 | 2                     | 5.00  | 5                      | 50.00 | 344         | 50.96 | 5    |
| Higher Middle Class People | 231                     | 54.48 | 31                    | 51.67 | 9                      | 60.00  | 52                     | 41.27 | 21                    | 52.50 | 5                      | 50.00 | 349         | 51.70 | 4    |
| Lower Middle Class People  | 242                     | 57.08 | 29                    | 48.33 | 9                      | 60.00  | 75                     | 59.52 | 23                    | 57.50 | 5                      | 50.00 | 383         | 56.74 | 3    |
| Poor People                | 306                     | 72.17 | 40                    | 66.67 | 11                     | 73.33  | 86                     | 68.25 | 27                    | 67.50 | 6                      | 60.00 | 476         | 70.52 | 2    |
| Very Poor People           | 393                     | 92.69 | 53                    | 88.33 | 15                     | 100.00 | 99                     | 78.57 | 29                    | 72.50 | 7                      | 70.00 | 596         | 88.30 | 1    |

Note: Open-ended multiple answers; HHH-Household Head, KI- Key Informant, SGD-Small Group Discussants, IH- In-depth Interviewee at Hotspot, IP-In-depth Interviewee of Police Officer, IUP- In-depth Interviewee Urban Planner, f-frequency of perception

Our society was formed with various socio-economic groups of people and the problems in each socio-economic group of people had different. The reasons for committing the urban street crime of each socio-economic group were also varied. The study revealed that poverty and people living in the slum (62.8%) are dominant causes at Bayejid PS areas. Besides, at Bakalia PS, it was shown that lack of parental care & moral knowledge, abuse of ICT, bad friends, making fun, curiosity, illiteracy, and lack of awareness or degradation of the social-cultural environment (53.78%) were the major causes of committing an urban street crime. But at Double Mooring PS, the lead causes of committing the crime were depression, unemployment, overpopulation (39.85%), etc. A noticeable variation was found in the respondent's opinions from HHH, KI, and SGD. They mentioned that poverty and living in the slum were the main reasons for engaging urban street crime but in-depth interviewees at crime hotspots, police officers, and urban planners differ with the aforesaid views and they opined that lack of parental care and moral knowledge, abuse of ICT, bad friend, making fun and curiosity, illiteracy and lack of awareness, degradation of the social-cultural environment were the main motives of the engaging street crime of the perceived socio-economic group of people. Table 5.9 displays the

perception of the reasons for committing a street crime by the more street crime-prone socio-economic group of people in Chittagong city.

Table 5.9

*Street crime-prone socio-economic groups of people and reasons for committing street crime*

| Socio-economic status      | Percentage (%) | Reasons of committing street crime                                                               | Percentage (%) |
|----------------------------|----------------|--------------------------------------------------------------------------------------------------|----------------|
| Very poor People           | 27.61          | Poverty, degradation of the sociocultural environment, lack of parental care and moral knowledge | 62.81          |
| Poor people                | 22.05          | Illiteracy and lack of awareness                                                                 | 53.78          |
| Lower middle-class people  | 17.74          | Unemployment and over population                                                                 | 39.85          |
| Rich people                | 16.44          | Misuse of political power and patronization                                                      | 13.93          |
| Higher middle class people | 16.16          | Drug addiction                                                                                   | 30.52          |

Note: Open-ended multiple answers

### 5.3 Street crime-prone location in Chittagong city

In understanding the urban street crime hotspots pattern as well as its impacts on socio-economic life in the urban neighborhoods, this study investigated street crime-prone locations in the residential and in the business neighborhood areas in Chittagong city. It was examined to identify why some residential neighborhood areas or business neighborhood areas have more street crime hotspots and what are spatial or socio-economic factors helped to become a street crime hotspot in the residential or business neighborhood areas of Chittagong city. The following sections discussed the findings of most crime-prone locations in residential neighborhoods as well as in the business neighborhood areas and what were the behind factors in making the place more crime-prone.

### 5.3.1 Street crime-prone locations at residential neighborhood areas in Chittagong city

Location plays an important role in street crime occurrence. The formation of locational characteristics always varies. As a result, urban street crime could be high or low in a residential neighborhood. In this research, respondents were requested to mention some topmost five crime-prone locations in their residential neighborhood police station areas and making a rank from their discussion sequentially most crime-prone location is 1<sup>st</sup> rank and the least crime-prone location is 5<sup>th</sup> rank. According to the respondents' perception, around four hundred sixty-one (461) street crime-prone locations were identified in the residential neighborhood areas in Chittagong city (CC). Based on the weighted average index (WAI), the results of the study showed some numbers of the most crime-prone areas of the residential neighborhood areas in Chittagong city were - Sholoshahar, 2 no. gate (0.0185), New Mooring (0.0116) Pathorghata (0.0111) Mohammadpur (0.0080), Bakalia (0.0071), Jhawtola Bazar (0.00710), Port colony gate 1(0.0061%), Ghat Moradabad (0.0060), Dail Bridge (0.0060), BADC road (0.0059), Amin colony (0.0058), Firozshah rail gate (0.0058), Sultan colony (0.0056), and Diesel colony (0.0056), etc. respectively. Figure 5.10 shows the (a) point pattern, (b) quadrat pattern, and (c) Kernel density estimation of urban street crime hotspots at the residential neighborhood areas of Chittagong city.

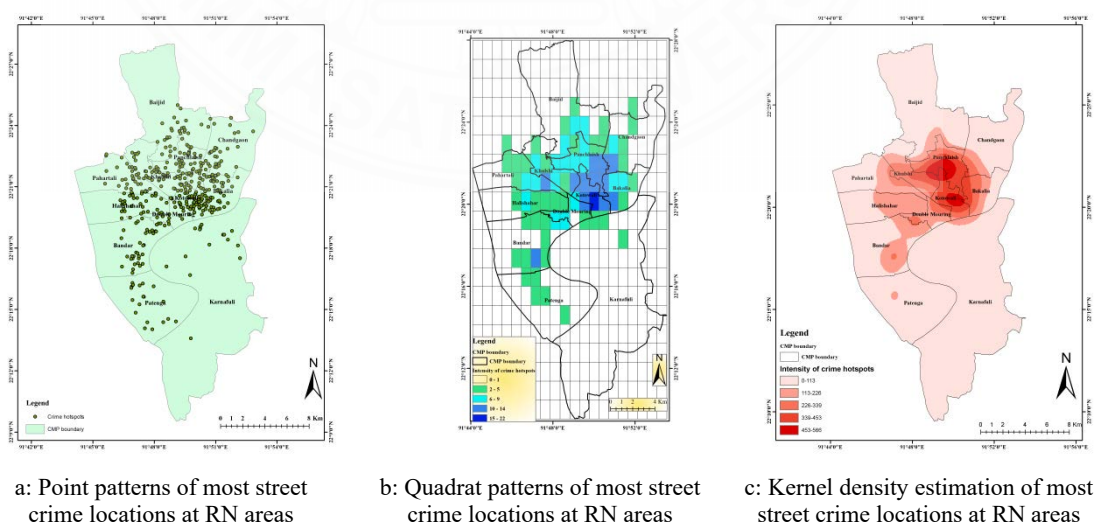
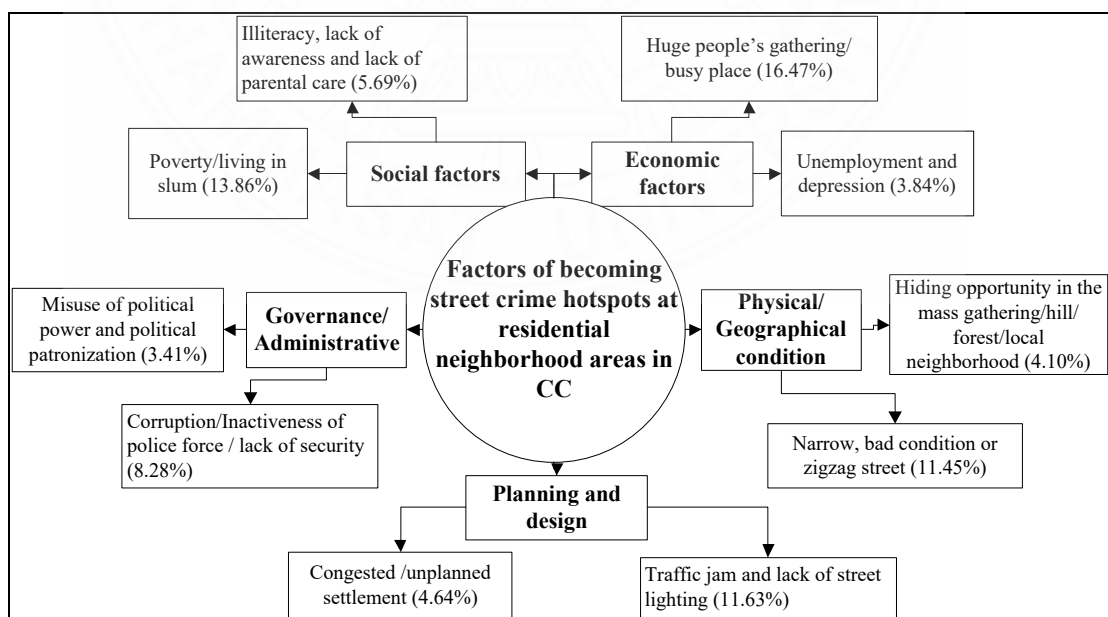


*Figure 5.10* Urban street crime hotspots and its' pattern at the residential neighborhood areas of Chittagong metropolitan



The factors of becoming urban street crime hotspots in the residential neighborhood areas were found much diversified. Based on the weighted average index (WAI), the study found that the most dominant causes of becoming a crime hotspot were lack of police patrolling (0.4463), corruption of police (0.3844), inactiveness of the police force (0.3051), very far distance from the police station (0.2615), escaping or hiding opportunity in the nearest slum (0.26010), the residence of poor people/ slum people (0.2513), lack of street light (0.2244), escaping or hiding opportunity in the mass gathering (0.1941), the narrow width of the streets (0.1900), local political patronization (0.1878), poor or worse condition of the street (0.1610), transport nodes (bus terminal/ railway station) (0.1265), traffic congestion (0.0794), escaping or hiding opportunity in the nearest forest or hill (0.0722), etc. respectively. In a broader view, major factors of becoming a street crime hotspot in the residential neighborhood areas could be categorized into five, such as i) social, ii) economic, iii) physical/geographical, iv) governance/administrative, and v) planning and design. Based on the current research findings and major categorization, Figure 5.11 shows the factors of becoming street crime hotspots in residential neighborhood areas in Chittagong city.



Note: Open-ended multiple answers

*Figure 5.11* Factors of becoming street crime hotspots at residential neighborhood areas in Chittagong city

### 5.3.2 Street crime-prone locations at business neighborhood areas in Chittagong city

In the business neighborhood areas, the formation of business neighborhood characteristics always varies. As a result, urban street crime could be differing significantly. In the same way, as a port city and commercial capital of Bangladesh, the street crime in Chittagong city (CC) varies based on location characteristics of business neighborhoods. In this research, respondents were requested to mention the topmost five crime-prone locations in their business neighborhood areas and then making a rank from their discussion sequentially most crime-prone location was 1<sup>st</sup> rank and the least crime-prone location was 5<sup>th</sup> rank. According to the respondents' perception, around four hundred and eleven (411) street crime-prone locations were identified in the business neighborhood areas in CC. Based on the weighted average index (WAI), the results of the study showed some numbers of the most crime-prone areas in the business neighborhood in Chittagong city were - Agrabad Sonali Bank Moor (0.0185), Sholoshahar 2 no. gate (0.0164), GEC Moor (0.0149), Newmarket Moor (0.0147), Bohaddarhat Moor (0.0124), Tiger pass Moor (0.0121), Dawanhat Moor (0.0104), Oxygen Moor (0.0102), Barek building Moor (0.0098), Chawkbazar (0.0097), Muradpur Moor (0.0084), Moijjartek (0.0079), Fakirhat (0.0078), Kalamia Bazar (0.0078), etc. Figure 5.12 shows the (a) point pattern, (b) quadrat pattern, and (c) Kernel density estimation of urban street crime hotspots at the BN areas in Chittagong city.

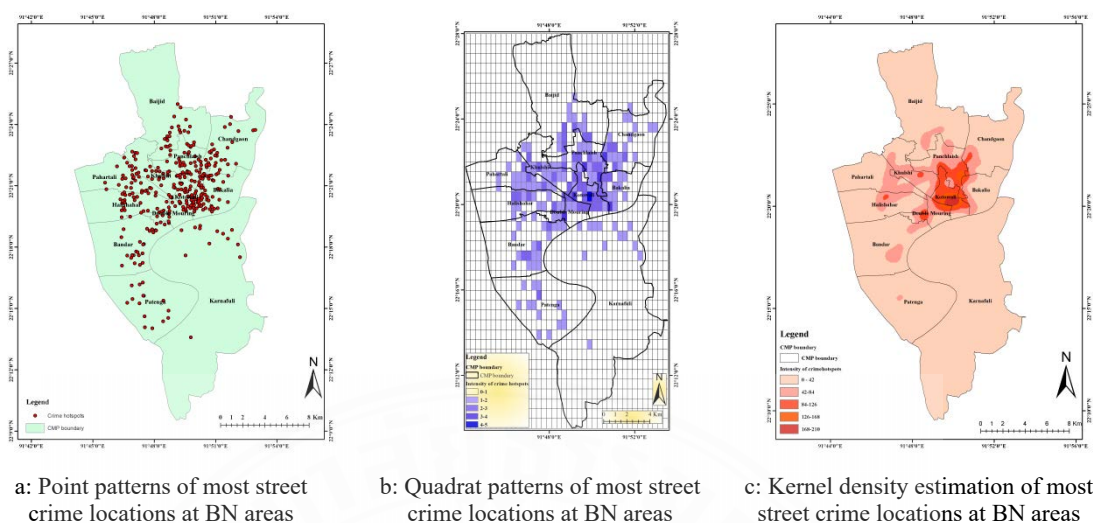


*Figure 5.12* Urban street crime hotspots and its' pattern at the business neighborhood areas of Chittagong city

The business areas would turn into the busiest place at a certain period in a day due to people's daily activities. Therefore, perpetrators try to get the benefit of this time. Actually, this is the place where a large amount of money transaction occurs and that issue attracts the perpetrators and ultimately due to some other reasons, it becomes a crime hotspot. The study found that corruption of police (59.85%), inactiveness of the police force (50.07%), lack of police patrolling (31.56%), very far distance from the police station (34.52%), lack of street lighting (39.11%) were the major causal factors of becoming a street crime hotspot in the business neighborhoods. HHH said corruption of law enforcement agencies (69.58%) was the main cause. Besides, KI (56.67%) and SGD (73.33%) opined the lack of police patrolling as the main reason for business areas' hotspots. But according to the in-depth interviewees of police officers' perception (62.50%), escaping opportunity in the nearest slum, etc. was the main causal factor of becoming street crime hotspots in BN areas. In a wider perception, major factors of becoming a street crime hotspot in the business neighborhood areas could be categorized into five, such as i) social, ii) economic, iii) physical/geographical, iv) governance/administrative, and v) planning and design. Based on the current research findings and major categorization, Table 5.10 shows the factors of becoming street crime hotspots in business neighborhood areas in Chittagong city.

Table 5.10

*Factors of becoming street crime hotspots at BN areas in CC*

| Major Factors                   | Variables                                                                                                  | Percentage (%) |
|---------------------------------|------------------------------------------------------------------------------------------------------------|----------------|
| Economic factors                | Huge people_s gathering/ busy place                                                                        | 30.98          |
|                                 | Commercial/bazar area                                                                                      | 2.17           |
| Physical/Geographical condition | Hiding opportunity in the mass gathering/ hill/forest/local neighborhood                                   | 6.70           |
|                                 | Narrow, bad condition or Zigzag street                                                                     | 5.98           |
| Planning and design             | Congested /unplanned settlement                                                                            | 5.26           |
|                                 | Traffic jam and lack of lighting                                                                           | 14.86          |
| Governance/Administrative       | Far from the police station, chaos in the street, and political leader patronization                       | 3.8            |
|                                 | Corruption/inactiveness of police force / lack of security                                                 | 8.70           |
| Social factors                  | Poverty/living in a slum                                                                                   | 9.60           |
|                                 | Drug addiction, fan and curiosity/ ethical decadence, bad company, abuse of ICT, and lack of parental care | 6.15           |

Note: Open-ended multiple answers

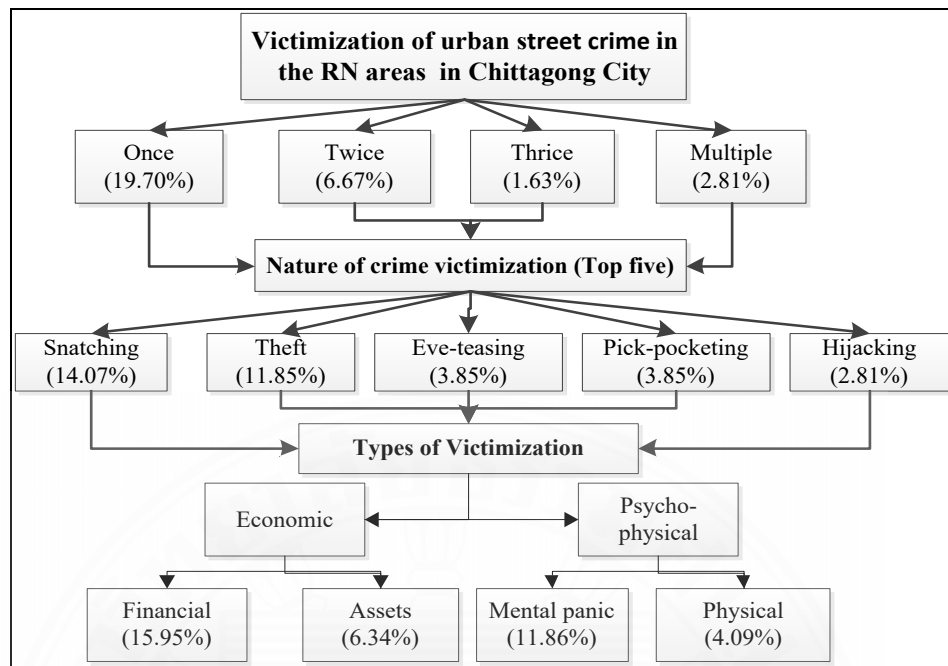
#### 5.4 Urban street crime impacts on social and economic life in Chittagong city

The activities in our daily life which occur around us consider social, community, or personal issues. It might be included as our lifestyle, behavior, and people-oriented matters. Sometimes, people's demand, opportunities, facilities, and their problems contemplate as communal issues. Street crime is one of the vital problems in urban neighborhoods and it has to vary some consequences. The urban street crime in Chittagong city has a significant multi-dimensional impact on the urban neighborhood, especially the social life and economic activities of city dwellers. The study explored to identify what are the impacts of urban street crime on socio-economic life in the urban neighborhood. Specifically, where people were victimized and how many times they were victimized. What types of victims are the city dwellers? How do some locations help offenders to commit street crimes? How urban planning authority deals with urban street crime in their planning process? How the location of the police station does support the citizens etc. was investigated in the following sections of the dissertation.

#### **5.4.1 Impacts of street crime victimization on socio-economic life at residential neighborhood in Chittagong city**

The specific impacts of urban street crime are direct victims. It also has indirect victimization such as creating a bad image of the locality, being scared to travel alone in the area, etc. The dissertation investigated both types of victimization due to urban street crime. A human being usually considers his/her residential areas comparably more secure than other places because of the familiarity of the neighborhood environment. The study found 31.11% of respondents were confessing that they were victimized in their residential neighborhood urban street and 68.89% of respondents were never victimized. Double Mooring and Pahartali police station areas' people were highly suffering (47.83% and 42.03%) from urban street crime in their residential neighborhoods. It was also found that 19.70% of interviewees were victimized a single time and 6.67% were twice. At Panchlaish (56.25%), Double Mooring (33.33%), and Chandgaon PS (33.33%) areas respondents highly faced street crime occurrence once. Besides, respondents of Panchlaish and Chandgaon PS areas faced twice this unexpected event. KI (25%) and HHH (20.99%) said that they had faced these unpredicted events once and on the other hand, in-depth interviewees (urban planners and interviewees at hotspots) said they had faced more than once. The nature of street crime victimization showed that Double Mooring (26.09%), Chandgaon (24.07%), and Bandar PS (20.45%) had been facing a very high level of snatching. Besides, theft was high in Pahartali (26.09%), Chandgaon (18.52%), and Karnafuli (16.28%) police station areas. Figure 5.13 displays the frequency, nature, and types of street crime victimization at the RN areas in CC.

In the context of residential neighborhood areas, the impacts of urban street crime on socio-economic life exposed a significant variation. It shows that most people were victimized financially (15.95%) or losing their valuables assets (6.34%). Along with psychophysical victims were also considerable and it showed scared 11.86% and physically assault 4.09% of the respondents. Hence, the findings of the dissertation indicate that in the residential neighborhood areas financial victimization was higher than in others.



Note: Open-ended multiple answers

*Figure 5.13* Victimization of urban street crime at the residential neighborhood areas in Chittagong city

According to the urban street crime victim's statements, ninety-four (94) street crime hotspots were identified in the residential neighborhood areas in Chittagong city. Based on the victim's commentary, the most vulnerable street crime-prone location in the residential neighborhood areas was Sholoshahar, 2no gate where this unexpected event had occurred 28 times. Then it was Bohaddarhat, where it had happened 15 times. Sequentially, some other street crime-prone locations were- New Market, Chawkbazar Kitchen Market, Muradpur, Dewanhat Moor, GEC Moor, and Baubazar respectively where respondents were victimized frequently. Figure 5.14 shows the urban street crime victimization location at the residential neighborhood areas in Chittagong city and its' (a) point pattern, (b) quadrat pattern, and (c) Kernel density estimation.



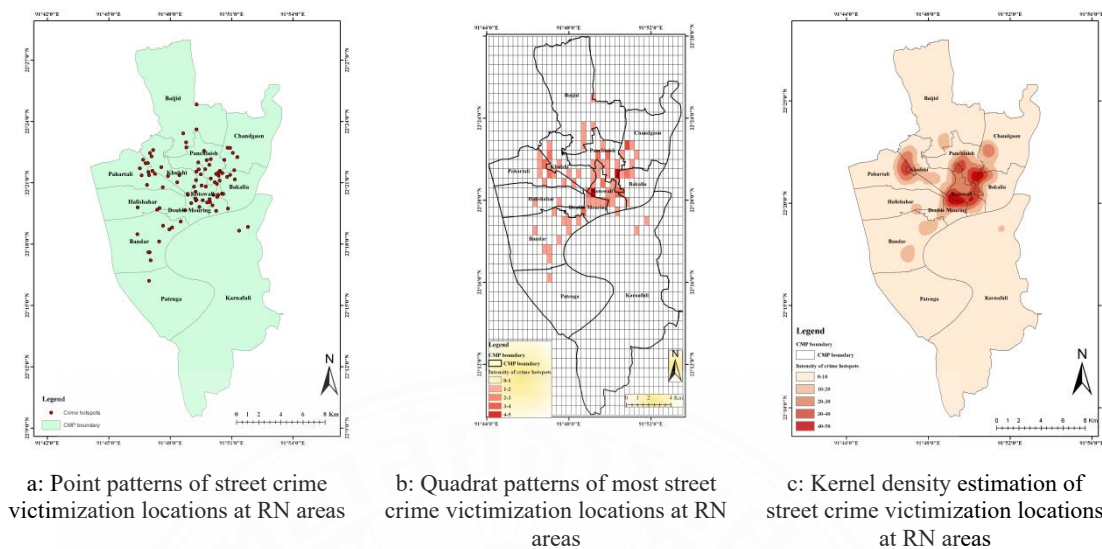


*Figure 5.1: Street crime victimization location in the residential neighborhoods of Chittagong city and its' Pattern*

The severe impacts of street crime victimization sometimes influence people's residence. The study found that nearly 7.4% of respondents changed their residence in avoiding street crime victimization. Although the percentage shows small but considering the household members it was huge. Hence, a single issue of residence change due to street crime victimization was tremendous. Even urban planners (11.11%), HHH (3.37%), and SGD (6.67%) changed their residence to avoid street crime victimization in Chittagong city.

#### **5.4.2 Locational advantages for committing street crime at residential neighborhood areas in Chittagong city**

Offender sometimes uses the locational advantages for committing a street crime in the residential neighborhood (RN) areas. In the current study too, all categories of respondents together opined that (57.86%) perpetrators take the advantage of the location where feel safer to commit the offense. A more portion of SGD (63.64%) and HHH (60.35%) respondents said that perpetrators take locational advantage to commit street crime. Types of local advantage in committing street crime showed that Patenga PS (79.07%) and Kotowali PS (70.37%) said very far distance from the police station, lack of police patrolling, inactiveness of the police force were the main advantages of committing the street crime. Then narrow width of the streets, poor or worse condition of streets, and lack of street lighting, zigzag street

pattern, and quiet road were some additional advantages for the offenders to commit a street crime. But all categories of respondents together (23.56%) pointed to the unplanned settlement and housing, the residence of poor people, or slum people as the focal advantages for the perpetrators in committing an urban street crime.

It was also found 53% of the respondents were agreed that urban plans and design of the street and housing of the neighborhood areas support committing the street crime and 47% disagreed with this statement. From the agreed portion, Patenga (74.42%), Bandar (72.73%), and Double Mooring (56.52%) PS were high in percentage. On the contrary, Panchlaish PS (64.81%) and Karnafuli PS (60%) were high in disagreed portion. The ways how the plan and design of the street and housing of the neighborhood areas support in committing urban street crime shows that escaping opportunity in the mass gathering, transport nodes (bus terminal, railway station), traffic congestion, and zigzag street pattern, the narrow width of the street, etc. Besides, poor and worse condition of streets, lack of street lighting also support committing the street crime. But slum areas and unplanned or congested settlements were similarly supporting to commit the urban street crime. The perception regarding planning authority considers security issues when they make a plan or design for a neighborhood area only 35.41% agreed with it. But 58.37% of the respondent opined planning authority doesn't think to consider security issues in designing urban streets and settlements.

The way of security issue consideration of city planning authority revealed that lighting, police patrolling, activeness of police force, increasing law enforcement personnel, setting up a new police station, etc. The perception rate regarding security issue consideration at Khulshi (44%), Double Mooring (30.43%), and Bayejid PS (23.64%) had a variation. On the other hand, the causes of nonconsideration of security issues of city planning authority were lack of willingness, ignorance, and weak management (10.96%) where it was very much remarkable at Bakalia and Karnafuli police station areas (25.86%). Some other reasons were poor consideration of street pattern, street lighting, traffic volume and congestion, zigzag street pattern, or narrow street width (9.93%).

The suitability of the current police station location considering accessibility and visibility showed that almost fifty-fifty. Positively responded

50.37% and 46.81% responded negatively. Double Mooring (71.01%), Bakalia (70.69%), and Panchlaish PS (57.41%) areas respondents said that the police station was not in the right location. But interviewees of Haliashahar (70.27%), Bandar (63.64%) Kotowali PS (56.10%) answered police station was in right place. How the citizens consider the current police station location was suitable demonstrates that easily accessible. Bakalia (53.45%) and Bayejid PS (36.36%) respondents commented visible location of PS and easy transportation. Police officers (70%) mentioned easy accessibility was the main issue but also cooperation of the police force (65%) was the major issue. Table 5.11 demonstrates the suitability of the CMP police station in taking security help in need.

Table 5.11

*Suitability of the CMP police station in taking security helps in need*

| Response indicator                    | Type of response | Variables of suitability                        | (%)   | Response indicator                    | Type of response | Variables of non-suitability                                                                | (%)   |
|---------------------------------------|------------------|-------------------------------------------------|-------|---------------------------------------|------------------|---------------------------------------------------------------------------------------------|-------|
| Police Station's location suitability | Yes (50.37%)     | Easy accessible                                 | 24.30 | Police Station's location suitability | No (46.81%)      | A very far distance from the police station and inactiveness and corruption of police force | 44.74 |
|                                       |                  | Visible location of PS and easy transportation  | 15.11 |                                       |                  | The narrow width of the streets and lack of street lighting                                 | 10.96 |
|                                       |                  | Very much cooperative of the police force       | 10.81 |                                       |                  | Traffic congestion                                                                          | 4.59  |
|                                       |                  | Everywhere have their communication cell number | 6.07  |                                       |                  | Local political patronization                                                               | 1.19  |

Note: Open-ended multiple answers

On the contrary, types of un-suitability of the current police station location at Patenga (74.42%), Bandar (65.9%), and Panchlaish PS (51.85%) areas were very far distance from the police station, lack of police patrolling, inactiveness, corruption of police force, a large area under a police station, etc.

### 5.4.3 Impacts of street crime victimization on socio-economic life at business neighborhood areas

Urban street crime victimization rate at the business neighborhood (BN) areas showed that in-depth interviewees of police officers victimized least (5%), in-depth interviewees at crime hotspots were higher, (17.46%) and HHH respondents (21.52%) were the highest. The frequencies of victimization in the business neighborhood were once 20.93% at Patenga, 20% at Bayejid, 18.29% at Kotowali PS as well as 5.71% at Karnafuli PS areas. But this unexpected matter had happened multiple times with 7.41%, 5.80%, 5.71%, and 5.56% interviewees of Chandgaon, Double Mooring, Karnafuli, and Panchlaish PS.

The nature of crime victimization at the BN areas found that respondents were victimized by snatching (11.63%), pick-pocketing (9.30%), murder or killing (9.30%), theft (6.98%), drug addiction, and illegal drug dealing (6.98%), etc. The percentage of victimization was 25% and 14.63% at Bandar and Kotowali PS. Respondents of Chandgaon PS faced theft (7.41%), and pickpocketing (16.67%), and Bayejid PS also faced similar types of crime and their percentage was 10.91%, and 12.73% respectively. According to the street crime victims' statements, seventysix (76) locations were identified where most frequently city dwellers victimized in the business neighborhood areas in CC. The location of street crime victimization frequency and percentage showed that respondents were highly victimized in Dawanhat Moor (6.5%). After that the places people victimized most were - New Market (5.2%), Railway Station (5.2%), and Sholoshahar 2 no. gate (5.2%), Bohaddarhat (4.5%), Chawkbazar (3.9%), A K Khan Road (3.2%), and Muradpur (2.6%) respectively. Figure 5.15 shows from the left to the right (a) point pattern, (b) quadrat pattern, and (c) Kernel density estimation of urban street crime victimization locations at the business neighborhood areas of CC.

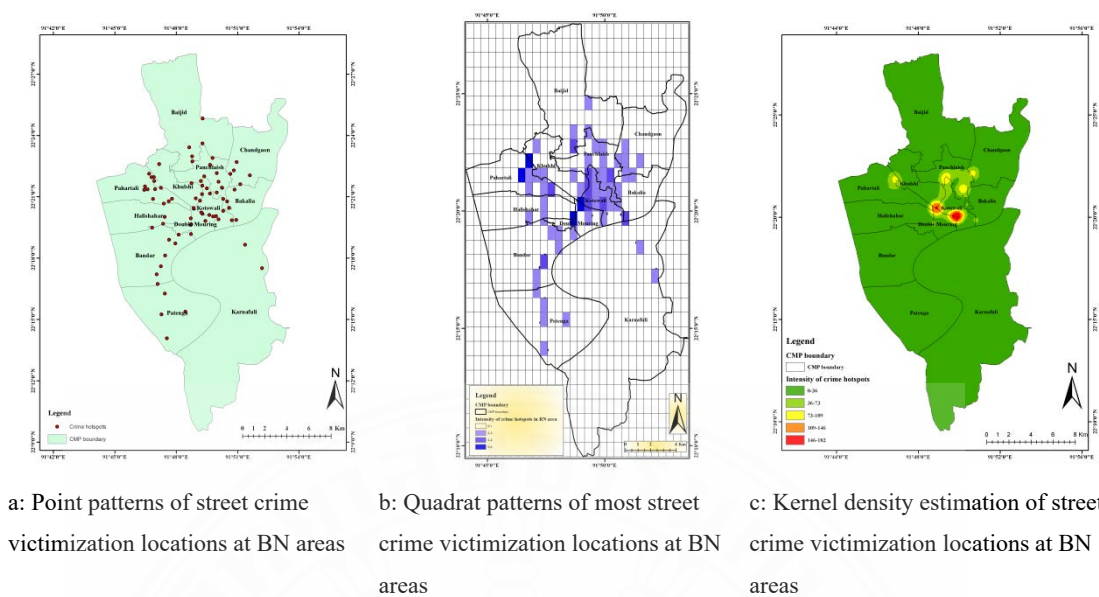


*Figure 5.15* Urban street crime victimization location at business neighborhood areas of Chittagong city

The types of street crime victimization in business neighborhood areas found that financial victimization was the major problem. Respondents of Bandar (22.73%), Patenga (16.28%), and Chandgaon PS (14.81%) said that they were victimized financially. CDA urban planners (20%) and KI interviewees (10%) were agreed with these judgments. Respondents of Kotowali (4.88%), Bakalia (3.45%), and Pahartali (2.9%) PS were victimized physically and SGD (13.33%) gave consent to this issue. KI (6.67%) and SGD (6.67%) faced asset victimization at Bayejid (12.73%), Bakalia (6.9%), and Kotowali (6.1%) PS. The fatality in BN areas due to urban street crime victimization showed that at Panchlaish PS, 1.85% of respondents had seen 1 victim death and 1.85% of respondents had seen 3 victims' deaths, and indepth interviewees of police officers were agreed with this. Besides, HHH respondents said that they had seen 2 deaths (0.24%), and 3 deaths (0.24%) respectively. Along with these, physical injuries at BN areas were found at Panchlaish and Bakalia PS, and respondents faced stabbing 1.86% and 1.72% respectively. Indepth interviewees of police officers (2.5%) agreed with the matter. Broken hands as physical injuries, 1.33% of respondents faced at Khulshi PS, and HHH respondents (0.24%) agreed with this issue. Moreover, the property damage at BN identified most (3.26%) of the respondents' and the losses were = 5000-10000/= BD taka as a victim

of urban street crime. The respondents from Chandgaon (7.41%), Bakalia (6.9%), and Kotowali PS (6.1%) lost equivalent assets. 10% and 6.67% of CDA planners and KI confessed it. Respondents of 8.62%, 2.70%, and 1.82% from Bakalia, Halishahar, and Bayejid PS lost their property in a rage of below 5000. Losses of 10000-15000/= BD taka faced 4.65%, 2.86%, and 2.44% respondents from Patenga, Karnafuli, and Kotowali PS respectively. In-depth interviewees at crime hotspot (1.59%) were agreed with the issue of 10,000-15,000 BD taka damage. Table 5.12 demonstrates the victimization of urban street crime and its' impacts on socio-economic life in the business neighborhood areas in Chittagong city.

Table 5.12

*Victimization of street crime and its' socio-economic impacts at BN areas in Chittagong city*

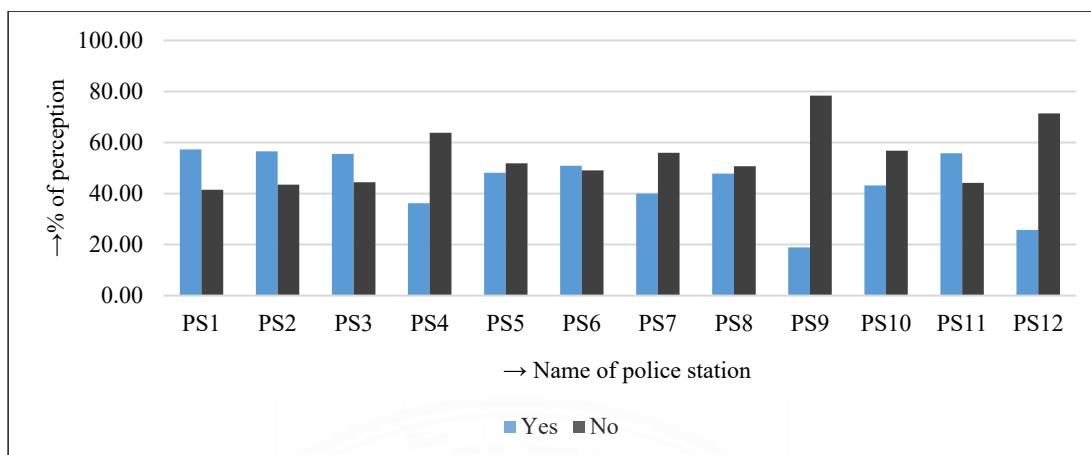
| Nature of crime victimization (top five) | Variables      | %    | Frequency of victimization | Class    | %     | Types of victimization | Variables | %    |
|------------------------------------------|----------------|------|----------------------------|----------|-------|------------------------|-----------|------|
|                                          | Snatching      | 8.44 |                            | Once     | 12.30 |                        | Financial | 9.04 |
|                                          | Pickpocketing  | 5.93 |                            | Twice    | 2.22  |                        | Assets    | 4.00 |
|                                          | Murder/killing | 4.44 |                            | Thrice   | 1.33  |                        | Physical  | 1.93 |
|                                          | Theft          | 4.15 |                            | Multiple | 2.96  |                        | Mental    | 1.63 |
|                                          | Hijacking      | 2.52 |                            |          |       |                        |           |      |

Note: Open-ended multiple answers

#### 5.4.4 Eye-witnessed of street crime victimization's impacts on socioeconomic life in Chittagong city

Bystander or eyewitness is one of the important attestors of street crime. Nowadays, onlookers just watch the events but don't come forward to save the victim due to perpetrators' ferociousness, and sometimes they also face complexity from law enforcement agencies. The study showed that 57.32%, 56.52%, 55.81%, 55.56%, and 19.44% respondents from Kotowali, Double Mooring, Patenga, Panchlaish, and Halishahar PS areas were eye-witnessed the street crime. Figure 5.16 shows the respondent's; eye witnessed of urban street crime in Chittagong City.





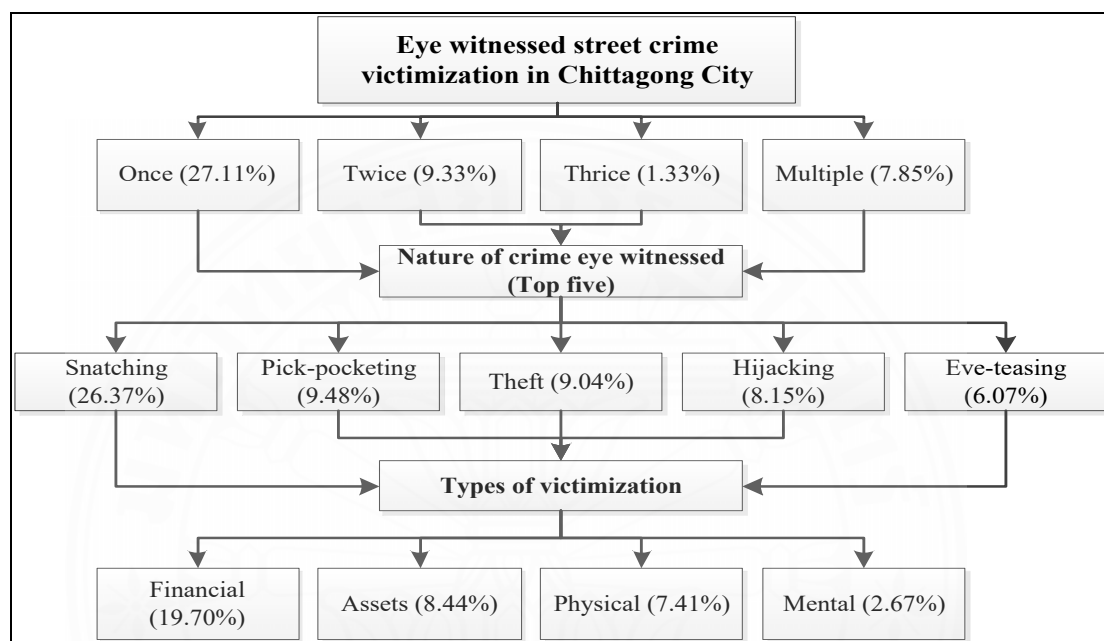
Note: PS1-Kotowali Police Station, PS2-Double Mooring Police Station, PS3-Panchlaish Police Station, PS4-Bakalia Police Station, PS5- Chandgaon Police Station, PS6-Bayejid Police Station, PS7-Khulshi Police Station, PS8-Pahartali Police Station, PS9- Halishahar Police Station, PS10- Bandar Police Station, PS11- Patenga Police Station, PS12- Karnafuli Police Station

*Figure 5.16* Eye witnessed of urban street crime in Chittagong city

People could eye-witnessed urban street crime at several times and different locations at their RN and BN areas. The frequencies of eye-witnessed in the current study found that the highest number was once for 38.18% at Bayejid, 34.78% at Double Mooring, 32.93% at Kotowali, 11.36% at Bandar, 11.11% at Panchlaish, and 10.81% at Halishahar PS respectively. Besides, 11.32% of HHH respondents were eye-witnessed twice and 8.49% multiple times. Urban planners were also eyewitnessed 30% and 10% of once and twice sequentially.

The name of highest eye-witnessed urban street crime was snatching and its percentage was 36.36% at Bayejid and 33.33% at Double Mooring PS areas. At Kotowali PS eye-witnessed crime was snatching 31.71%, theft 20.73%, and hijacking 14.63%. Respondents' eye-witnessed at Bayejid PS were snatching 36.36% and theft 16.36%. At Double Mooring PS, snatching was 33.33% and pickpocketing 17.39%. The percentage of pick-pocketing was highest at Double Mooring PS (17.39%), and then at Chandgaon PS 16.67%, and Khulshi PS 12%. Physical or mental harassment only was seen at Halishahar PS (2.90%). Besides, HHH respondents had eye-witnessed snatching 27.36%, pick-pocketing 11.08%, and hijacking 8.96%. But urban planners' had eye-witnessed the highest number of theft

(78.57%). Small group discussants were eye-witnessed snatching 26.37%, theft 13.33%, and hijacking 13.33%. In the case of illegal sex business, only 0.59% of respondents were eye-witnessed to this issue. Figure 5.17 shows the frequency, nature, and types of eye-witnessed street crime victimization in Chittagong City.



Note: Open-ended multiple answers

Figure 5.17 Eye witnessed of street crime victimization in Chittagong City.

According to the eye-witnessed speech, one hundred and sixty-one (161) locations were identified in CC. Based on the respondents' perception; New Market was the most dangerous area, where the percentage was 8.75% in total. The second dangerous area was Sholoshahar, 2 no. gate with 5.20%. Then some other topmost street crime locations identified were Agrabad Moor, Tigerpass Moor, GEC Moor, Dawanhat Moor, Chawkbazar, Railway Station, Muradpur, Bohaddarhat, and Ambagan with 4.96%, 3.31%, 3.31%, and 2.84% 2.60% 2.36% 2.13% 1.89% and 1.18% respectively. The most dominant eye witnessed was 18.37% at Double Mooring PS for Dawanhat Moor. Some places hold the same (0.95%) percentage those locations name were CDA Market, Chandgaon, Katalgonj Abashik Area, Noyabazar, Sagarika Road, Railway Colony, Oxygen Moor, Bandartila, Chaktai

Road, etc. Figure 5.18 demonstrates from the right to the left, (a) point pattern, (b) quadrat pattern, and (c) Kernel density estimation of eye-witnessed urban street crime victimization locations in CC.

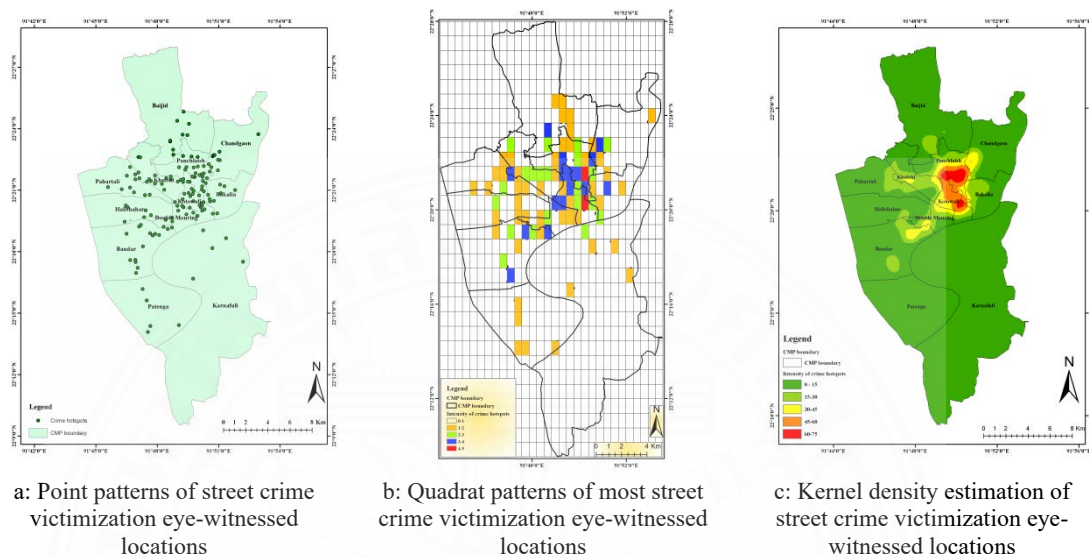
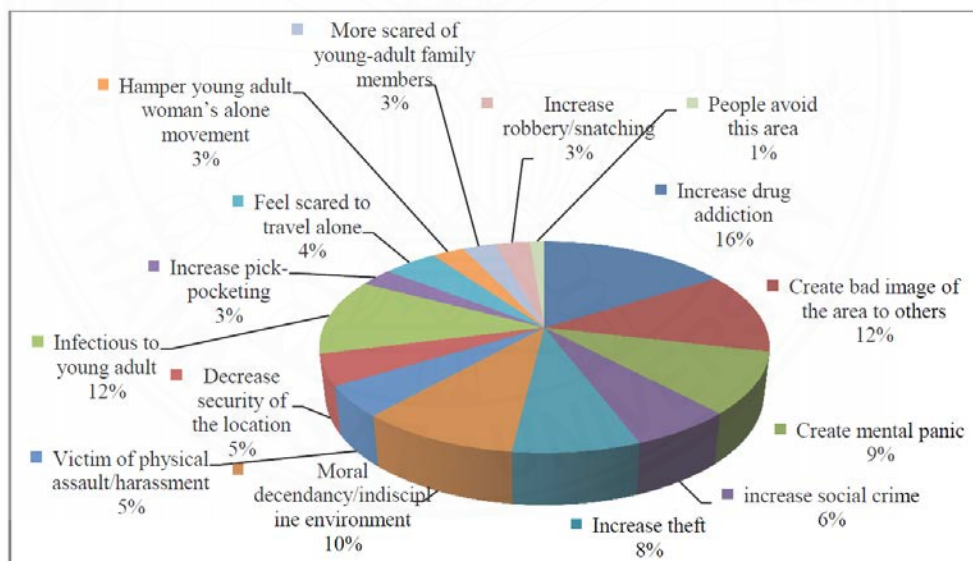


*Figure 5.18* Eye-witnessed of urban street crime victimization location in Chittagong city and its' pattern.

The impacts of urban street crime on socio-economic life may be multi-dimensional. Usually, people become the victim of financial, assets, physical, or psychological. Eye witnessed types of urban street crime victimization in this study found that 19.70% of victims faced financially. On the contrary, mentally or psychologically victimized were very few. But physically victimized witness was top at Kotowali PS (15.85%). Similarly, it was identified at Pahartali (8.70%), Halishahar (8.11%), and Bayejid PS ((7.27%) accordingly. In-depth interviewees from street crime hotspots experienced 20%, SGD 8.25%, HHH 21.23%, and 21.67% eyewitnessed financially. Eye witnessed fatality one death was observed 7.20%, two victims' death eye-witnessed 2.90%. Economic or property damaged of 10,00015,000 BD Taka eye-witnessed 14.81% from Bayejid 9.09%, Bakalia 8.62%, Chandgaon 7.41%, and Panchlaish PS 5.56%.

#### 5.4.5 Street crimes' impacts on social and economic life in the urban neighborhood areas in Chittagong city

Urban street crime creates significant impacts on socio-economic life in the community environment and sometimes keeps a vital role in determining the quality of communal harmony and standard of living. This study found that the creation of mental panic (41.19%) was ranked first. It was the apex impact on the community environment. Feel scared to travel alone (40%) was the second top impact. Victim of physical assault/harassment (24.44%) was the third important issue of the community environment. Renter leaves (19.07%) positioned fourth in community impact. It also decreases the security of the location (10.07%) and hamper or stopping young adult woman's alone movement (10.69%) were ranked fifth and sixth respectively. Figure 5.19 displays the impacts of urban street crime on social life in the residential neighborhood areas in Chittagong city.



Note: Open-ended multiple answers

*Figure 5.19* Impacts of urban street crime on social life in the residential neighborhood areas in Chittagong city

Along with Figure 5.19, Table 5.13 shows the police station-based urban street crime impacts on social life in the residential neighborhoods areas in Chittagong city.

Table 5.13

*Types of urban street crime social impacts in the residential neighborhood areas in Chittagong city*

| Rank | Types of social impact                             | PS1 (%) | PS2 (%) | PS3 (%) | PS4 (%) | PS5 (%) | PS6 (%) | PS7 (%) | PS8 (%) | PS9 (%) | PS10 (%) | PS11 (%) | PS12 (%) | WAI    | Total (%) |
|------|----------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|--------|-----------|
| 1    | Increase drug addiction                            | 8.24    | 21.62   | 11.46   | 9.18    | 25.44   | 27.82   | 13.10   | 12.82   | 2.13    | 10.64    | 7.48     | 7.55     | 0.0594 | 14.18     |
| 2    | Create bad image of the area to others             | 2.94    | 12.97   | 4.17    | 9.18    | 14.91   | 9.02    | 10.71   | 12.82   | 15.96   | 15.96    | 9.35     | 16.98    | 0.0543 | 10.87     |
| 3    | Create mental panic                                | 18.82   | 3.78    | 14.58   | 5.10    | 0.88    | 1.50    | 1.19    | 8.97    | 5.32    | 15.96    | 22.43    | 9.43     | 0.0463 | 8.19      |
| 4    | Increase social crime                              | 1.76    | 15.14   | 3.13    | 5.10    | 7.89    | 9.02    | 5.95    | 4.49    | 0.00    | 1.06     | 0.00     | 1.89     | 0.0418 | 5.44      |
| 5    | Increase theft                                     | 2.94    | 1.62    | 3.13    | 6.12    | 9.65    | 14.29   | 10.71   | 5.77    | 4.26    | 14.89    | 1.87     | 7.55     | 0.0389 | 6.74      |
| 6    | Moral decadency/indiscipline environment           | 7.06    | 9.19    | 8.33    | 10.20   | 6.14    | 4.51    | 14.88   | 9.62    | 14.89   | 0.00     | 6.54     | 3.77     | 0.0364 | 8.47      |
| 7    | Victim of physical assault/harassment              | 6.47    | 1.08    | 12.50   | 3.06    | 1.75    | 3.76    | 2.38    | 3.21    | 1.06    | 0.00     | 9.35     | 15.09    | 0.0329 | 4.13      |
| 8    | Decrease security of the location                  | 2.35    | 12.43   | 5.21    | 5.10    | 1.75    | 6.02    | 4.76    | 1.92    | 1.06    | 0.00     | 0.93     | 3.77     | 0.0324 | 4.13      |
| 9    | Infectious to young adult                          | 1.76    | 12.43   | 5.21    | 25.51   | 14.91   | 12.03   | 11.31   | 12.82   | 4.26    | 6.38     | 3.74     | 11.32    | 0.0276 | 10.19     |
| 10   | Increase pick-pocketing                            | 3.53    | 1.62    | 0.00    | 1.02    | 3.51    | 3.76    | 1.19    | 1.28    | 1.06    | 9.57     | 2.80     | 0.00     | 0.0226 | 2.48      |
| 11   | Feel scared to travel alone                        | 3.53    | 2.70    | 5.21    | 5.10    | 3.51    | 1.50    | 3.57    | 3.85    | 17.02   | 1.06     | 0.93     | 3.77     | 0.0214 | 4.06      |
| 12   | Hamper/Stopping young adult woman's alone movement | 7.65    | 0.00    | 3.13    | 2.04    | 0.00    | 0.75    | 2.98    | 0.64    | 0.00    | 0.00     | 7.48     | 3.77     | 0.0174 | 2.41      |
| 13   | More scared of young-adult family members          | 3.53    | 1.08    | 3.13    | 1.02    | 4.39    | 0.75    | 2.98    | 3.21    | 2.13    | 1.06     | 4.67     | 0.00     | 0.015  | 2.48      |
| 14   | Increase robbery/snatching                         | 5.88    | 1.08    | 1.04    | 3.06    | 0.88    | 1.50    | 0.00    | 1.28    | 8.51    | 4.26     | 3.74     | 1.89     | 0.0082 | 2.62      |
| 15   | People avoid this area                             | 0.59    | 0.00    | 0.00    | 3.06    | 0.00    | 0.75    | 1.79    | 1.28    | 1.06    | 4.26     | 0.00     | 1.89     | 0.0055 | 1.10      |

Note: Open-ended multiple answers

Besides, residential social life was significantly impacted due to urban street crime. It enforces drug-related phenomena in residential areas and “increase drug addiction” (30.52%) that make a high impact on society which pushes to ranked it top. Street crime occurrence creates a bad impression of local residential neighborhood areas and it “creates a bad image of the area to others” (23.41%) ranked 2<sup>nd</sup> top. With a percentage of 17.63%, respondents mentioned: “create, mental panic” was ranked third. Through this way, it influences to “increase social crime” (11.70%) which ranked four and increase theft, moral decadency, indiscipline environment, and victims of physical assault or harassment respectively was ranked fifth, sixth, and seventh. Along with the social impacts of urban street crime, On the contrary, impacts of urban street crime on socio-economic life in the business neighborhoods (BN) areas were found slightly different from the RN areas. At BN areas, income reduction (36.89%) was ranked first. It

generates mental panic (22.67%) was also seen here which was ranked second. Street crime hampers economic growth such as “investment decrease” (18.07%) placed in third, and “business development hampers” (14.96%) placed in fourth. Moreover, less business dealing or scared to keep money”, etc. were some other impacts of the urban street on the BN environment. Along with the aforesaid impacts on the business neighborhood environment, it has a great consequence on the social environment at BN areas. The impacts on the social environment at the BN areas were found that creating a bad image of the location was in the top (30%) and business development hampered was in ranked in second (26.67%). Very often theft and snatching were made vulnerable for both buyers and shopkeepers. Increasing theft, robbery, snatching, and hijacking (6.37%) at BN areas were ranked third. Form mental Panic was ranked fourth. Decreasing investment (17.78%) was in the fifth position. Table 5.14 shows the economic and social impacts of urban street crime on the residential and business neighborhood areas in Chittagong city

Table 5.14

*Impacts of urban street crime on economic and social life on the residential and business neighborhood areas in Chittagong city*

| Economic impacts              |      |                                   |      | Social impacts                            |       |                                               |      |
|-------------------------------|------|-----------------------------------|------|-------------------------------------------|-------|-----------------------------------------------|------|
| Residential neighborhood      | %    | Business neighborhood             | %    | Residential neighborhood                  | %     | Business neighborhood                         | %    |
| Economic loss                 | 29.0 | Business development hampered     | 28.0 | Increase drug addiction                   | 14.18 | Creating bad Image of the location            | 21.0 |
| Renter leave                  | 26.0 | Land value decrease               | 16.0 | Create bad image of the area to others    | 10.87 | Mental panic                                  | 14.0 |
| Land value reduce             | 22.0 | Income reduce                     | 13.0 | Create mental panic                       | 8.19  | Increase drug addiction                       | 13.0 |
| Victim of giving illegal toll | 18.0 | Business Quit/change              | 12.0 | Increase social crime                     | 5.44  | Increase social crime                         | 12.0 |
| Feel scared to take cash      | 5.0  | Less Business Dealing             | 12.0 | Infectious to young adult                 | 10.19 | Feeling scared to travel alone                | 7.0  |
|                               |      | Renter Leave                      | 8.0  | Moral decadency, indiscipline environment | 8.47  | Increasing violence, physical harassment      | 6.0  |
|                               |      | Customer left                     | 6.0  | Feel scared to travel alone               | 4.06  | Increase theft, robbery, snatching, hijacking | 5.0  |
|                               |      | Victim of giving the illegal toll | 5.0  | Victim of physical assault/harassment     | 4.13  | People avoid this area                        | 4.0  |

Note: Open-ended multiple answers



It was also found in the study that the police station of Khulshi (50.4%), Double Mooring (47.4%), and Pahartali (45.4%) were mostly faced mental panic due to urban street crime. The majority of urban planners (90%), HHH (81.37%), and KI (73.33%) gave their consent with it and 74.81% of the total percentage of all categories of respondents admitted it. Besides, urban planners (90%) and SGD (60%) pointed to physical harassment high at Double Mooring which was 31.4% and in Chittagong city, it ranked two. After that, incomes reduce at Kotowali (36.8%) and Khulshi PS (27.8%) was suffering from this problem severely. Scared to keep cash in the shop was the fourth-ranked and 53.33% of SGD was agreed in the cash-carrying issue. Table 5.15 shows the types of urban street crimes social impacts in the business neighborhood areas in Chittagong city.

Table 5.15

*Types of urban street crime social impacts at the business neighborhood areas in Chittagong city*

| R a n k | Types of social impact                           | PS1 (%) | PS2 (%) | PS3 (%) | PS4 (%) | PS5 (%) | PS6 (%) | PS7 (%) | PS8 (%) | PS9 (%) | PS10 (%) | PS11 (%) | PS12 (%) | WAI      | Total (%) |
|---------|--------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-----------|
| 1       | Creating bad image of the location               | 13.51   | 10.37   | 13.16   | 12.16   | 13.75   | 14.12   | 12.32   | 23.24   | 20.00   | 20.24    | 17.00    | 17.50    | 0.188712 | 15.42     |
| 2       | Increase theft/robbery/snatching/hijacking       | 2.70    | 0.74    | 3.95    | 4.05    | 2.50    | 0.00    | 10.87   | 2.82    | 0.00    | 8.33     | 4.00     | 0.00     | 0.150315 | 3.68      |
| 3       | Create mental panic                              | 6.08    | 0.74    | 14.47   | 35.14   | 7.50    | 1.18    | 7.25    | 10.56   | 12.31   | 15.48    | 12.00    | 20.00    | 0.12335  | 10.28     |
| 4       | Investment decrease                              | 3.38    | 2.96    | 5.26    | 1.35    | 2.50    | 0.00    | 1.45    | 0.70    | 7.69    | 4.76     | 0.00     | 7.50     | 0.094722 | 2.66      |
| 5       | Increase social crime                            | 5.41    | 18.52   | 2.63    | 0.00    | 10.00   | 10.59   | 16.67   | 9.15    | 6.15    | 5.95     | 2.00     | 15.00    | 0.079761 | 9.00      |
| 6       | Increase drug addiction                          | 2.70    | 22.96   | 3.95    | 2.70    | 16.25   | 24.71   | 10.14   | 8.45    | 0.00    | 2.38     | 10.00    | 5.00     | 0.078981 | 9.77      |
| 7       | Increasing violence/physical harassment          | 5.41    | 7.41    | 9.21    | 5.41    | 1.25    | 3.53    | 3.62    | 2.82    | 1.54    | 3.57     | 3.00     | 2.50     | 0.043628 | 4.28      |
| 8       | Insecurity                                       | 4.73    | 11.11   | 0.00    | 9.46    | 5.00    | 11.76   | 4.35    | 4.23    | 0.00    | 1.19     | 2.00     | 2.50     | 0.022215 | 5.06      |
| 9       | Social development hampered                      | 0.68    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 1.45    | 0.00    | 0.00    | 0.00     | 1.00     | 2.50     | 0.01894  | 0.43      |
| 10      | Feeling scared to travel alone                   | 8.11    | 1.48    | 2.63    | 5.41    | 1.25    | 1.18    | 5.80    | 5.63    | 6.15    | 9.52     | 8.00     | 5.00     | 0.018412 | 5.14      |
| 11      | Loosing ethical courage to protest against crime | 4.73    | 1.48    | 9.21    | 1.35    | 2.50    | 3.53    | 0.72    | 1.41    | 4.62    | 0.00     | 6.00     | 0.00     | 0.017311 | 2.91      |
| 12      | People avoid the area                            | 3.38    | 2.22    | 3.95    | 1.35    | 1.25    | 1.18    | 2.90    | 7.04    | 1.54    | 5.95     | 4.00     | 0.00     | 0.014934 | 3.26      |
| 13      | Infectious to young/adult                        | 0.68    | 12.59   | 1.32    | 1.35    | 11.25   | 9.41    | 5.07    | 1.41    | 0.00    | 0.00     | 1.00     | 2.50     | 0.012884 | 4.11      |
| 14      | Negative impact over children                    | 1.35    | 0.74    | 3.95    | 0.00    | 0.00    | 0.00    | 0.00    | 0.70    | 0.00    | 1.19     | 2.00     | 2.50     | 0.005515 | 0.94      |
| 15      | Social/ethical decadence                         | 0.68    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 1.45    | 0.00    | 0.00    | 0.00     | 0.00     | 0.00     | 0.000468 | 0.26      |

Note: Open-ended multiple answers

Along with the residential and business neighborhood, as a whole, the socio-economic impacts of urban street crime in Chittagong city also were examined. The major issues in the investigation were the impacts of urban street crime on the residential communities, social environments, and business (economic) environments. The study found almost similar results in comparing with the residential and business neighborhood socio-economic impacts Table 5.16 shows the top five impacts of urban street crime on the residential community, social, and business environment in Chittagong City.

Table 5.16

*Top five impacts of urban street crime on the residential community, social and business environment in Chittagong City*

| Types of impacts on residential community environment                             | %     | Types of impacts on social environment                                | %     | Types of impacts on the business environment                    | %     |
|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------|-------|-----------------------------------------------------------------|-------|
| Mental panic or feeling scared to travel alone                                    | 71.41 | Increase drug addiction or infectious to young adult                  | 39.85 | Customer left or investment decrease or business quit or change | 60.59 |
| Victim of giving illegal toll or extortion or renter leave or land value decrease | 21.04 | Increase theft or robbery or pickpocketing                            | 26.22 | Renter leave or income reduce                                   | 33.04 |
| Women feel insecurity/losing ethical courage to protest against crime             | 19.85 | Creating a bad image of the location                                  | 22.67 | Mental panic or scared to keep money                            | 17.33 |
| Victims are physically injured/ Physical harassment                               | 17.48 | Mental panic or feeling scared to travel alone                        | 18.96 | Creating a bad image of the location                            | 7.11  |
| Creating a bad image of the location / People avoid this area                     | 13.78 | Victim of illegal toll or extortion/ renter leave/land value decrease | 11.11 | Increase violence                                               | 6.67  |

Note: Open-ended multiple answers

#### **5.4.6 Fear of urban street crimes' impacts on socio-economic life in Chittagong city**

The fear of urban street crime might be the greatest consequence. Assets or financial losses due to the victim of urban street crime were found very few in comparison with the socio-psychological impacts. The study investigated what was the spatial relationship between the fear of urban street crime and its actual

occurrence in Chittagong City. The followings sections described the findings of the socio-economic impacts due to fear of urban street crime with the spatial association between the fear of urban street crime and its actual occurrence in Chittagong City. The feeling of insecurity in a public place depends on various factors of the sociophysical environment of a city. Especially socio-economic characteristics of the city dwellers and quality of urban governance play a vital role to determine the worth of urban life as well as the fear-free movement of the people. The study found that in public places 41.33% of people argued that they had felt insecure and the portion was also high in Bandar, Kotowali, Bayejid, and Patenga police stations. On the other hand, the people of Bakalia (20.69%), Halishahar (21.62%), and Double Mooring (37.68%) police stations' felt less insecurity in the public place. Besides, feeling insecurity in public places mentioned the urban planners were 60% and police officers were 57.19%, but SGD and key informants felt rough secure in their municipal dwelling. Table 5.17 demonstrates the level of feeling insecurity in the public space and the reasons.

Table 5.17

*Level of feeling insecurity in the public space and the reasons*

| Level of feeling insecurity | %     | Reasons of feeling insecurity                       | %     |
|-----------------------------|-------|-----------------------------------------------------|-------|
| Very high                   | 2.81  | Pickpocketing/ snatching/hijacking/theft            | 53.33 |
|                             |       | Corruption of police/lack of police patrolling      | 30.81 |
| High                        | 14.67 | Harassment/physical assault/scared to loss property | 25.93 |
|                             |       | Victimization of crime                              | 16.89 |
| Moderate                    | 43.11 | Lack of street lighting / narrow street             | 10.37 |
|                             |       | Hiding place /quit street                           | 7.11  |
| Low                         | 22.52 | Cash available /illegal toll/ extortion             | 7.11  |
|                             |       | Inactiveness of people                              | 5.33  |
| Very low                    | 14.67 | Drug addiction                                      | 2.22  |
|                             |       | Unemployment and frustration                        | 4.74  |

Note: Open-ended multiple answers

The level of feeling insecurity in public space or the degrees of fear or feeling of insecurity due to urban street crime showed moderate (44.09%) to low (23.03%). It was also found that the highest level of feeling insecurity was at

Kotowali (54.88%), Double Mooring (63.77%), and Bayejid police station (52.73%) areas accordingly. It was found significantly low (26.22%) at Halishahar, Karnafuli, and Bakalia police station areas. The reasons for feeling insecure in public space have to consider several issues. The study showed that various reasons were active in feeling insecurity in public space in CC. Some were victims of property crimes such as snatching, theft, hijacking, and pick-pocketing, etc. Some were psycho-physical victims, such as eve-teasing, physical assault, sexual harassment, etc. Along with these, some were urban governance-related, such as lack of police patrolling (41.48%), lack of security guards (13.48%), etc.

The explanations of feeling insecure in a public place might be diversified. The descriptions of a place in most of the cases create safe or fear for a people. Usually, the formation of the physical environment, socio-economic condition, and architectural design of an urban area determine the degree of safety or fear. The study found that the physical environment had played an essential role in exemplifying frightening or fear of urban street crime in Chittagong city. Especially, lonely or remote areas, hilly areas, forest areas, and char areas had contributed significantly (27.56%) to feeling insecurity among the city dwellers. It was dominant at Pahartali (40.58%), Patenga (27.91%) and Karnafuli, (31.43%) police station areas. Besides slum areas, poor people living areas (18.52%) were some other factors to make fearful of a public place or urban street. and it was very much common at Kotowali (15.85%), Double Mooring (36.23%), and Pahartali (23.19%) police station areas.

Besides, the indicators of a socio-economic environment that make a place safe or fearful might be having a deviation. The study demonstrated that the slum areas, the residence of poor, illiterate people's living area, lack of development (36.30%) were overriding had made the place fearful. And it was found massive at Bandar and Bakalia police station areas. Other points like low income and high-income people living together (20.44%) and it were high in Halishahar (60.32%) police station area. Respondents of HHH (41.27%), police officers (32.50%), and SGD (40.0%) mentioned slums, the residence of poor people; illiterate people's living areas were the vital issues for creating a fearful place in CMP areas.

Similarly, issues of planning and design also make places fearful or safe. Without maintaining proper urban planning and design a city can't run sustainably and in the long run, various problems accumulate in the city. Current research found that lack of sufficient street light installation and bad conditions of streets were the main problems that had promoted fearful urban streets. Due to insufficient street light installation at Double Mooring, Kotowali, Khulshi, and Halishahar police station areas created various fearful conditions. HHH (39.39%), SGD (33.33%), and urban planners (30.0%) agreed with the judgments. Besides, narrow streets, zigzag street patterns were also other reasons for creating horror among city dwellers and it was dominant at Bandar (50%) and Patenga (41.86%) police stations. The majority of the HHH (27.59%) and key informants (25.0%) opined on these issues.

Several studies found the variation of urban street crime occurrence rate between day and night. Present research results also found similarities between day and night regarding the occurrence of urban street crime. It was shown that the majority of the urban street crime in Chittagong city occurred at night time (61.48%) and it was very much high at Bayejid (85.45%), Kotowali (73.17%), and Khulshi (73.33%) police station areas. All categories of respondents agreed with this judgment but some police officers didn't. The reasons for feeling more fear of urban street crime at night were lack of street lights and bad condition of streets (18.22%), and it was high at Kotowali (30.49%), Double Mooring (20.29%), Panchlaish (20.37%), and Khulshi (32%) police station areas. The majority of the HHH (23.35%) said the similar causes of feeling more fear of street crime at night. On the other hand, due to become a victim of pickpocketing, snatching, theft, and hijacking was the additional causes at Chandgaon (48.15%), Bayejid (34.55%), Khulshi (42.67%), and Panchlaish (37.04%) police station areas. Besides, key informants and in-depth interviewees at the crime hotspot agreed with the lonely and remote areas, hilly areas, and forest areas were the main reasons and small group discussants mentioned the lack of security (33.33%) was the reason for feeling more fear of urban street crime at night.

On the contrary, feeling fear of urban street crime during daytime showed some variation. Fortunately, the study found that at a day time majority of the people didn't feel fear (75.41%). The study revealed that the reasons of feeling fear of

urban street crime at day were huge people's gathering (7.41%) and it was very much high in Khulshi (16%), Pahartali (11.59%), Bandar (31.82%), and Karnafuli (28.57%) police station areas. Then pick-pocketing and snatching in Panchlaish (12.96%), Chandgaon (16.67%), and Bayejid (10.91%) police station areas. Besides in Bandar (29.55%) police station areas due to high traffic congestion also increases the feeling of becoming a victim of urban street crime.

Familiarity with an area influences the psychology of a human being. Along with this, knowing a person or having friends or relatives in an urban neighborhood also contributes to reducing the fear of urban street crime. A current study found that personal relationships or knowing a neighborhood affect the degree of fearfulness and 20.44% of respondents agreed with this issue. The people from Double Mooring (37.68%), Patenga (41.86%), and Karnafuli (31.43%) police station areas highly agreed with this statement. Although a majority of the respondents didn't agree with (76.17%) the effect of the personal relationship on fear of street crime in the Chittagong Metropolitan area. It was also found that several types of impacts due to having personal relationships or familiarity of a neighborhood on feeling fear of urban street crime. Bad practice of political power was one of them and it was very high at Kotowali (8.54%), Bandar (9.09%), and Karnafuli (5.71%) police station areas.

There are several indicators of measuring feelings of insecurity due to being the victim of urban street crime. Especially physical environmental characteristics, such as congested settlement, huge public gathering, unplanned settlement, presence of slum settlement, the invisibility of public movement, zigzag street pattern, narrow street, no street light, insufficient street light, rough street, remote street, etc. The present study found that unplanned settlement (62.67%) was one of the major indicators for promoting street crime in Kotowali and Pahartali police station areas. Besides massive gathering (56%) and later on the presence of slum and squatters settlement (60.30%) and it was very much high at Bakalia and Khulshi police station areas. The dissertation also investigated to identify some most fearful urban streets in the residential and business neighborhood areas in Chittagong city. At the very beginning, respondents were asked according to his/her information to mention the top five fearful urban streets in their residential neighborhoods and then to make a rank among the five locations. Among the selected five most terrible



locations, they made the rank topmost fearful location at 1<sup>st</sup> rank and the least fearful location at fifth. Based on the respondents' perception, four hundred and twenty-two (422) most fearful urban street locations in the residential neighborhood areas were identified and some very significant street location names were Sholoshahar 2 no gate area, Jouhtala road, DC road, Khaja road, Bogarbil road, Chatteshawri road, Goribullah Housing Society road, Muradpur, Pathantuli, and Khulshi areas, etc. respectively. Figure 5.20 shows the point pattern, quadrat pattern, and Kernel density estimation of most fearful urban street locations at RN in CC.

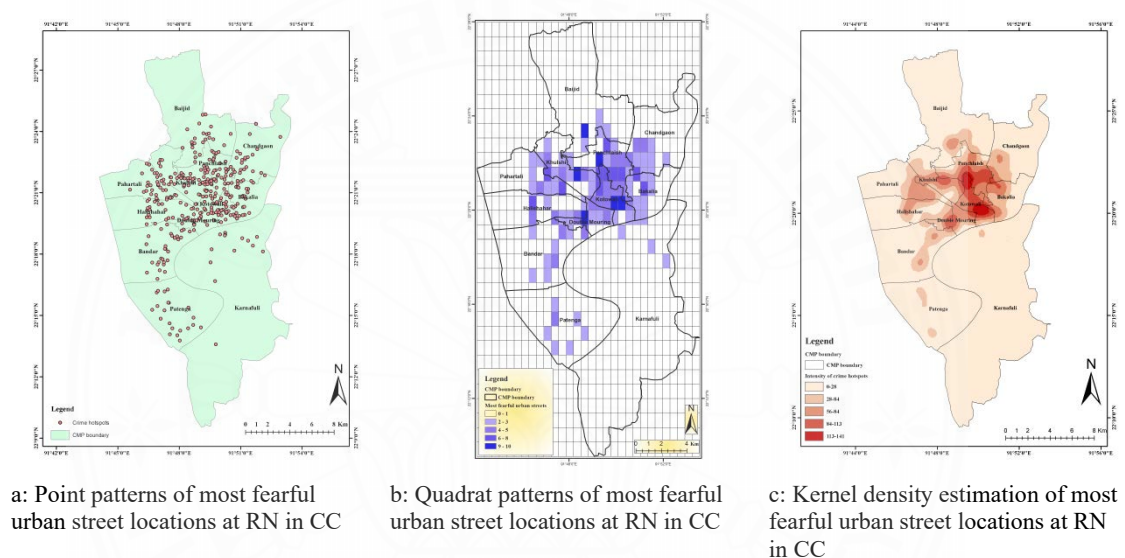


*Figure 5.20* Point pattern, quadrat pattern, and Kernel density estimation of most fearful urban street locations at a residential neighborhood in Chittagong City

Along with the aforesaid most fearful urban street locations in the residential neighborhood (RN) areas in CC, respondents similarly identified five (5) topmost fearful urban street locations in the business neighborhood (BN) areas in Chittagong city. It was found around 315 most fearful places at the BN areas where all categories of respondents gave their judgments. Some most fearful locations in the BN areas in Chittagong city were Agrabad moor, Sholoshahar 2 no. gate, Tigerpass moor, New Market, GEC Moor, Dewanhat Moor, Moijjartek, Dewanhat Bridge, Bohaddarhat, Custom Moor, Chaktai road, Muradpur, etc. Figure 5.21 shows the point pattern, quadrat pattern, and Kernel density estimation of the most fearful urban street locations at BN in CC.

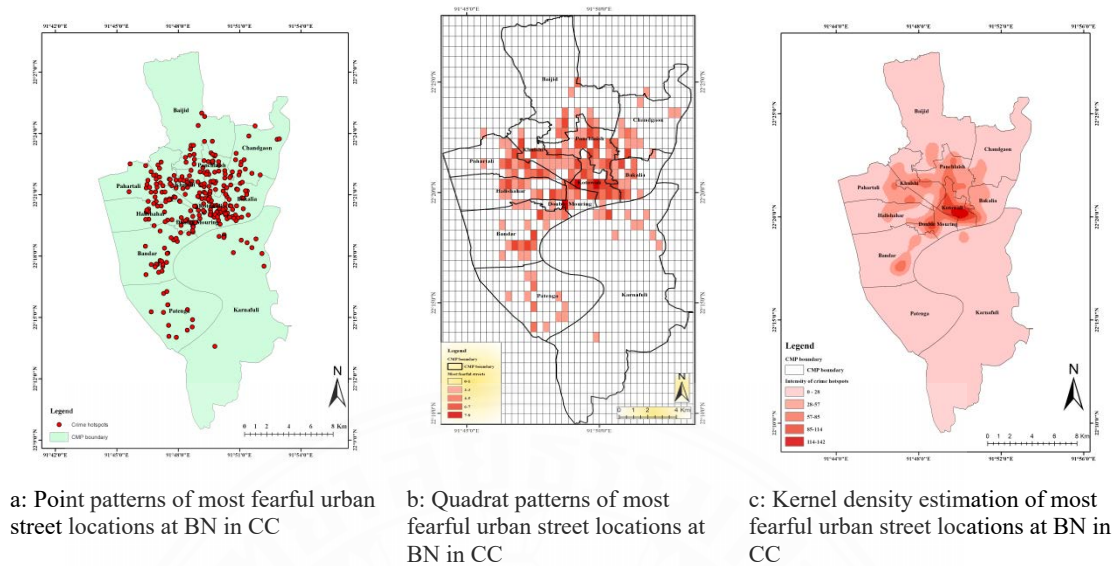


*Figure 5.21* Point pattern, quadrat pattern, and Kernel density estimation of most fearful urban street locations in the BN in Chittagong City

It was investigated if city dwellers or visitors travel in Chittagong city what was the magnitude of chances of their bag or wallet taken away by a perpetrator. The dissertation found that people at Double Mooring (52.17%), Bayejid (43.64%), and Khulshi PS (49.33%) areas were considered the chances of bag or wallet taken and the perception rate was moderate (34.96%). On the other hand, it showed very low at Bakalia (56.90%), Khulshi (21.33%), and Karnafuli (25.71%) police station areas. But it was found very high at Pahartali (15.94%), Patenga (16.28%), and Panchlaish (14.81%) police station areas. KI, in-depth interviewees from crime-prone locations and urban planners (34.96%) mentioned moderate chances of losing their bag or wallet but HHH, police officers, and SGD opined low chances of bag or wallet losing. The city dwellers' or visitors' safety level was also studied. It was found that the majority of the people feel moderate (49.48%) safe while walking at 10 pm in Chittagong city. But at Kotowali (39.025%), Bandar (47.73%) and Patenga (39.53%) police station areas people were feeling unsafe while they were walking after 10.00 pm. Besides, police defined they felt safe (35%) but HHH, KI, and in-depth interviewees at crime hotspots felt unsafe (26.52%) after walking at 10 pm in Chittagong city.

Psychological conditions of human beings vary based on the sex group. The study found that the female group feeling more fear of street crime and its rate was very high in Bandar (95.45%), Patenga (93.02%), and Kotowali (91.46%) police station areas. Fortunately, at Double Mooring and Panchlaish areas' female groups feel less fear in the urban street comparatively. All categories of respondents agreed that the majority of the female group (89.31%) feel more fear of urban street crime. The reasons for feeling more fear of the female were the example or experienced physically, mentally victim, psychologically and socially weak (35.11%) and spatially it was dominant at Khulshi (50.67%), Halishahar (51.35%), and Bandar PS (47.73%) areas. But the assumption to be a victim of eve-teasing, sexual or physical harassment, and physical assault were some other factors of feeling more fear in the urban street crime in Chittagong city. Spatially it was prevailing at Patenga (76.74%), Bayejid (60%), and Khulshi (57.33%) police station areas. The majority of the HHH (43.63%) and police officers (55%) agreed with these statements.

The age of the people had the level of feeling more or less fear. This study found that young adults (20-30 years) were cooperatively more scared in urban streets. Spatially it was high at Panchlaish (42.59%), and Patenga (41.86%) police station areas. And the adult (30-40 years) people at Double Mooring (46.38%) and Bayejid (40%) police station areas were feeling more fear due to become a victim of urban street crime. Household respondents, key informants, and in-depth interviewees from crime hotspots expressed that young adult people feel more fear in the urban street, but adult people feel more fear agreeing to police officers (32.5%), urban planners (50.0%), and SGD (26.67%). The reasons for the aforesaid aged group feeling more fear were physically, socially, and mentally weak (29.04%) and it was high at Bakalia (51.72%), Khulshi (44%), and Halishahar PS (54.05%) areas. But in the Halishahar and Khulshi areas, it was found that the reason was available cash and the assumption to be a victim of eve-teasing, sexual harassment. It was found physical assault was very high at Kotowali (26.83%), Pahartali (31.88%), and Patenga (39.53%) police station areas. The majority of the household respondents, key informants, and in-depth interviewees from crime hotspots were agreed with the reasons of physically/socially, and mentally weak (29.04%).

Education level contributes to the people's feelings on the fear of urban street crime. The study found that the educated people of Kotowali (70.73%), Double Mooring (73.915), and Chandgaon (70.37%) areas were feeling more fear. But uneducated (illiterate) people at Karnafuli (54.29%) and Bakalia (62.07%) police station areas were feeling more fear in the street crime. All respondents together mentioned that educated people (57.48%) had been feeling more fear in the street crime in the Chittagong Metropolitan area. The explanations of feeling more fear to be the victim of urban street crime were lack of awareness (14.96%) in Halishahar (32.43%) and Pahartali PS areas (17.39%), and lack of knowledge (9.78%), and staying unsecured or helpless (9.78%) condition at Patenga areas, etc. The study showed that the more educated the more feeling fear. Spatially it was found at Bakalia (73.91%), Chandgaon (59.26%), and Bayejid PS (52.73%) areas. On the contrary, higher secondary (8.89%) and secondary school (4.59%) passed people feel less fear in their area. Household respondents, police officers, and SGD were agreed with the question of education level where graduate and above (42.52%) people feeling more fear. The factor of feeling more fear was the belonging of cash and valuable assets. Along with these, insufficient security management or unsecured conditions also made them more fearful to be a victim of urban street crime.

The occupational group of people has a deviation of feeling fear of urban street crime. The present study showed that businessmen (29.63%) were feeling more fear on the occupational query in the Chittagong Metropolitan area and the perception rate was very much high in Bayejid (45.45%), Khulshi (57.33%), and Karnafuli (40%) police station areas. Service holders (16.89%) in the Panchlaish (27.78%), Bakalia (25.86%), and Bandar PS areas (30.23%) were feeling more fear. But in the area of Bakalia and Khulshi police station, street vendor feels more fear (16.74%) when they stay in the road and face many problems on their regular activities. Urban planners (40%), in-depth interviewees at crime hotspots (35.71%), and police officers (32.50%) mentioned that businessmen were feeling more fear in assuming to be a victim of urban street crime. Besides, when people carry cash, they feel riskier and more insecure in the area of Khulshi (46.67%) and Halishahar (70.27%) police station areas. Staying unsecured situation or helpless (17.04%) condition on their daily routine activities in Patenga (41.86%), Kotowali (23.17%),

and also Double Mooring PS (26.09%) areas were very dominant the reasons for feeling more scared. Along with these, physical and mental harassment, personal target, and kidnapping (13.04%) in Bayejid (36.36%) areas were also common difficulties of feeling scared. But in the reason of social position /crime-prone location in the Double Mooring area (18.84%) were also usually feeling more fear. Simultaneously based on the several income groups of people, the feelings of fear in assuming to be a victim of urban street crime might be a great nonconformity. This dissertation found that lower-middle-income groups of people (29.19%) feel more fear of street crime in Kotowali (37.80%), Panchlaish (40.74%), and Bayejid (40%) police station areas. On the other hand, high-income groups of people (14.52%) in Haliashahar (54.04%) and Patenga (25.85%) police station areas feeling comparatively less fear of street crime because of using personal transport and have more security measures. But very poor people (4%) in Haliashahar (13.51%) and Karnafuli (14.29%) police station areas were felt less fear in their daily events. According to police officers (92.50%), and key Informants (35%), lower-middleincome group of people (29.19%) feels more fear in the street but urban planners opined (80%) that higher middle income people (22.22%) were more feared in the urban street crime. The reasons of feeling fear variation among the various income group of people were the assumption of being victimized, cash availability, having luxury accessories, scared to lose property, scared to lose a life (54.67%) were the main reasons of feeling fear of street crime in Chittagong Metropolitan area. It was dominant at Haliashahar (91.89%), Khulshi (66.67%), and Double Mooring (62.32%) police station areas. Lack of security (25.63%) was also another main reason for the fear of the middle-income group of people in Kotowali (43.90%) and Bakalia PS (56.90%) areas. On the other hand, physical assault/ harassment at Double Mooring (40.58%), Bayejid (34.55%), and Pahartali (27.54%) police station areas by the fraudulent person for targeting the service holder and businessmen were very much common. Figure 5.22 shows the most fearful income groups of people and the cause of feeling more fear.



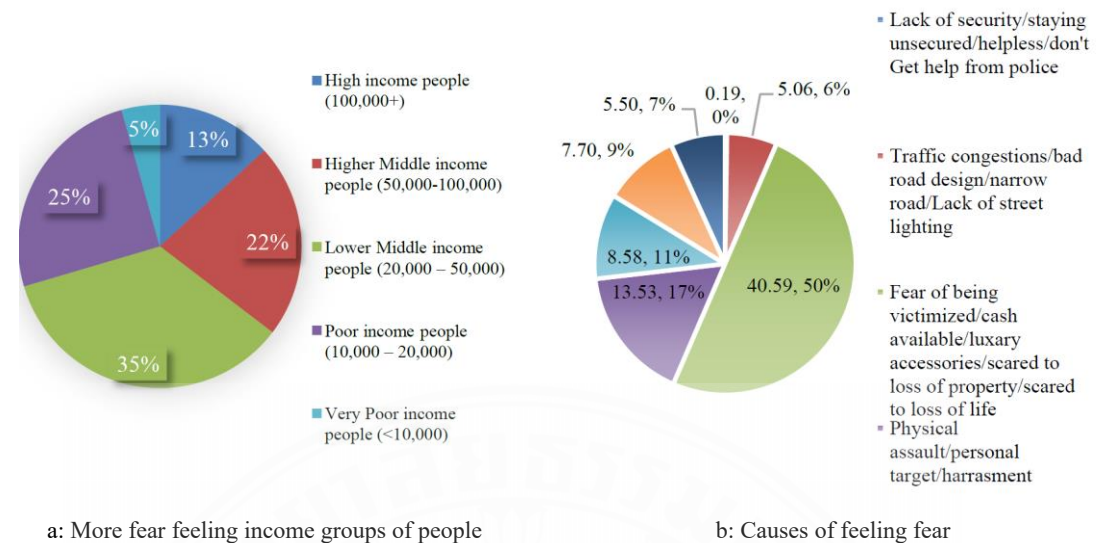


Figure 5.22 Most fearful income groups of people and the cause of feeling more fear

### 5.5 Current crime prevention activities at the urban neighborhood areas in Chittagong city

The response or crime prevention mechanism is due to securing from the social and economic impacts as well as life because of street crime. The quality of response determines the level of socio-economic impacts of urban street crime. Historically, it is evident that in urban civilization, there are three types of crime prevention measures, such as state-sponsored, community-based, and individual/personal security arrangements. These three measures of crime prevention have a great variation based on the socio-economic characteristics and technological advancement of a country or society. The magnitude of these crime prevention activities also differs according to the size and socio-political importance of the city. Usually, the larger is the size of the city, the more measures of crime prevention activities. The dissertation was conducted in the second-largest city in Bangladesh where more than six (6) million people live and it is the commercial capital of the country. Hence, a huge amount of financial transaction activities occur every day and we know offenders' main target is financial gain and valuable assets capturing. The following sections of findings describe the current urban street crime prevention



responses in the residential neighborhoods as well as in the business neighborhoods in Chittagong city (CC).

### **5.5.1 Current crime prevention activities at residential neighborhood areas in Chittagong city**

Urban street crime prevention activities in residential neighborhood (RN) areas have some variation in comparison with the business neighborhood (BN) areas. The reason for this deviation might be related to the people's movement, cash, and valuable assets availability, etc. The findings of current urban street crime prevention activities at RN areas in Chittagong City were community-sponsored security guards (21.93%), individual or personal security (14.67%), and installation of CCTV cameras (15.11%), social awareness (14.96%), and community cooperation (14.37%).

The dissertation found that police patrolling was the top-ranked (58.96%) initiative by the law enforcement agencies. Increased activity of police force (27.11%), ensuring proper punishment (31.56%), reduction of corruption and quick response of law enforcement agency (17.78%), and "making a list of the suspect and catching them" (9.48%), etc. Table 5.18 shows the perception of community people and Law enforcement agencies' street crime prevention response activities at RN areas in CC.

Urban planning and urban design also play an important role in controlling urban street crime. The current study examined how the urban planning and design department working in preventing urban street crime in Chittagong City. From the respondents' commentary "installation of street light or street light increasing" (49.39%) was in the top rank. Street widening and street repair (22.07%), planned road (14.07%), housing & settlement (18.07%), and good urban planning and management (8.30%), etc. were noticed the initiatives from the urban planning and urban design approval authority

Table 5.18

*Community and Law enforcement agencies'; street crime prevention response at RN areas in CC.*

| Community-based response      |                | Law enforcement agencies response           |                |
|-------------------------------|----------------|---------------------------------------------|----------------|
| Types of response             | Percentage (%) | Types of response                           | Percentage (%) |
| Community guard               | 21.93          | Police patrolling                           | 58.96          |
| Personal security             | 14.67          | Increase activity of police force           | 27.11          |
| CCTV camera                   | 15.11          | Law enforcement                             | 17.78          |
| Social awareness              | 14.96          | Making a list of suspects and catching them | 9.48           |
| Community cooperation         | 14.37          | CCTV camera                                 | 6.81           |
| Personal gate                 | 8.59           | Increase social awareness                   | 4.74           |
| Help police                   | 3.41           | Increase Community police                   | 4.74           |
| Prevention of crime           | 5.33           | Community cooperation                       | 2.96           |
| Boundary wall                 | 4.30           | Security alarm                              | 2.22           |
| Rehabilitation                | 1.19           | Trained dog and boundary wall               | 2.08           |
| Common entrance and exit gate | 1.63           | Community guard                             | 1.93           |
| Security alarm                | 0.89           | Develop new law                             | 1.93           |

Note: Open-ended multiple answers

This dissertation examined the effectiveness of current urban crime prevention activities in the residential neighborhood areas in Chittagong city. It was found that current urban street crime preclusion initiatives were positively moving forward. It was revealed that at Haliashahar (78.38%), Bandar (68.18%), and Khulshi (68%) areas respondents opined the current street crime prevention situation improved by the initiatives. Most of the respondents from street crime hotspots (75%) and KI (63.33%) replied positively but 60% of urban planners' dissatisfied with the effectiveness of current street crime prevention initiatives. Table 5.19 shows the urban planning and design authority's present urban street crime prevention activities at RN areas in CC.

Table 5.19

*Urban planning and design authority's present urban street crime prevention activities at residential neighborhood areas in Chittagong city*

| Street-based                       | %     | Planning based                                  | %    |
|------------------------------------|-------|-------------------------------------------------|------|
| Street lighting repair             | 49.33 | Urban planning and management                   | 8.30 |
| Street widening                    | 22.07 | Quick response to the planning design problem   | 3.26 |
| Planned road                       | 14.07 | CCTV camera installation                        | 6.81 |
| New roads and flyover construction | 4.15  | Security post increase at the suitable location | 4.30 |

Note: Open-ended multiple answers

The respondents who were not satisfied with the current initiatives mentioned several reasons for their dissatisfaction. It was showed that 15.41% of respondents mentioned corruption and inactiveness of the police force as the main problem. At Bakalia (18.97%) and Patenga (18.60%) PS areas, it was pointed to lack of proper implementation of the law, mismanagement, and political patronization behind the causes of ineffectiveness. Irresponsibility or ignorance and lack of awareness (8%) were some other reasons for useless initiatives of urban street crime prevention.

Familiarity with the local police station and law enforcement offices is very important in getting support in need. This is why this research explored the respondents' knowledge of the local police station's location and its' cellphone number. The police station's cell phone number is a significant issue at an emergency time. The government launched an emergency number calls 999 as well. The study found that most (66.67%) of the respondents didn't know their local police station cell phone number. Only at Khulshi (48%), Chandgaon (25.93%) Bakalia PS (20.69%) had an idea about the police station's cell phone number. The use of the police station's cell phone number by the respondents showed that the majority of them (42.81%) did not call or used the police station's cell phone number. Only at Chandgaon (14.49%) Patenga (14.29%), Bakalia (12.07%), and Panchlaish PS (11.11%) areas replied positively with a small percentage. The experiences who called the police in need of their emergency were positive vibes that make a reputation to the police station. All respondents (100%) of Double Mooring PS answered offender was caught and taken into custody. Half of the respondents from

Chandgaon and Bandar PS also replied the same. And police officers (40%) also agreed with the experience. Besides, “police wanted a bribe to take action,” said all interviewees (100%) of Bayejid PS, SGD (6.67%), and police officers (5%) were experienced the same. The offender was caught but released after a very short period due to bribe negotiation (assumption) said by the respondents of Chandgaon (50%), Patenga (33.33%), Bandar (25%), and Pahartali PS (11.11%) areas.

The study investigated the current action of law enforcement agencies in a close-ended question. There were given ten activities those usual law enforcing personnel doing against a complaint of the perpetrator. Respondents were requested to select the top five actions those usually law enforcing agencies do and then make them a rank sequentially. In this context, the study found that a huge percentage (63.41%) of respondents had expressed offender was caught and taken into custody. Considering the priority of opinion it got rank one, from the speech of police officers (95%), KI (73.33%), and urban planners (70%) agreed with this statement. But considering the excess of opinion offender was caught but released after a very short time due to political pressure (assumption). Maximum respondents (82.96%) complained against this action and it was ranked two. KI (91.67%) and HHH (88.92%) highly pointed the issue. The offender was caught but released after a very short period due to bribe negotiation (assumption) ranked third. Based on occupation or after occurrence police patrolling increased, which was ranked fourth, police officers (72.50%) mentioned that they usually do this. Police wanted bribes to take any action that’s ranked fifth.

Similarly, the study inspected community activities in the residential areas in a close-ended question. There were given ten activities those usually a community people do in preventing street crime in their residential neighborhoods. Respondents were requested to select the top five actions that usually they do and then make them a rank sequentially. Initiatives taken by society consider as community-based action. The initiative which was top in percentage was personal security appointed (74.67%) and it was also in top-ranked. All interviewee of urban planners put their comments on this initiative. The introduction of heavy metal gates got second priority in percentage (67.41%) but ranked third. Community introduced CCTV camera which was ranked 2 nd and 90% of urban planners and in-depth

interviewees from crime hotspots said this action had been taken. A boundary wall was built got the fourth rank, and 80% of urban planners and 77.50% of police officers said this initiative. Community security introduced that's ranked fifth, and 80% of urban planners and KI answered about it.

Likewise, the study explored urban planners' current activities in the residential neighborhood areas in a close-ended question. There were also given ten activities that usually urban planners do in urban planning and design process in preventing street crime in the residential neighborhoods. Respondents were requested to select the top five actions those usually urban planners and designers do and then invited to make them a rank sequentially. A planned city could reduce many problems that arise in urban life, that's why the contribution of the planner was very significant. The initiatives which got high priority were limited entrance and exit in neighborhood design (outside the site boundary) (51.85%). SGD (86.67%) and KI (58.33%) pointed to this action. Wider gridiron street design gets importance in the second rank, and HHH (60.85%) and KI (51.67%) commented in favor of it. "Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc." was the third place in priority, and SGD (80%) highly mentioned the action. The land-use plan and design were mandatory for urban life, here it was placed as the fourth priority in the list, and almost 90% of respondents of urban planners pointed the action. Building fences in the streets were at the bottom of the list.

### **5.5.2 Current crime prevention activities at business neighborhood areas in Chittagong city**

In the commercial areas, habitually all types of stakeholders take more security measures to keep their cash, assets, and life more secure in contrast with the residential neighborhood areas. The study examined the current street crime prevention activities in business neighborhood (BN) areas. The following sections of discussion were current crime prevention activities at BN in Chittagong City.

Community-based crime prevention activities are more efficient in preventing any types of criminal activities. Any action was taken by a society or a community to prevent urban street crime is called a community-based initiative. The study found a huge portion of the business community (44.44%) had introduced CCTV cameras and it gained top-ranked. In-depth interviewees from crime hotspots

(50%) and police officers (42.50%) opined that community-based security guards playing a vital role in reducing urban street crime which was ranked two. Police officers (30%) and in-depth interviewees from the crime hotspot (28.57%) said that the business community had personal security that was ranked 3<sup>rd</sup>. Almost half (50%) portion of all types of respondents together agreed with the statement of ‘committee formation and cooperation’ was a fruitful initiative and it ranked fourth. Along with these, social awareness/ ethical education/religious education, etc. also were contributing to reducing current urban street crime and the majority of SGD (40%) and police officers (25%) mentioned these issues.

Accompanied by the business community, law enforcement agencies also have some initiatives to avoid urban street crime at BN areas in CC. The law-enforcing administration means Chittagong Metropolitan Police (CMP) has taken several steps to mitigate urban street crime. The study showed that police patrolling was mostly (68%) taken initiative. With the random presence of police, the offender could not hamper crime usually. Taking initiative for proper punishment ranked two, and the majority of SGD (33.33%) and HHH (22.41%) said it. Police officers (35%) and KI (21.67%) agreed that increased activity of the police force helped to reduce criminal activities and it ranked third. Reduction of crime by enforcing law ranked fourth, and 15.80% of HHH had pointed the issue.

Urban planning and design have a significant role in preventing urban street crime. The present study considered the current activities of urban planning and design approval authorities in preventing urban street crime at BN areas in CC. The study found that installation or repairing the urban street light got the highest priority in urban plan and development action. Street widening and new road construction occupied 22.37% and planned road & street design held the third position. Urban planners (20%) and police officers (15%) also said planned housing and settlement. CCTV camera installation was held in the fifth rank with the judgments of 13.33% of SGD and 7.50% of police officers.

Urban street crime prevention measures sometimes do not work properly. The reason may be insufficient or an error in measures. The perception of the effectiveness of current urban street crime prevention measures in the business neighborhood areas in Chittagong City (CC) showed that Halishahar PS had the



highest (59.46%) and at Bandar PS had the lowest (44%). Police officers had said ‘yes’ (72.50%) and KI responded lowest (51.67%). A significant number of respondents mentioned current urban street crime prevention steps were not effective in business neighborhood areas. The reasons were various types such as lacking in implementing the urban plan and design, irresponsibility, and corruption of police, irresponsibility, etc. Table 5.20 shows the current street crime prevention initiatives at BN areas in Chittagong city.

Table 5.20

*Current street crime prevention activities in the business neighborhood areas in Chittagong city*

| Business community’s activities              |                             | Law enforcement Agencies‘ activities |                                             |                                                    |                                      | Urban planning and design authority’s activities |                                                     |
|----------------------------------------------|-----------------------------|--------------------------------------|---------------------------------------------|----------------------------------------------------|--------------------------------------|--------------------------------------------------|-----------------------------------------------------|
| Types of activities                          |                             | Police community based               | Law enforcement agencies based              | Security based                                     | Society based                        | Street-based                                     | Planning based                                      |
| CCTV camera (44.44%)                         | Boundary wall (11.26%)      | Police patrolling (68%)              | Enforcing law, stopping corruption (12.30%) | CCTV camera (6.67%)                                | Increase logistic facilities (3.85%) | Street lighting repair (48.15%)                  | Urban planning and management (5.93%)               |
| Community guard (26.37%)                     | Personal gate (14.07%)      | Proper punishment (18.81%)           |                                             | Making a list of suspect and catching them (4.74%) |                                      | Street widening (22.37%)                         | Enough free/ open space (4.89%)                     |
| Personal security (27.56%)                   | Prevention of crime (5.48%) |                                      |                                             |                                                    |                                      |                                                  |                                                     |
| Social awareness (24.15%)                    | Help police (7.11%)         | Increase Community police (17.63%)   | Develop new law (2.22%)                     | Quick response (3.26%)                             | Educative program (3.70%)            | Planned road (15.41%)                            | CCTV camera installation (7.11%)                    |
| Community cooperation (14.37%)               | Security alarm (2.22%)      |                                      |                                             |                                                    |                                      |                                                  |                                                     |
| Committee formation and cooperation (12.74%) | Trained dog (0.89%)         | Set up new police station (5.93%)    |                                             | Security alarm (2.22%)                             |                                      | New roads and flyover construction (1.93%)       | Security post increase at suitable location (6.67%) |

Note: Open-ended multiple answers

Along with afore-discussed open-ended question results, the study investigated the current action of the business community's for urban street crime prevention in a close-ended question. There were given ten activities those usually business community people doing against urban street crime deterrence. Respondents were requested to select the top five actions those usually do and then invited to make them a rank sequentially. In this context, the study found that CCTV camera occupies the 1<sup>st</sup> place in business community-based action and the percentage was 83.56%. The boundary wall built was the last position among community security, personal security, individual heavy metal gate introduction, and the percentage was 59.70 %. All urban planners (100.0%) said CCTV camera installations and the introduction of personal security mention very high by police officers (82.5%). The majority of HHH (66.51%), police officers (67.5%), and urban planners (70%) opined on the construction of boundary walls to prevent urban street crime.

Similarly, the perception of urban planning and design authority's activities were investigated in the business neighborhood areas for urban street crime prevention in a close-ended question. There were given ten activities those usually planning and design authority incorporates in their urban plan and design against urban street crime limitation. The study showed that in the business neighborhood areas, urban plans and design-related authorities' play a vital role to mitigate urban street crime. All types of respondents together (68.89%) mentioned the installation of urban street lights and ensured sufficient street light was the topmost action by the planning and design authority. Restriction of free movement and limited entrance and exit in neighborhood design (outside the site boundary) could help to dictate urban street crime and the majority of HHH (67.69%), and KI (55%) recommended it. Pedestrian-friendly pavement design held in rank three concerning police officers (55%) and SGD (46.67%). The proper street design could control urban street crime with the support of 60% of HHH, urban planners, and police officers. Wider gridiron street design ranked fifth and HHH (67.22%) and KI (56.67%) noticed it.

## **5.6 Needed remedial initiatives of urban street crime prevention in Chittagong city**

People and society together nowadays are coming forward to bend the urban street crime. But street crime occurrence types and their prevention mechanism are changing in course of time. The incidence of crime also varies from country to country, city to city, and even intra-urban region of the city characteristics. Therefore, the remedial actions also have a significant variation for reducing socioeconomic impacts as well as improving the quality of urban life. This dissertation examined what types of responses or measures were needed to take for urban street crime prevention in the residential neighborhood (RN) as well as business neighborhoods (BN) areas in Chittagong city (CC). The succeeding sections of dissertation findings inspected the needed remedial initiatives of urban street crime prevention at RN along with BN areas in CC.

### **5.6.1 Needed remedial initiatives to prevent street crime at residential neighborhood areas**

The study showed that urban street crime prevention initiatives were needed very significantly in Chittagong city to bend the current urban street crime rate. First of all, in the residential neighborhood areas, community-based crime prevention initiatives were a crying need and the research found necessary initiatives were social/ethical awareness (40.89%) increasing, introducing community-sponsored security guards (19.85%), and using CCTV cameras (33.63%). Besides, community cooperation and community-based security systems were also immediately needed (23.70%) in the Bandar, Khulshi, and Haliashahar police station areas. Most of the city dwellers insisted on social/ethical awareness programs to prevent urban street crime at RN areas in CC.

This research examined what types of new street crime prevention initiatives were required in addition to the current measures by the law-enforcement agencies. It was found that increasing police patrolling (55.11%), ensuring punishment of criminals and sponsor of the perpetrator of the various illegal activities, and stopping corruption (21.48%), etc. could also play an important role in remedial action.

Urban planning and design concepts are also changing very rapidly due to the fast-growing urbanization and urban problems. Especially, the security and safe movement of people, as well as aesthetical views of the city, were the major concern of the city authority. Hence, considering the security and safe movement of the city dwellers, this study examined what types of measures from the urban plan and design authority need to take in bending street crime in Chittagong city. The dissertation found that the installation of new street lights and repairing the old street light (54.52%) or increasing the number of street lights were the major recommendations in reducing urban street crime and it was a very crying need at Khulshi, Pahartali, and Chandgaon police station areas. Street widening and repairing (29.78%) were essential at Khulshi, Panchlaish, and Kotowali police station areas. Well-planned road and street design (21.19%) was another urgent needed remedial activity at Kotowali, Double Mooring, and Patenga police station areas. Efficient planning authority and management (8.89%) and well-planned settlement (20.30%) were desirable some crucial measures in reducing street crime. Setting up a security post was very essential in preventing street crime in Chittagong city (40%). Table 5.21 shows the needed initiatives in preventing urban street crime in the residential neighborhood in Chittagong city.

Besides, ensuring visibility of the main entrance and surrounding of the house (37.78%) and changing housing design considering safety (35.26%) were requested in the Pahartali, Halishahar, and Kotowali police station areas. Application of GIS by using GPS, 3D Model for crime mapping (35.70%) also urged for the entire city. Ensuring sufficient street light (daylight and electric light) was a crying need for the remedy of the urban street crime in Chittagong city. Introducing gated housing (common entrance and exist) was also another recommended remedial action and the majority of the police officers (40%), HHH (36.79%), and key informants (36.67%) suggested these curative actions.

Table 5.21

*Needed initiatives in preventing urban street crime in the residential neighborhood in Chittagong city*

| Initiatives from community people |                                                                  | Initiatives from law enforcement agencies |                                           |                                                    |                                            | Initiatives from urban planning and design authority |                                                     |
|-----------------------------------|------------------------------------------------------------------|-------------------------------------------|-------------------------------------------|----------------------------------------------------|--------------------------------------------|------------------------------------------------------|-----------------------------------------------------|
| Individual initiatives            | Community-based initiatives                                      | Police community based                    | Law enforcement agencies                  | Security                                           | Society based                              | Street-based                                         | Planning & design based                             |
| Personal gate (11.26%)            | Social/ethical awareness programs (40.89%)                       | Police patrolling (55.11%)                | Develop new law (3.70%)                   | Installing CCTV cameras (7.26%)                    | Initiating awareness Program (8.30%)       | Street lighting repair (54.52%)                      | Efficient planning authority and management (8.89%) |
| Personal security (20.89%)        |                                                                  |                                           |                                           |                                                    |                                            |                                                      |                                                     |
| Personal connection (5.78%)       | Introducing community security (19.85%)                          | Proper punishment (41.63%)                |                                           |                                                    | Increasing logistic support (6.07%)        | Street widening (29.78%)                             | Setting up security post (4%)                       |
| Increase security (4.89%)         |                                                                  |                                           |                                           |                                                    |                                            |                                                      |                                                     |
| Prevention of crime (8.89%)       | Installation of CCTV cameras (33.63%)                            | Set up a new police station (5.19%)       | Law enforcement /stop corruption (21.48%) | Making a list of suspect and catching them (8.89%) | Establishing rehabilitation center (0.15%) | Planned road and street design (21.19%)              | Ensuring enough free/open space (5.48%)             |
| Security alarm (1.48%)            |                                                                  |                                           |                                           |                                                    |                                            |                                                      |                                                     |
| Helping police (7.26%)            | Strengthening community cooperation and Security system (23.70%) |                                           |                                           |                                                    |                                            | New roads and flyover construction (1.93%)           | Addressing crime in street design (2.81%)           |
| Boundary wall (8.89%)             |                                                                  |                                           |                                           |                                                    |                                            |                                                      |                                                     |

Note: Open-ended multiple answers

### 5.6.2 Needed remedial initiatives to prevent street crime at business neighborhood areas

Chittagong is a commercial city in Bangladesh. It works as the business hub of the country. There are so many commercial activities at day and night with various problems and specifically several crime-related issues. One of the safety and security issues is urban street crime that hampers the various business activities and people's daily smooth movement and its consequences are also fluctuating due to crime prevention measures by the different stakeholders. Likewise RN, this research examined the necessity of urban street crime remedial actions in the business

neighborhood (BN) areas in Chittagong city. The investigation methods were similar to RN areas. It was found that social awareness and moral education (33.48%) were the prime need for the remedial action by the community-based street crime prevention activities and spatially at Double Mooring, Chandgaon, and Bayejid police station areas people urged for these measures. Installation of CCTV cameras ((39.26%) was very much needed at Khulshi, Pahartali, and Bandar police station area. Increasing personal security (12.74%) was another important demand for the safety measures of the people on the street and the bulk of the respondents from Kotowali, Khulshi, and Pahartali police station areas requested it. Besides, local committee formation and cooperation were essential in bending street crime in the business neighborhood areas. Community-sponsored security guards and the rehabilitation program for the offenders and introducing security alarms in the business neighborhood to protect the street crime endeavors in Chittagong city. Table 5.22 displays the business community people's urban street crime prevention initiatives at BN areas in Chittagong city.

Table 5.22

*Required crime prevention initiatives in the BN areas by the community people*

| Individual initiatives     | %     | Community-based initiatives         | %     |
|----------------------------|-------|-------------------------------------|-------|
| Personal security          | 12.74 | Committee formation and Cooperation | 31.11 |
| Common entry and exit gate | 8.89  |                                     |       |
| Increase security system   | 5.33  | CCTV Camera installation            | 39.26 |
| Boundary wall              | 6.07  |                                     |       |
| Rehabilitation             | 3.26  | Social awareness/moral education    | 33.48 |
| Security alarm             | 8.15  |                                     |       |
| Trained dog                | 2.96  | Community guard                     | 18.37 |
| Prevention of crime        | 8.44  |                                     |       |

Note: Open-ended multiple answers

Along with the open-ended question answer, similarly, respondents were requested to provide their judgments from a close-ended question where ten remedial actions were given to the neighborhood community, seven desired actions for the law enforcing agencies and fourteen helpful actions from the urban planning



and design authority's in preventing street crime in the BN areas in CC. Then respondents were requested to choose five from each and make them a rank sequentially where the most severely needed one was 1<sup>st</sup> rank and the least severe one is 5<sup>th</sup> rank. It was found that strengthening cooperation among the business community (78.07%) was suggested in decreasing the rate of street crime. Then forming a business community association to ensure community security (63.56%), introducing CCTV at the surrounding shopping mall (74.52%) could play an important role in preventing street. Besides, launching community awareness programs in the social, cultural, and religious meetings and functions (65.04%) was recommended in bending the street crime.

Law enforcement agencies' personnel usually keep more attention in the business neighborhoods due to the higher rate of street crime prevalence. Therefore, law enforcing agency is very much indispensable for the decrease of the various street crime activities in Chittagong city. The dissertation showed that increasing police patrolling (58.22%) in the Kotowali, Khulshi, and Pahartali police station areas was a crying need. Ensuring punishment (29.63%) of the perpetrators and bulk of respondents from Double Mooring and Bayejid police station zone mentioned it in reducing street crime in the city of Chittagong. Increasing police activity (21.93%) in the Kotowali, Bandar, and Karnafuli police station areas was also very influential in preventing street crime in the Business neighborhood area. Stopping corruption (21.04%) and installation of CCTV cameras (9.63%) by the lawenforcing agencies in the Kotowali, Bakalia, and Bayejid police station areas were also required.

In the closed-ended question answer, the study found some variation in comparing with the open-ended question answer. The necessary steps from the law-enforcing agencies revealed that introducing CCTV in the street crime hotspots (90.07%) suggestively in the Kotowali, Double Mooring, and Khulshi police station area. The majority of the household head (96.46%), key informants (88.33%) suggested it. Then increasing police patrolling (89.63%) was the second most urged remedial action from the law enforcing agencies and it was dominant at Kotowali, Pahartali, and Khulshi police station areas. Most of the household heads (91.04%), police officers (87.50%), in-depth interviewees from crime hotspots (87.30%) agreed

with this remedial action. Establishing exemplary criminal punishment (79.41%) was much needed to remedy the urban street crime incident in the business neighborhood areas in the Kotowali, Bakalia, and Khulshi police station areas in the Chittagong. Key informants (76.67%) and household heads (82.55%) desired this measure.

Currently improving and incorporating some issues regarding bending street crime is essential. It is a prime responsibility of the urban planning and design approval authority to consider the street crime prevention issues in their urban plan and design in enlightening the quality of urban life. Therefore, the dissertation explored the perception of the respondents for necessary remedial actions from the urban planning and design approval authority. It was found that increasing and repairing street lighting (52.89%) was an urgent necessity in the Double Mooring, Bakalia, and Khulshi police station areas. Most of the household heads (58.96%), key informants (56.67%), and small group discussants (73.33%) suggested this remedial action. Street widening and repair (33.78%) were also essential in reducing crime. Specifically in the Khulshi, Pahartali, and Bandar police station areas, it was urgently needed. Planned road and street design were also very much required to decrease street crime in the city (21.48%) and most of the respondents at Kotowali, Double Mooring, and Khulshi police station areas suggested it. Ensuring planned housing and settlement (21.48%) could contribute to diminishing street crime in the Pahartali police station zone in Chittagong City. Urban planners (30%), household heads (20.99%), and in-depth interviewees at a hotspot (10.32%) were requested for these measures. Making fences in the street (3.26%) demanded at Panchlaish police station areas in reducing the urban street crime in the city. Table 5.23 displays the required crime prevention initiatives by law enforcement agencies and urban planning and design authority at business neighborhood areas in Chittagong city.

Table 5.23

*Required crime prevention initiatives by law enforcement agencies and urban planning and design authorities at business neighborhood areas in Chittagong city*

| Needed activities by law enforcement agencies |                                                     |                                                    |                                      | Required initiatives from urban planning and design authority |                                                     |
|-----------------------------------------------|-----------------------------------------------------|----------------------------------------------------|--------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|
| Police community based                        | Law enforcement agencies                            | Security-based                                     | Community-based                      | Urban street-based                                            | Urban planning & design based                       |
| Police patrolling (58.22%)                    | Enforcing the law, and stopping corruption (21.04%) | Installation of CCTV camera (9.63%)                | Increase logistic facilities (8.44%) | Street lighting Repair (52.89%)                               | Urban planning and management (7.70%)               |
| Proper punishment (29.63%)                    | Developing new law (4%)                             | Making a list of suspect and catching them (6.07%) | Educative program (8%)               | Street widening (33.78%)                                      | Enough free and open space (4.74%)                  |
| Increase activity, the police force (21.93%)  | Quick response (2.07%)                              |                                                    |                                      | Planned road and design (21.48%)                              | CCTV camera Installation (8.44%)                    |
| Set up a new police station (3.41%)           |                                                     |                                                    |                                      | New roads and Flyover construction (1.19%)                    | Security post increase at suitable location (6.07%) |
|                                               |                                                     |                                                    |                                      | Attention on Transport nodes (1.33%)                          |                                                     |

Note: Open-ended multiple answers

Likewise, perception on urban planning and design authority's was needed to take action in bending street crime in the business neighborhood area in Chittagong city were investigated in a close-ended question answer. It was found that street widening was the top recommendation in avoiding traffic congestion (66.96%) and it was the leading perception at Kotowali, Bakalia, and Khulshi police station areas and police officers (80%), household head (66.75%) designated it. Then ensuring sufficient street light (daylight and electric light) (73.48%) by the action of urban planning and design authority in the Pahartali, Double Mooring, and the Kotowali police station areas and the household head (75.94%), in-depth interviewees from hotspots (81.16%) recommended for it. Special attention on transport nodes (42.67%) was also cooperative for preventing street crime in the city and the

perception was dominant in the Bakalia, Double Mooring, and Kotowali police station areas. Ensuring visibility of the main entrance and surrounding of the house (37.04%) was very supportive in reducing street crime and the perceptions were leading at Khulshi, Kotowali, and Panchlaish police station areas. Besides, introducing gated housing (common entrance and exist) (36.15%) was recommended for Kotowali and Khulshi police station areas and small group discussants (60%), police officers (40%), and household head (39.15%) suggested for it. Besides, special attention on transport nodes was an urgent checking in bending urban street crime in CC and the majority of the urban planners (70%), household head (45.05%), and police officers (40%) suggested it.

## 5.7 Chapter summary

The findings of the dissertation show very comprehensive and widespread. The dissertation exposed the factors of creating urban street crime hotspots in the residential and business neighborhood areas in Chittagong city, Bangladesh. It showed that there was a significant variation of the magnitude of street crime occurrence, nature of the crime, and its' impacts on social and economic life. The summary findings of the dissertation were-

- Urban street crime occurrence in the residential neighborhood areas was moderate to low.
- At residential neighborhood areas was theft and at business neighborhood areas snatching was the topmost street crime occurrence in Chittagong city. Offenders aged 15-30 years were more prone to commit street crime Poverty, lack of parental and political patronization was the major causes of engaging with street crime.
- At the commercial hub, transport nodes, mixed land use, lonely place, mass gathering, traffic congestion places, etc. were found street crime hotspots in Chittagong city.
- Inactive and insufficient police patrolling, local political patronization, zigzag and narrow street pattern, insufficient street light, etc. were the focal causes of becoming street crime hotspots at residential and business neighborhood areas. The

impacts of urban street crime occurrence on social and economic life were found much diversified such as psychosocial and economic impacts were vital. Major impacts on social life in residential neighborhood areas were drug addiction, create mental panic, increase social crime, moral decadence, the victim of physical assault or harassment, infectious to young adults, hamper young adult women to move/travel alone, etc.

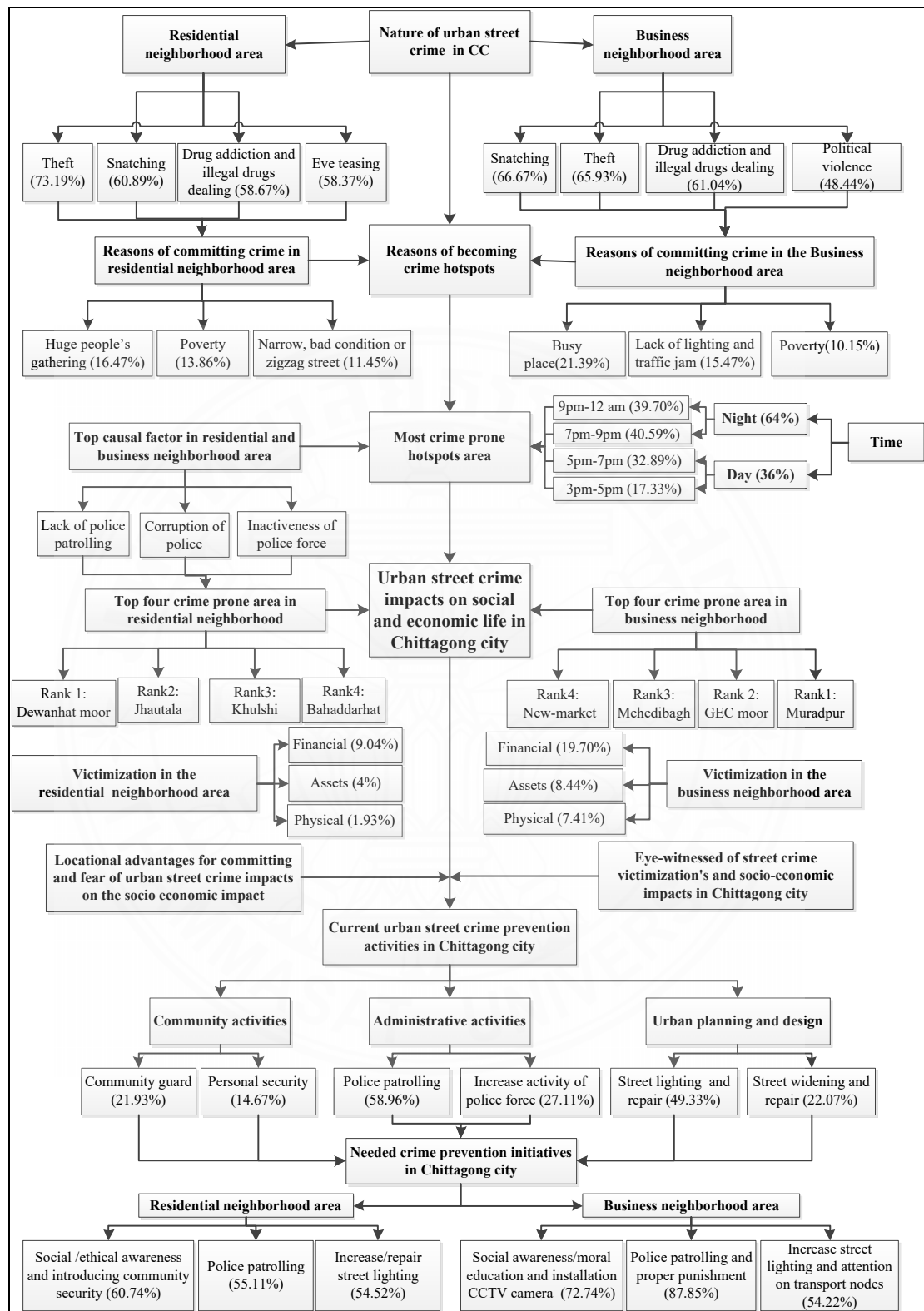
- Major impacts on economic life at residential neighborhood areas were economic loss, renter leave, land value reduction, a victim of giving illegal toll, scared to keep cash, etc.

- Vital impacts on social life in business neighborhood areas are almost similar to residential neighborhood areas. But some important impacts on social life were found to create a bad image of the area, increase pick-pocketing, snatching, hijacking, armed robbery, increase drug addiction, people avoid the area, social development hampers, mental panic, etc.

- Some key impacts on economic life in the business neighborhood areas were business development hampered, business quit/change, a victim of giving illegal toll, income reduction, less business dealing, land value decrease, renter leave, a customer left, etc.

- In the residential neighborhood areas, local community, law enforcement agencies, and urban planning and design approval authority currently doing various street crime prevention activities such as personal security, community guards, police patrolling, installing CCTV cameras, and street light, street widening, planned housing, etc.

The summary of the dissertation findings was shown in figure 5.23.



Note: Open-ended multiple answers

Figure 5.23 The summary of the dissertation findings



## CHAPTER 6

### DISCUSSIONS

The discussion chapter of the dissertation consists of five major sections. The first section analyzed the urban street crime pattern in residential and business neighborhoods areas in Chittagong city (CC). Segment two exposed the street crime-prone location at the residential neighborhood (RN) and business neighborhood (BN) areas in CC and the causes behind becoming the street crime hotspots. Subdivision three evaluated the urban street crime impacts on social and economic life in CC. Fragment four examined the current crime prevention activities in the urban neighborhood areas in CC. And finally, sector five investigated the needed urban street crime prevention initiatives in CC. Figure 6.1 shows the flow of discussion and analysis.

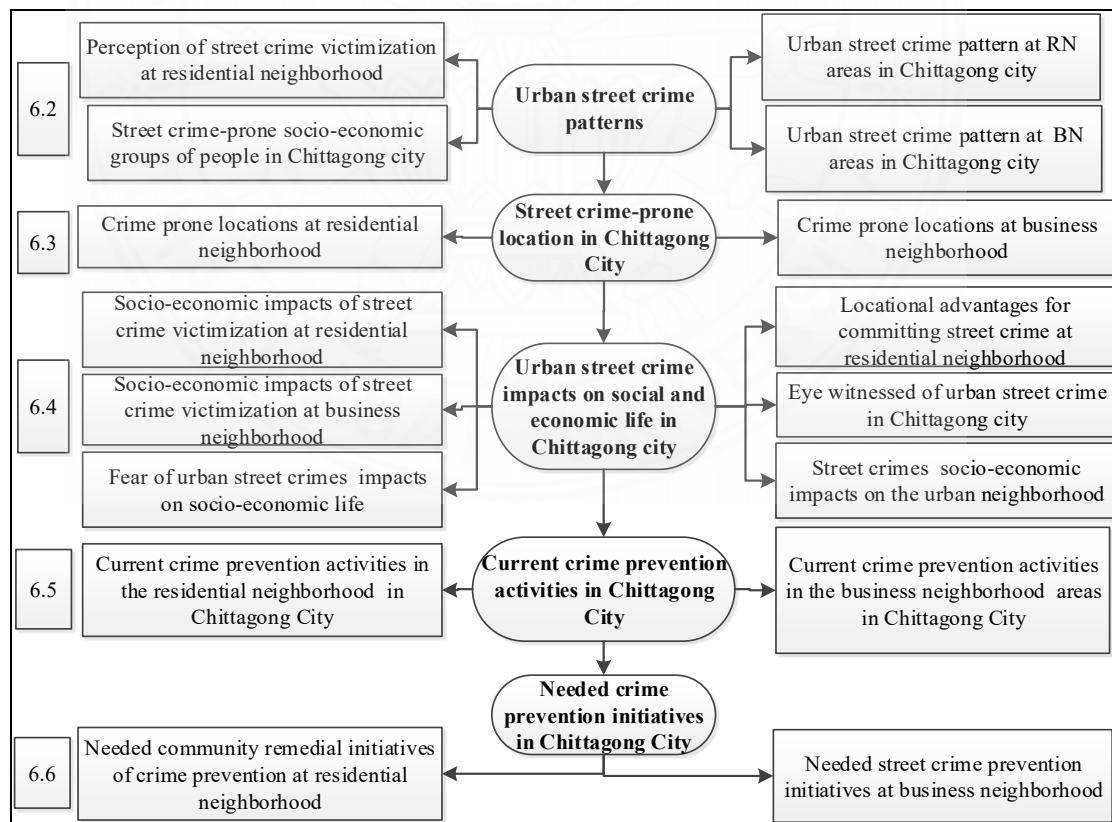


*Figure 6.1* Flow of discussion and analysis

## 6.1 Introduction

Spatial analysis of the impacts of urban street crime on socio-economic life on the urban residential and business neighborhood area is very important to determine who is committing a street crime, who is being victimized, and when and where crimes are being committed, what are impacts on socio-economic life, what are the spatial relationship between the fear of street crime and its actual occurrence, and what are the responses of the various stakeholders to prevent urban street crime, etc. Several factors were needed to be considered when discussing the spatial distribution of urban street crime and its' impacts on socio-economic life, especially, the volume and types of street crime as well as social-economic characteristics of the urban neighborhoods and the urban areas geophysical formation. Based on the findings and objectives of the dissertation, the discussions followed the Chittagong Metropolitan Police (CMP) administrative area-based primary and secondary data as well as its socio-physical condition. In analyzing the outcome of this dissertation, a comparison was made between primary data and administrative area-based CMP crime statistics to validate research findings and identifying the spatial variation, and making the relationship with the socio-economic characteristics of the city.

## 6.2 Urban street crime patterns at residential and business neighborhood areas in Chittagong city

Crime is associated with socio-economic and spatial phenomena in any society. Urban street crime (USC) is also related to various spatial planning and design of the urban neighborhoods as well as socio-economic characteristics (i.e. types of economic activities and quality of urban governance) of the city. In this study, the results suggest that the average duration of the current residence of the respondents' was more than 10 years. In Chittagong city, respondents' were living 6 to 30 years and some were more than 30 years but the majority live in the current residence within 1 to 5 years. KI and urban planner experienced the longest time as a current resident and lifetime in Chittagong City. But police officers have experienced the lowest duration of living in the city in both types of current residence due to their

service to the country. Hence, the discussion and analysis of the dissertation were based on the very experienced people's provided data and information that they had been living in the city for a long time. Along with these, primary data was compared with Chittagong Metropolitan Police (CMP) crime statistics as well as other national and international research findings to validate research results.

### **6.2.1 Street crime victimization at residential neighborhood in Chittagong city**

Residential neighborhood (RN) area is very important for a human being's livelihood. The quality of living environment influences the behavior of a child. If the residential neighborhood areas were dominant with delinquency, it might be exposed in the residents' conduct, especially in the teenagers and young adults. Hence, in measuring the level of street crime, a five-point Likert scale was used. Those were very high, high, moderate, low, and very low. It was found that the level of urban street crime (USC) occurring in the residential areas of CMP was moderate to low. But respondents of group discussion disagreed with it; they said a very high level of USC. Besides, ANOVA test results showed highly significant variation between the household head (HHH) and in-depth interviewees' judgments but the perception of key informants (KI) and police officers were not found in remarkable association. From the overall commentary, the RN area was a comparatively moderate level of USC where at least one resident is a victim of USC in a month in their residential neighborhood.

Table 6.1

*Analysis of variance (ANOVA) on urban street crime magnitude in the residential neighborhood areas in Chittagong city*

| ANOVA          |                |     |             |       |      |
|----------------|----------------|-----|-------------|-------|------|
| Analysis       | Sum of Squares | df  | Mean Square | F     | Sig. |
| Between Groups | 30.077         | 11  | 2.734       | 3.037 | .001 |
| Within Groups  | 370.959        | 412 | .900        |       |      |
| Total          | 401.035        | 423 |             |       |      |

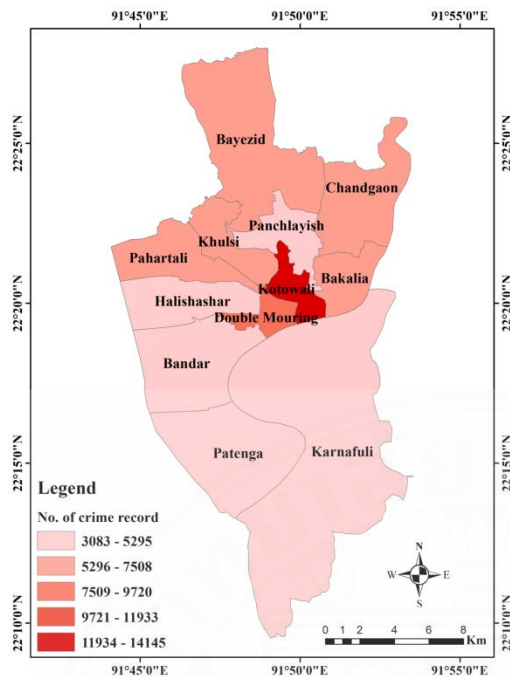
Along with this, a chi-square ( $\chi^2$ ) test was conducted to determine having the association or not between the occurrence of urban street crime magnitude and the residential neighborhood areas among twelve police stations in Chittagong city. Table 6.2 demonstrates the chi-square test results on urban street crime magnitude at residential neighborhood areas in Chittagong city. The chi-square test results show that the association between the occurrence of urban street crime magnitude and socio-economic & physical characteristics of residential neighborhood areas of each police station in Chittagong city had highly significant.

Table 6.2

*Chi-square test results on urban street crime magnitude at residential neighborhood areas in Chittagong city.*

| Analysis                                                                                      | Value    | df | Asymptotic Significance (2- sided) |
|-----------------------------------------------------------------------------------------------|----------|----|------------------------------------|
| Pearson Chi-Square                                                                            | 100.875a | 44 | .000                               |
| Likelihood Ratio                                                                              | 106.395  | 44 | .000                               |
| Linear-by-Linear Association                                                                  | 2.413    | 1  | .120                               |
| N of Valid Cases                                                                              | 424      |    |                                    |
| a. 26 cells (43.3%) have an expected count of less than 5. The minimum expected count is .99. |          |    |                                    |

Besides, validating the perception of the respondents, Chittagong Metropolitan Police (CMP) crime statistics from 2001 to 2017 were analyzed and represented in Figure 6.2. Based on the CMP crime statistics, the thematic choropleth map was symbolized into five zones of crime density in Chittagong city. It shows that one police station (PS) was very high, another one high, four in the moderate category, and three were in a low and very low group of crime density of police stations. Figure 6.2 demonstrates five types of crime density zones based on the recorded crime in CMPs 12 police stations. The Chittagong Metropolitan Police (CMP) police stations' recorded crime density is not distributed evenly in Chittagong city. It shows old CBD and new CBD areas are more crime-prone and the rest of PS is moderate to low which factually validates the current dissertation findings satisfactorily.



(i) **Very low** incidences of crime record (3083-5295): Three police stations were found in this category of recorded crime (Halishahar, Patenga, and Karnafuli).

(ii) **Low** incidences of crime record (5296-7508): Three police stations were found in this category of recorded crime (Bakalia, Panchlaish, and Chandgaon).

(iii) **Moderate** incidences of crime record (7509-9720): Five police stations were found in this category of recorded crime (Double Mooring Bayejid, Khulshi, Pahartali, and Bandar).

(iv) **High** incidence of crime records (9721-11933): In this category, no police station was found.

(v) **Very High** incidence of crime records (11934-14145): One police station was found in this category of recorded crime (Kotowali).

Figure 6.2 Police station based recorded crime distribution in CMP (2001-2017) by Author, (2017)

### 6.2.2 Urban street crime pattern at residential neighborhood areas in Chittagong city

The nature of the urban street crime (USC) varies which was very common in the urban residential neighborhood (RN) areas in Chittagong city. It differs from place to place because drug addiction and illegal drug dealing proportions were very high in the Bandar police station areas. On the other hand, eve's teasing level was very high in the Halishahar police station. Also, hijacking and snatching were very dominant in the Double Mooring police station area because of the narrow street and also the vast vehicle. The theft rate was exactly great in the Halishahar police station areas as the corporate class societies were very abundant high in these zones. Table 6.3 shows the perception of the nature of urban street crime in the residential neighborhood areas in Chittagong City.

Table 6.3

*Nature of street crime in the residential neighborhood areas in Chittagong City*

| Nature of crime                          | HHH                 |              | KI                 |              | SGD                |              | IH                  |               | IP                 |              | IUP                |              | Total      |              | Rank     |
|------------------------------------------|---------------------|--------------|--------------------|--------------|--------------------|--------------|---------------------|---------------|--------------------|--------------|--------------------|--------------|------------|--------------|----------|
|                                          | N <sub>1</sub> =424 |              | N <sub>2</sub> =60 |              | N <sub>3</sub> =15 |              | N <sub>4</sub> =126 |               | N <sub>5</sub> =40 |              | N <sub>6</sub> =10 |              | N=675      |              |          |
|                                          | <i>f</i>            | %            | <i>f</i>           | %            | <i>f</i>           | %            | <i>f</i>            | %             | <i>f</i>           | %            | <i>f</i>           | %            | <i>f</i>   | %            |          |
| Armed robbery                            | 5                   | 0.28         | 9                  | 3.32         | 1                  | 1.67         | 7                   | 1.483         | 3                  | 1.56         | 1                  | 2.08         | 26         | 3.85         | 11       |
| Drug addiction and illegal drugs dealing | 228                 | 12.55        | 49                 | 18.08        | 8                  | 13.33        | 72                  | 15.254        | 34                 | 17.71        | 5                  | 10.42        | 396        | 58.67        | 3        |
| Eve teasing                              | 274                 | 15.08        | 42                 | 15.50        | 10                 | 16.67        | 47                  | 9.958         | 17                 | 8.85         | 4                  | 8.33         | 394        | 58.37        | 4        |
| Extortion/illegal toll collection        | 39                  | 2.15         | 9                  | 3.32         | 2                  | 3.33         | 30                  | 6.356         | 11                 | 5.73         | 8                  | 16.67        | 99         | 14.67        | 8        |
| Gambling                                 | 14                  | 0.77         | 0                  | 0.00         | 0                  | 0.00         | 0                   | 0.000         | 0                  | 0.00         | 0                  | 0.00         | 14         | 2.07         | 13       |
| Hijacking                                | 164                 | 9.03         | 20                 | 7.38         | 4                  | 6.67         | 33                  | 6.992         | 15                 | 7.81         | 3                  | 6.25         | 239        | 35.41        | 7        |
| Kidnapping/ abduction                    | 4                   | 0.22         | 0                  | 0.00         | 0                  | 0.00         | 1                   | 0.212         | 0                  | 0.00         | 0                  | 0.00         | 5          | 0.74         | 14       |
| Illegal arms dealing                     | 5                   | 0.28         | 1                  | 0.37         | 1                  | 1.67         | 5                   | 1.059         | 3                  | 1.56         | 0                  | 0.00         | 15         | 2.22         | 12       |
| Murder/killing                           | 33                  | 1.82         | 4                  | 1.48         | 2                  | 3.33         | 13                  | 2.754         | 5                  | 2.60         | 1                  | 2.08         | 58         | 8.59         | 10       |
| Pick-pocketing                           | 234                 | 12.88        | 11                 | 4.06         | 6                  | 10.00        | 41                  | 8.686         | 19                 | 9.90         | 4                  | 8.33         | 315        | 46.67        | 5        |
| Political Violence                       | 204                 | 11.23        | 35                 | 12.92        | 6                  | 10.00        | 51                  | 10.805        | 10                 | 5.21         | 5                  | 10.42        | 311        | 46.07        | 6        |
| Sex business                             | 53                  | 2.92         | 0                  | 0.00         | 3                  | 5.00         | 17                  | 3.602         | 9                  | 4.69         | 1                  | 2.08         | 83         | 12.3         | 9        |
| Snatching                                | 252                 | 13.87        | 43                 | 15.87        | 10                 | 16.67        | 66                  | 13.983        | 32                 | 16.67        | 8                  | 16.67        | 411        | 60.89        | 2        |
| <b>Theft</b>                             | <b>308</b>          | <b>16.95</b> | <b>48</b>          | <b>17.71</b> | <b>7</b>           | <b>11.67</b> | <b>89</b>           | <b>18.856</b> | <b>34</b>          | <b>17.71</b> | <b>8</b>           | <b>16.67</b> | <b>494</b> | <b>73.19</b> | <b>1</b> |

Note Open-ended multiple answers; HHH-Household Head, KI- Key Informant, SGD-Small Group Discussants, IH- In-depth Interviewee at Hotspot, IP-In-depth Interviewee of Police officer, IUP- in-depth interviewee Urban Planner, f-frequency of perception

In comparing with the perception of city dwellers and CMP crime statistics, Table 6.4 reveals the police station-based major crime statistics in the Chittagong Metropolitan Police areas.



Table 6.4

*Police station based major crime records in Chittagong Metropolitan Police areas from 2001 to 2017*

| PS     | Robbery |        | Hijacking |        | Murder |        | Abduction /Kidnapping |        | Theft |        | Illegal arms dealing |        | Illegal drugs dealing |        | Women & child oppression |        | Extortion |        |
|--------|---------|--------|-----------|--------|--------|--------|-----------------------|--------|-------|--------|----------------------|--------|-----------------------|--------|--------------------------|--------|-----------|--------|
|        | f       | %      | f         | %      | f      | %      | f                     | %      | f     | %      | f                    | %      | f                     | %      | f                        | %      | f         | %      |
| PS1    | 34      | 12.2 3 | 352       | 28.5 3 | 223    | 15.9 5 | 14 9                  | 18.0 8 | 132 0 | 21.1 3 | 427                  | 23.9 3 | 4943                  | 20.3 5 | 597                      | 13.1 6 | 24        | 14.5 5 |
| PS2    | 18      | 6.47   | 111       | 9.00   | 134    | 9.59   | 87                    | 10.5 6 | 740   | 11.8 5 | 161                  | 9.02   | 2451                  | 10.0 9 | 443                      | 9.76   | 4         | 2.42   |
| PS3    | 41      | 14.7 5 | 142       | 11.5 1 | 84     | 6.01   | 11 0                  | 13.3 5 | 654   | 10.4 7 | 190                  | 10.6 5 | 1096                  | 4.51   | 317                      | 6.99   | 3         | 1.82   |
| PS4    | 8       | 2.88   | 75        | 6.08   | 87     | 6.22   | 46                    | 5.58   | 235   | 3.76   | 115                  | 6.45   | 2466                  | 10.1 5 | 419                      | 9.24   | 0         | 0.00   |
| PS5    | 25      | 8.99   | 81        | 6.56   | 120    | 8.58   | 76                    | 9.22   | 424   | 6.79   | 145                  | 8.13   | 1941                  | 7.99   | 366                      | 8.07   | 0         | 0.00   |
| PS6    | 22      | 7.91   | 51        | 4.13   | 143    | 10.2 3 | 78                    | 9.47   | 346   | 5.54   | 186                  | 10.4 3 | 2180                  | 8.97   | 425                      | 9.37   | 2         | 1.21   |
| PS7    | 48      | 17.2 7 | 114       | 9.24   | 115    | 8.23   | 49                    | 5.95   | 537   | 8.60   | 117                  | 6.56   | 1594                  | 6.56   | 523                      | 11.5 3 | 1         | 0.61   |
| PS8    | 25      | 8.99   | 83        | 6.73   | 113    | 8.08   | 59                    | 7.16   | 311   | 4.98   | 200                  | 11.2 1 | 2609                  | 10.7 4 | 347                      | 7.65   | 95        | 57.5 8 |
| PS9    | 16      | 5.76   | 58        | 4.70   | 85     | 6.08   | 37                    | 4.49   | 302   | 4.84   | 74                   | 4.15   | 1233                  | 5.08   | 300                      | 6.61   | 4         | 2.42   |
| PS1 0  | 11      | 3.96   | 133       | 10.7 8 | 145    | 10.3 7 | 47                    | 5.70   | 813   | 13.0 2 | 74                   | 4.15   | 1327                  | 5.46   | 386                      | 8.51   | 13        | 7.88   |
| PS1 1  | 13      | 4.68   | 20        | 1.62   | 86     | 6.15   | 40                    | 4.85   | 336   | 5.38   | 48                   | 2.69   | 1532                  | 6.31   | 282                      | 6.22   | 1         | 0.61   |
| PS1 2  | 17      | 6.12   | 14        | 1.13   | 63     | 4.51   | 46                    | 5.58   | 228   | 3.65   | 47                   | 2.63   | 877                   | 3.61   | 132                      | 2.91   | 18        | 10.9 1 |
| Tota l | 27 8    | 100    | 123 4     | 100    | 139 8  | 100    | 82 4                  | 100    | 624 6 | 100    | 178 4                | 100    | 2429 4                | 100    | 453 7                    | 100    | 16 5      | 100    |
| Ran k  | 8       |        | 6         |        | 5      |        | 7                     |        | 2     |        | 4                    |        | 1                     |        | 3                        |        | 9         |        |

Source: Chittagong Metropolitan Police (CMP), 2014 & 2018.

Note: PS-Police Station, PS1-Kotowali Police Station, PS2-Double Mooring Police Station, PS3-Panchlaish Police Station, PS4-Bakalia Police Station, PS5- Chandgaon Police Station, PS6-Bayejid Police Station, PS7- Khulshi Police Station, PS8-Pahartali Police Station, PS9- Halishahar Police Station, PS10- Bandar Police Station, PS11Patenga Police Station, and PS12- Karnafuli Police Station

Table 6.3 and 6.4 data revealed almost similar results regarding the nature of major crime in Chittagong city. But there was also a little variation between the perception of the respondents and crime statistics of the CMP. This deviation might be due to victims' unwillingness to register crime in the police station and avoiding judicial complexity, etc. But CMP major crime statistics from 2001 to 2017, spatial analysis of individual crime statistics shows that:

a) Illegal arms dealing was very high in the Kotowali police station area and high in Bayejid and Panchlaish police station areas;

b) Extortion or illegal toll collection was very high in the Pahartali police station area and high in Kotowali, Bandar, and Karnafuli police station areas;

c) The hijacking was very high in the Kotowali police station area and high in Panchlaish, Khulshi, and Bandar police station areas;

d) Illegal drug dealing is very high in the Kotowali police station area and high in Bayejid, Bakalia, Double Mooring, and Pahartali police station areas.

e) Kidnapping/abduction was very high in the Kotowali police station area and high in Bayejid, Chandgaon, Panchlaish, and Double mooring police station areas.

f) Murder/killing/homicide was very high in the Kotowali police station area and high in Bayejid, Double Mooring, and Bandar police station areas.

g) Robbery/dacoit/stealing/shoplifting was very high in the Khulshi PoliceStation area and high in Panchlaish and Kotowali police station areas.

h) The theft was very high in the Kotowali police station area and high in the Double Mourning and Bandar police station areas.

i) Women and Children are very high in Kotowali and Khulshi police station areas and high in Double mooring, Bakalia, and Bayejid police station areas; and

j) Above all police stations based total crime record is very high in Kotowali police station area and high in Double Mooring police station area.

Hence, it reveals that the old central business district (CBD) at Kotowali police station area and new CBD Double Mooring police station areas are more crime-prone in comparison with other administrative areas of Chittagong city although individual crime statistics show a spatial diversification concentrating some other police station. Especially, extortion is very high in the Pahartali police station, robbery is very high in Khulshi police station, women and children oppression are very high in Khulshi and Kotowali police station areas and the rest of the individual crimes are very high in Kotowali police station area.

Figure 6.3 shows the nature of urban street crime patterns in the residential neighborhood (RN) areas in Chittagong City (CC). Based on the research findings fourteen major street crimes were identified in CC. The spatial pattern of each street crime was represented in the thematic map which exposed the spatial variation of intensity of each urban street crime.

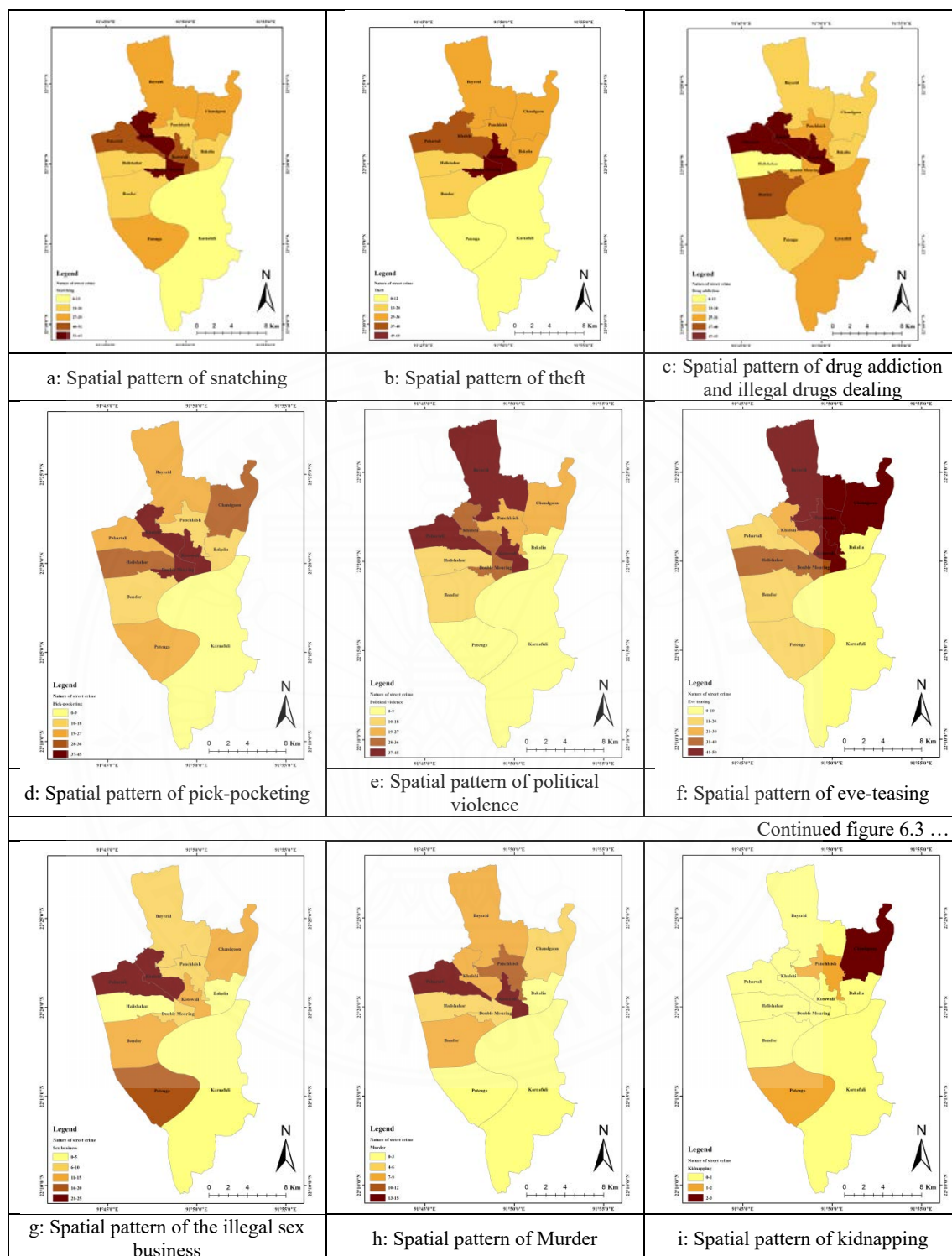


Figure 6.3 Spatial pattern of nature of the street crime at residential neighborhood areas in Chittagong city

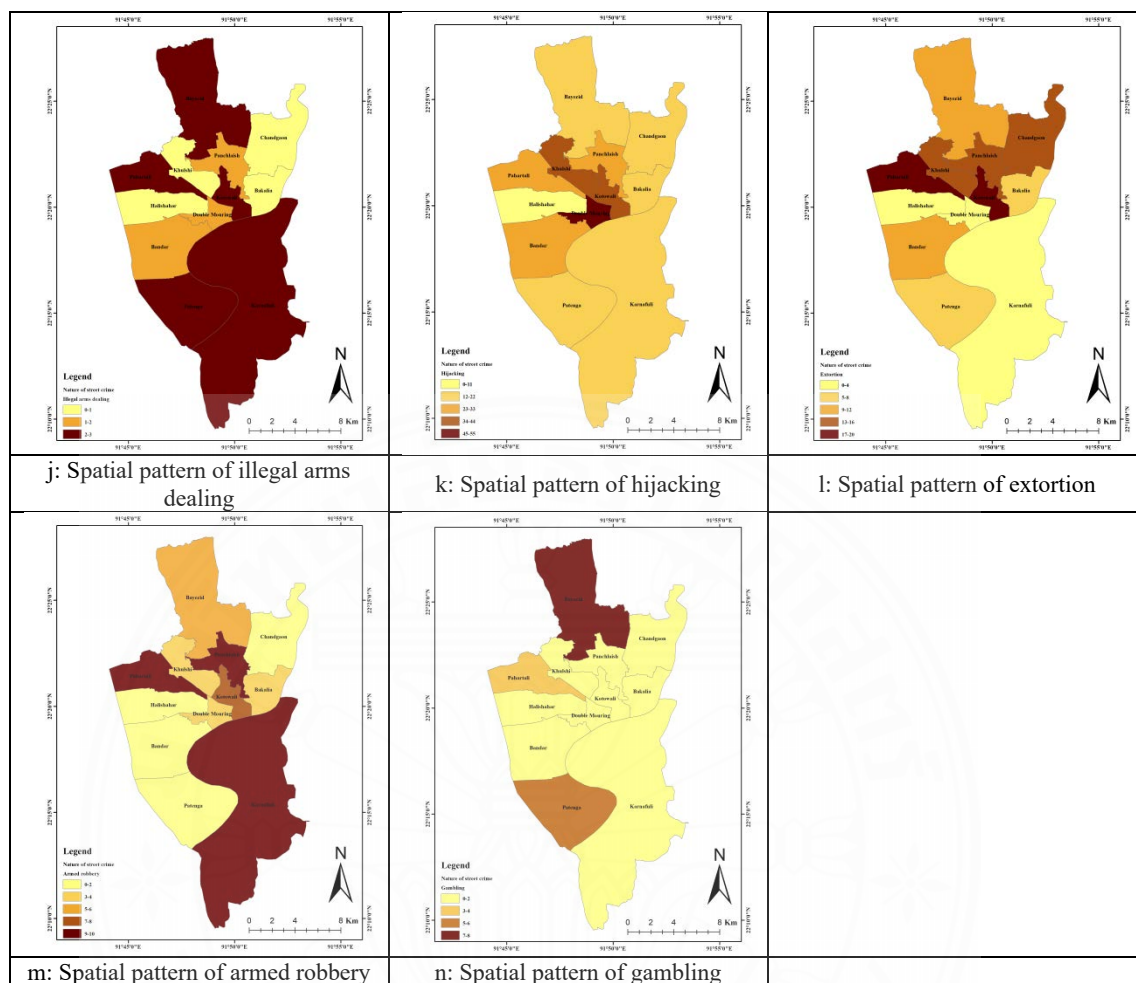


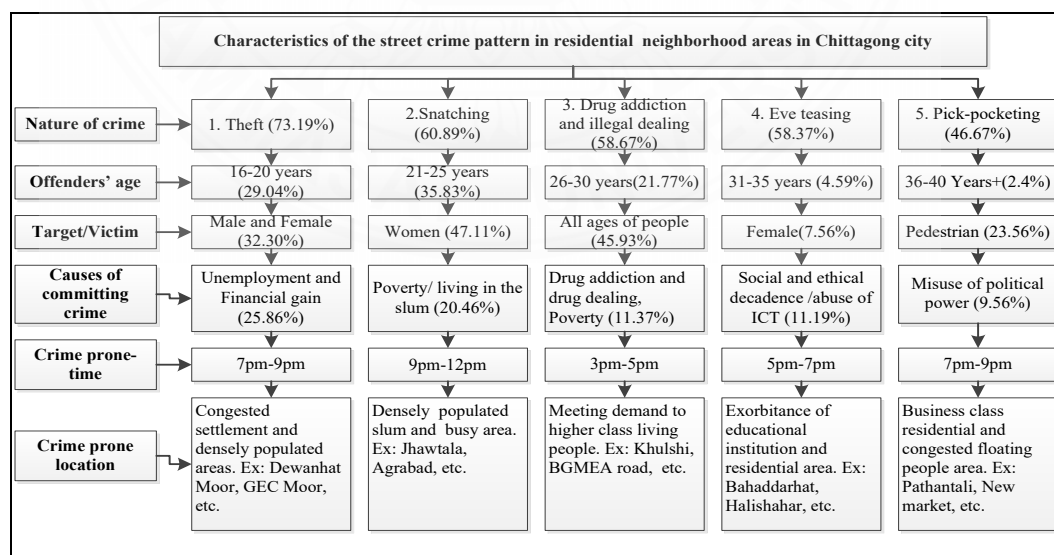
Figure 6.3 Spatial pattern of nature of the street crime at residential neighborhood areas in Chittagong city (continued)

The analysis indicates that the impacts of the nature of urban street crime patterns on socio-economic life in Chittagong city (CC) are varying significantly. In the spatial context, most urban street crime (USC) is very dominant in PS1 but in other police stations, all are not dominant. One or two crimes are dominant in each police station. Hence, socio-economic impacts are differed based on the types and intensity of USC in CC. Besides, respondents' perception of the nature of USC and major crime records in CMP police stations distribution is almost similar that again precisely validates the current research findings.

The age of the perpetrators must be liked in committing a crime. It was found that the adolescent and adulthood population (16 to 30 years) were more engaged in criminal activities in the residential neighborhood areas. In-depth interviewees at street crime hotspots, police officers, and urban planners even some

arguments about the 16-20 year's offenders, but all respondents were agreed on adulthood (21-25 years old) offenders. Therefore, it could be established that adolescents and young adults were more prone to committing street crimes in Chittagong city. Victims of crimes and offenders have a dependency on each other. Perpetrators select a target in many ways such as age, sex, physical condition, and occupation, etc. Due to the socio-economic characteristics of the society, male people were highly victimized because they were usually the primary breadwinners and high level of financial participation than women. It was not that women were not victims and after men, women moreover also victims of this unexpected event.

Urban street crime is usually a headache for a country, especially in developing countries like Bangladesh. Different reasons were responsible for urban street crime and third-world countries were facing the problem severely. Due to the prevailing high level of poverty and the rich – poor's income level gap was severe in the urban areas and some other reasons also influence in committing of street crime. In this regard, the same output was also occupied by American economist Gary S Becker (1968) who had rewarded the world's most prestigious novel prize for establishing the relationship between crime and income. Figure 6.4 demonstrates urban street crime nature, socio-demographic and spatial features of the residential neighborhood areas in Chittagong city.



Note: Open-ended multiple answers

*Figure 6.4* Characteristics of the street crime in the residential neighborhood area in Chittagong City



Besides, lacks of parental care, deprivation of moral education, and bad company during the adolescence period drive someone to involve in crime to support the family. Moreover, sometimes unemployed persons were involved in crimes against their minds. Financial aid and depression were also responsible for engaging in street crime. When it comes to committing any form of urban street crime, the timing was crucial. The busiest time in a certain area was the riskiest. The absences of sunlight and lack of sufficient street lighting were the key factors for crime time. It was found that most of the street crime occurs at 7-9 pm and 9 pm-12 am. Comparing with day and night, the night is more vulnerable than the daytime.

Committing any form of urban street crime largely determine by some geographical advantages. In a different location, urban street crime could be different. The slum area was more crime-prone for those which crime residential areas were not responsible for that. For example, snatching and drug business were seen in the slum but theft occurred in the residential areas. According to the respondents' perception, four hundred and five (405) street crime hotspots were identified in the residential neighborhood areas in CC. Among them some locations were extreme. Specially Dawanhatmoor, Jhawtola, Khulshi, Bohaddarhat, and Pathantali areas were the most crime-prone at RN areas. Those were comparatively busier places in the city that's the way it was treated for the crime. Based on the street crime hotspots' weighted average index (WAI), five classes of street crime hotspots were made and the classes were represented as very high (VH), high (H), moderate (M), low (L), and very low (VL). Figure 6.5 displays the street crime hotspot analysis model based on the perception of the city dwellers in the residential neighborhood areas in Chittagong city.

Based on the WAI of each street urban street crime hotspot at residential neighborhood areas, a contour map was prepared to demonstrate the sphere of influence of each hotspot, and the analysis results showed that some hotspots are dangerous and some are not too extreme. The contour map helped to understand the point-based street crime concentrations and which points have many spheres of influence. On the contrary, the spatial autocorrelation analysis based on the WAI supported to make of street crime intensity zones. These zones of urban street crime hotspots helped to identify which areas are most crime-prone and which areas are less crime-prone. Hence, this urban street crime hotspots analysis indicates the spatial



distribution of street crimes' impacts intensity in the residential neighborhood areas social and economic life and livelihood in Chittagong city. Community people, urban local government, and urban planning authorities can take necessary action based on the scenarios.

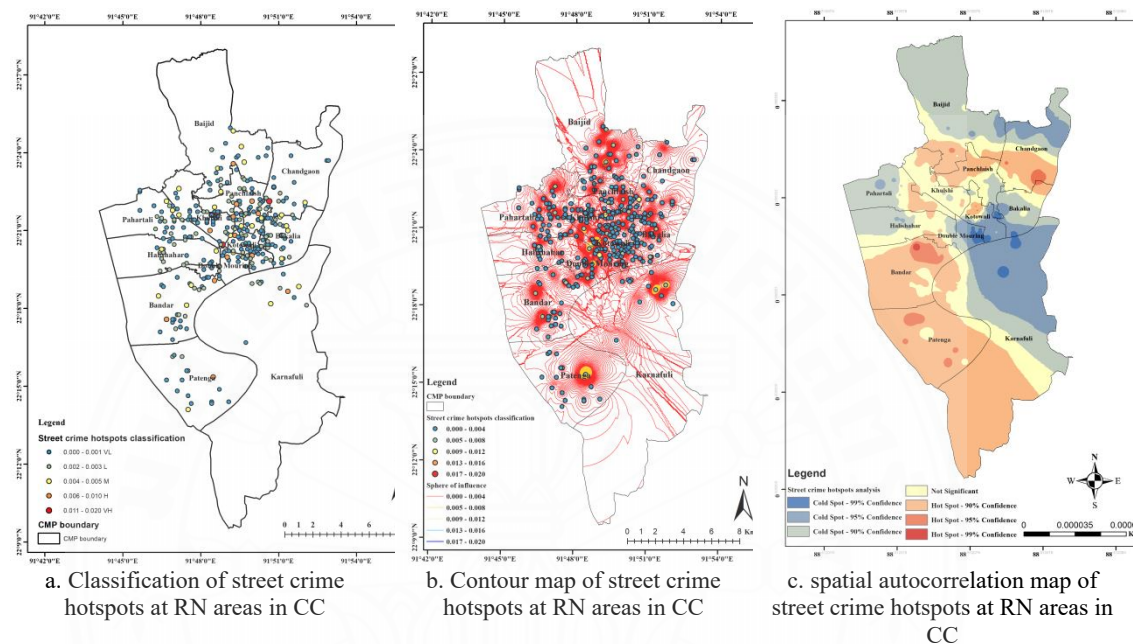


Figure 6.5 Street crime hotspot analysis model based on the perception of the city dwellers at RN areas

### 6.2.3 Urban street crime patterns at business neighborhood areas in Chittagong city

Urban street crime patterns and its' impacts on socio-economic life in the residential and business neighborhoods (BN) areas were not equally dispersed. Street crime patterns in the BN areas are usually disproportionately distributed due to the diversity of economic activities in the city, socio-economic-formation in the city as well as geophysical characteristics of the city, etc. BN areas were not always in a rush and the level of the rush hour of the day street crime occurrence frequency could be determined. Based on the field investigation results, the nature of frequent urban street crime occurrence in the BN in CC was snatching, theft, drug addiction and illegal drug dealing, political violence, pick-pocketing, extortion, hijacking, eve-teasing, illegal sex business, murder, illegal arms dealing, kidnapping, armed robbery,

and gambling, etc. Table 6.5 demonstrates the perception of the nature of urban street crime in the business neighborhood areas in Chittagong City.

Table 6.5

*Nature of urban street crime in the business neighborhood areas in Chittagong City*

| Nature of crime at BN                   | HHH                 |       | KI                 |       | SGD                |       | IH                  |       | IP                 |        | IUP                |       | Total |       | Rank |
|-----------------------------------------|---------------------|-------|--------------------|-------|--------------------|-------|---------------------|-------|--------------------|--------|--------------------|-------|-------|-------|------|
|                                         | N <sub>1</sub> =424 |       | N <sub>2</sub> =60 |       | N <sub>3</sub> =15 |       | N <sub>4</sub> =126 |       | N <sub>5</sub> =40 |        | N <sub>6</sub> =10 |       | N=675 |       |      |
|                                         | f                   | %     | f                  | %     | f                  | %     | f                   | %     | f                  | %      | f                  | %     | f     | %     |      |
| Armed robbery                           | 23                  | 5.42  | 3                  | 5.00  | 2                  | 13.33 | 2                   | 1.59  | 2                  | 5.00   | 2                  | 20.00 | 34    | 5.04  | 13   |
| Drug addiction and illegal drug dealing | 278                 | 65.57 | 39                 | 65.00 | 8                  | 53.33 | 42                  | 33.33 | 42                 | 105.00 | 3                  | 30.00 | 412   | 61.04 | 3    |
| Eve teasing                             | 118                 | 27.83 | 19                 | 31.67 | 4                  | 26.67 | 18                  | 14.29 | 18                 | 45.00  | 2                  | 20.00 | 179   | 26.52 | 8    |
| Extortion/illegal toll collection       | 132                 | 31.13 | 21                 | 35.00 | 3                  | 20.00 | 57                  | 45.24 | 57                 | 142.50 | 8                  | 80.00 | 278   | 41.19 | 6    |
| Gambling                                | 11                  | 2.59  | 0                  | 0.00  | 1                  | 6.67  | 1                   | 0.79  | 0                  | 0.00   | 0                  | 0.00  | 13    | 1.93  | 14   |
| Hijacking                               | 184                 | 43.40 | 29                 | 48.33 | 8                  | 53.33 | 29                  | 23.02 | 1                  | 2.50   | 4                  | 40.00 | 255   | 37.78 | 7    |
| Illegal arms dealing                    | 4                   | 0.94  | 2                  | 3.33  | 0                  | 0.00  | 3                   | 2.38  | 29                 | 72.50  | 0                  | 0.00  | 38    | 5.63  | 11   |
| Kidnapping/ abduction                   | 31                  | 7.31  | 1                  | 1.67  | 1                  | 6.67  | 1                   | 0.79  | 3                  | 7.50   | 0                  | 0.00  | 37    | 5.48  | 12   |
| Murder/killing                          | 58                  | 13.68 | 6                  | 10.00 | 1                  | 6.67  | 10                  | 7.94  | 1                  | 2.50   | 0                  | 0.00  | 76    | 11.26 | 10   |
| Pick-pocketing                          | 210                 | 49.53 | 17                 | 28.33 | 5                  | 33.33 | 47                  | 37.30 | 6                  | 15.00  | 4                  | 40.00 | 289   | 42.81 | 5    |
| Political Violence                      | 212                 | 50.00 | 17                 | 28.33 | 5                  | 33.33 | 42                  | 33.33 | 47                 | 117.50 | 4                  | 40.00 | 327   | 48.44 | 4    |
| Sex business                            | 39                  | 9.20  | 3                  | 5.00  | 2                  | 13.33 | 11                  | 8.73  | 42                 | 105.00 | 0                  | 0.00  | 97    | 14.37 | 9    |
| Snatching                               | 312                 | 73.58 | 38                 | 63.33 | 10                 | 66.67 | 70                  | 55.56 | 11                 | 27.50  | 9                  | 90.00 | 450   | 66.67 | 1    |
| Theft                                   | 247                 | 58.25 | 31                 | 51.67 | 7                  | 46.67 | 85                  | 67.46 | 70                 | 175.00 | 5                  | 50.00 | 445   | 65.93 | 2    |

Note: Open-ended multiple answers; HHH-Household Head, KI- Key Informant, SGD-Small Group

Discussants, IH- In-depth Interviewee at Hotspot, IP-In-depth Interviewee of Police Officer, IUP- In-depth Interviewee Urban Planner, Total Respondent,

Chittagong Metropolitan Police (CMP) crime statistics of major crime records in Chittagong city (CC) were analyzed to compare the respondents' perceptions on the nature of urban street crime in the BN areas in CC. Table 6.6 shows the police station-based major crime records in CMP areas from 2001-2017 as well.

Table 6.6

*Police station based major crime records in CMP areas from 2001-2017*

| PS     | Robbery |        | Hijacking |        | Murder |        | Abduction /Kidnapping |        | Theft |        | Illegal arms dealing |        | Illegal drugs dealing |        | Women & child oppression |        | Extortion |        |
|--------|---------|--------|-----------|--------|--------|--------|-----------------------|--------|-------|--------|----------------------|--------|-----------------------|--------|--------------------------|--------|-----------|--------|
|        | f       | %      | f         | %      | f      | %      | f                     | %      | f     | %      | f                    | %      | f                     | %      | f                        | %      | f         | %      |
| PS1    | 34      | 12.2 3 | 352       | 28.5 3 | 223    | 15.9 5 | 14 9                  | 18.0 8 | 132 0 | 21.1 3 | 427                  | 23.9 3 | 4943                  | 20.3 5 | 597                      | 13.1 6 | 24        | 14.5 5 |
| PS2    | 18      | 6.47   | 111       | 9.00   | 134    | 9.59   | 87                    | 10.5 6 | 740   | 11.8 5 | 161                  | 9.02   | 2451                  | 10.0 9 | 443                      | 9.76   | 4         | 2.42   |
| PS3    | 41      | 14.7 5 | 142       | 11.5 1 | 84     | 6.01   | 11 0                  | 13.3 5 | 654   | 10.4 7 | 190                  | 10.6 5 | 1096                  | 4.51   | 317                      | 6.99   | 3         | 1.82   |
| PS4    | 8       | 2.88   | 75        | 6.08   | 87     | 6.22   | 46                    | 5.58   | 235   | 3.76   | 115                  | 6.45   | 2466                  | 10.1 5 | 419                      | 9.24   | 0         | 0.00   |
| PS5    | 25      | 8.99   | 81        | 6.56   | 120    | 8.58   | 76                    | 9.22   | 424   | 6.79   | 145                  | 8.13   | 1941                  | 7.99   | 366                      | 8.07   | 0         | 0.00   |
| PS6    | 22      | 7.91   | 51        | 4.13   | 143    | 10.2 3 | 78                    | 9.47   | 346   | 5.54   | 186                  | 10.4 3 | 2180                  | 8.97   | 425                      | 9.37   | 2         | 1.21   |
| PS7    | 48      | 17.2 7 | 114       | 9.24   | 115    | 8.23   | 49                    | 5.95   | 537   | 8.60   | 117                  | 6.56   | 1594                  | 6.56   | 523                      | 11.5 3 | 1         | 0.61   |
| PS8    | 25      | 8.99   | 83        | 6.73   | 113    | 8.08   | 59                    | 7.16   | 311   | 4.98   | 200                  | 11.2 1 | 2609                  | 10.7 4 | 347                      | 7.65   | 95        | 57.5 8 |
| PS9    | 16      | 5.76   | 58        | 4.70   | 85     | 6.08   | 37                    | 4.49   | 302   | 4.84   | 74                   | 4.15   | 1233                  | 5.08   | 300                      | 6.61   | 4         | 2.42   |
| PS1 0  | 11      | 3.96   | 133       | 10.7 8 | 145    | 10.3 7 | 47                    | 5.70   | 813   | 13.0 2 | 74                   | 4.15   | 1327                  | 5.46   | 386                      | 8.51   | 13        | 7.88   |
| PS1 1  | 13      | 4.68   | 20        | 1.62   | 86     | 6.15   | 40                    | 4.85   | 336   | 5.38   | 48                   | 2.69   | 1532                  | 6.31   | 282                      | 6.22   | 1         | 0.61   |
| PS1 2  | 17      | 6.12   | 14        | 1.13   | 63     | 4.51   | 46                    | 5.58   | 228   | 3.65   | 47                   | 2.63   | 877                   | 3.61   | 132                      | 2.91   | 18        | 10.9 1 |
| Tota l | 27 8    | 100    | 123 4     | 100    | 139 8  | 100    | 82 4                  | 100    | 624 6 | 100    | 178 4                | 100    | 2429 4                | 100    | 453 7                    | 100    | 16 5      | 100    |
| Ran k  | 8       |        | 6         |        | 5      |        | 7                     |        | 2     |        | 4                    |        | 1                     |        | 3                        |        | 9         |        |

Source: Chittagong Metropolitan Police (CMP), 2014 &amp; 2018

The Chittagong Metropolitan Police (CMP) major crime records and respondents' perception of the nature of street crime in the BN areas in CC indicate almost similar results. There was some dissimilarity due to sometimes people's unwillingness to complain in the police station although they are victims of urban street crime. Especially snatching was not registered in the police station. People usually think that going to the complaint in PS and then had to go to court and need to manage witness and evidence, appoint lawyer, etc. are very complex, time-consuming, and costly. Therefore, if the loss is smaller, they don't go to complain about their victimization. Besides, if the perpetrators are ferocious or politically stronger, or social elite; the victim usually does not complain. Let alone law enforcement agencies' personnel's corruption. This is why CMP crime statistics and people's perceptions must have a variation. Figure 6.6 demonstrates the nature of urban street crime patterns in the business neighborhood (BN) areas in CC. Based on the research findings fourteen major street crimes were identified in CC. The spatial pattern of each street crime was represented in the thematic map which exposed the spatial variation of intensity of each urban street crime in each police station in Chittagong city.

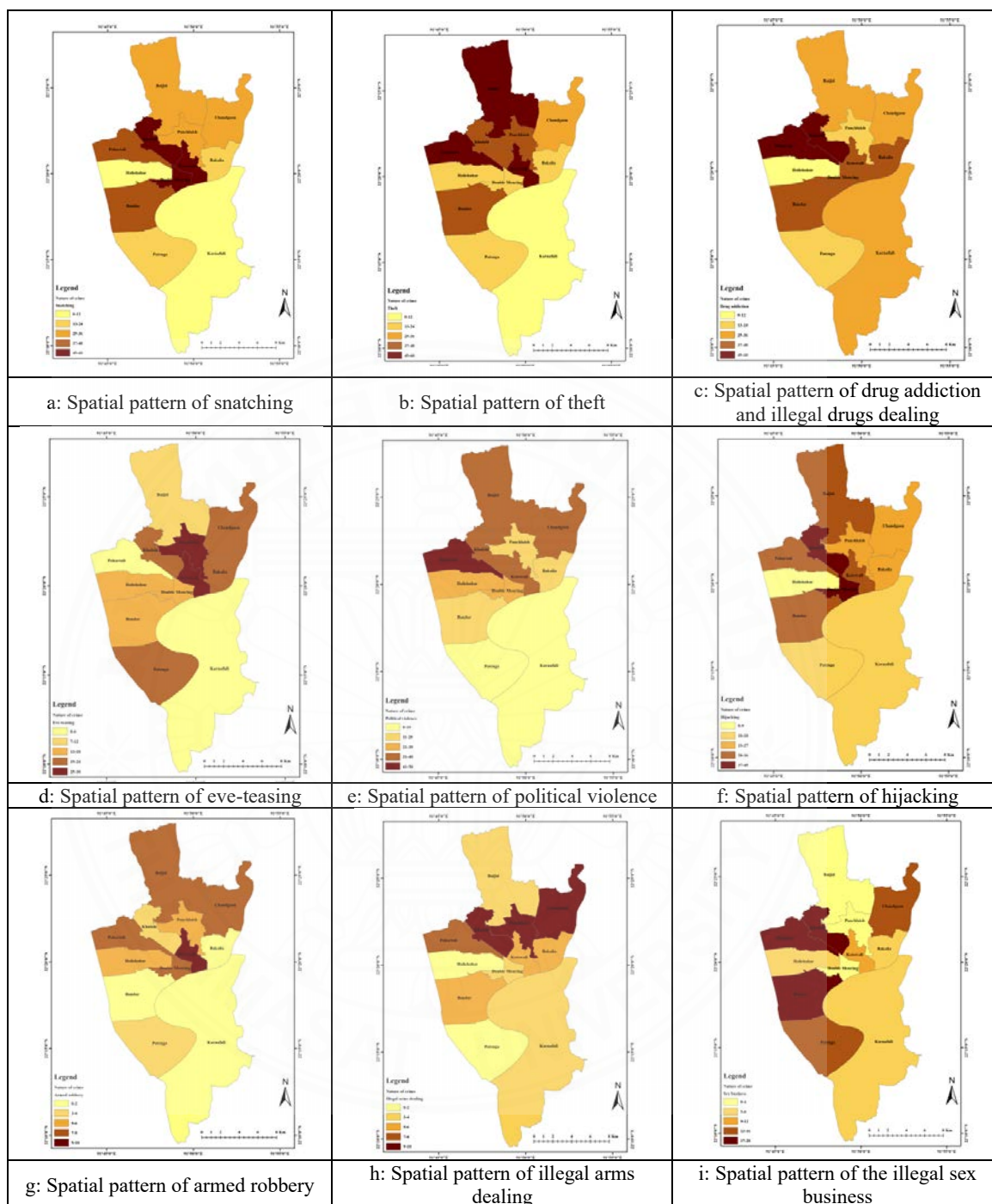


Figure 6.6 Nature of urban street crime patterns at business neighborhood areas in Chittagong City

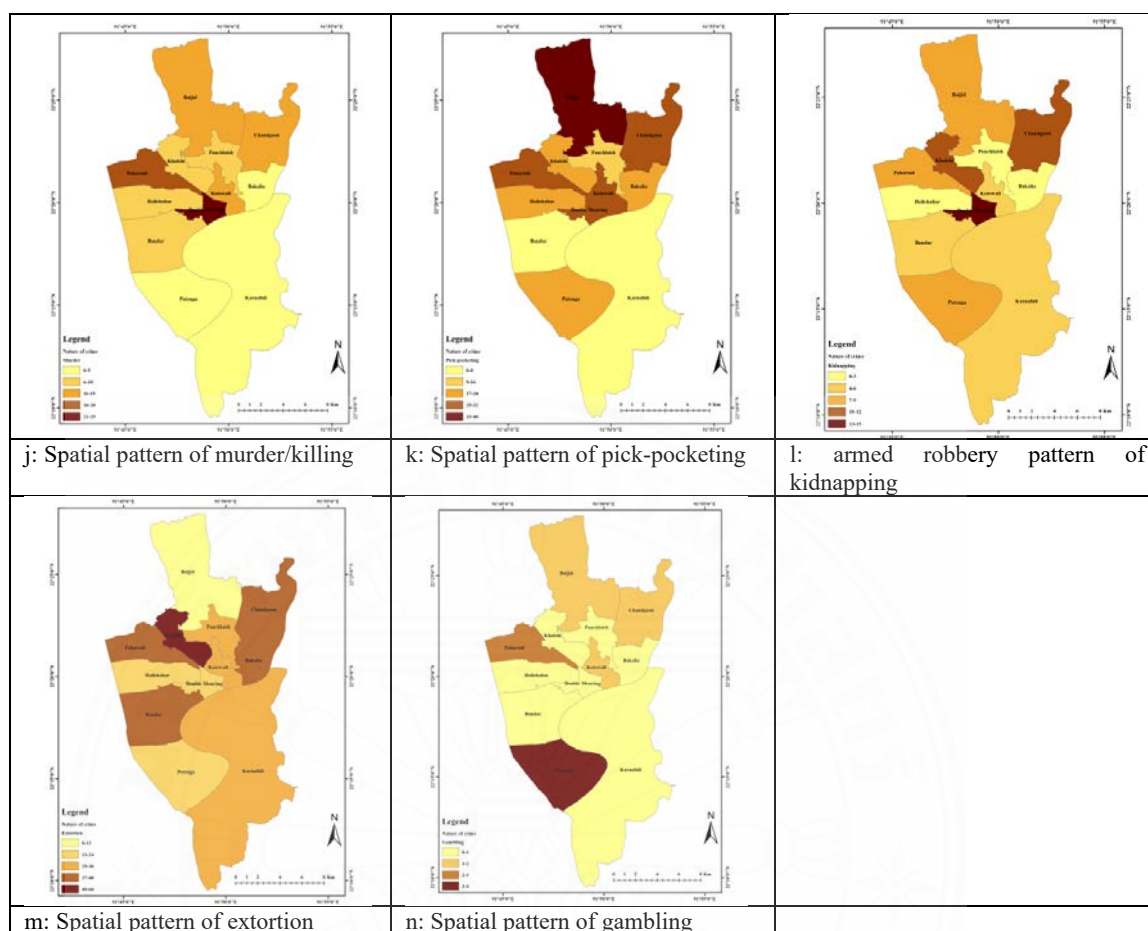


*Figure 6.6* Nature of urban street crime patterns at business neighborhood areas in Chittagong City (Continued)

It was exposed that in the busiest place in a certain period, snatching, pickpocketing frequently had happened. On the contrary, when the area becomes clam theft, hijacking, eve-teasing, and illegal sex business had occurred. Snatching theft, drug addiction, and drug dealing swallow Bandar PS. The research also discovered several differences in the most serious urban street crime in BN areas. Snatching was the most common and then drug abuse and illicit drug trafficking were the most frequent street crimes at BN areas in Chittagong city. Hence, at BN areas it was found that most of the offenders were engaged in crime at a young age. Older people were less involved with crime. Perpetrators of 21-25 years old were highly engaged and then 26-30 also very much prone to engaged to commit an urban street crime but comparatively lower number than 21-25 years. A few numbers of above 40 years people involved as a godfather in street crime.



Business neighborhood (BN) areas were the complete jam of a city with economic activities. In third-world countries like Bangladesh, males were more dominant in the family income. While crime is related to money, a group of people who were engaged with the economy was excessively victimized. Panchlaish, Khulshi, and Kotowali PS areas were found riskier for businessmen. Women also had to face the harsh situation in Patenga and Panchlaish PS areas. Pedestrians were most vulnerable at Bakalia, Panchlaish, and Kotowali PS. It was a matter of happiness that school and college-going girls could move without headache at Karnafuli and Double Mooring PS areas. The urban business neighborhood area witnessed the exchange of huge cash. Therefore, city dwellers' perception that poverty and living in the slum pointed as the main cause of committing the urban street crime at BN areas in CC. It is very much high at Bayejid, Chandgaon, Kotowali, and Double Mooring PS areas. Besides, there are different reasons such as lack of parental care, lack of knowledge, depression, unemployment, and financial gain, etc. are also some other points in offending an urban street crime at BN areas in CC. These types of reasons were dominant at Khulshi, Bandar, and Karnafuli PS areas. In some areas, abuse of ICT and fun & curiosity, accompanying by bad friends, social and ethical decadence had pointed as the reasons for engaging in street crime, and in Bakalia PS areas were these types of causes were central.

When it comes to committing a crime, the timing was crucial. People's movement and operation differ at different times of the day, and offenders' opportunities vary as well. The study identified the excessive rate of urban street crimes materialized at 7 pm to 9 pm and then it was 9-12 am in the BN areas in CC. Majorities of the city dwellers had faced most street crime at night and 7-9 pm was the peak. It can be said that night is more vulnerable than a day. Hence, urban street crime-prone time peaks at night in comparison with daytime. On an hourly basis, from 7.00 pm to 9.00 pm is very vulnerable for city dwellers. Table 6.7 demonstrates the crime-prone time at BN areas in CC.



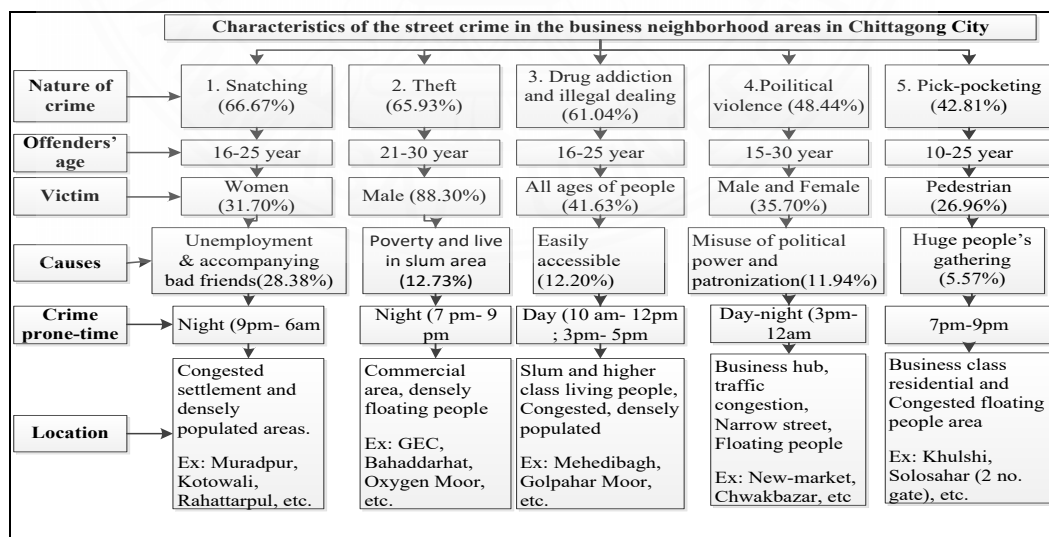
Table 6.7

*Most crime-prone time at business neighborhood areas in Chittagong City.*

| Crime prone time at BN areas in CMP | HHH  |        | KI  |        | SGD |        | IH   |        | IP  |        | IUP |        | Total<br>N=675 | %      | R an k |
|-------------------------------------|------|--------|-----|--------|-----|--------|------|--------|-----|--------|-----|--------|----------------|--------|--------|
|                                     | f    | %      | f   | %      | f   | %      | f    | %      | f   | %      | f   | %      |                |        |        |
| 5pm-7pm                             | 13 8 | 9.10   | 1 1 | 5.34   | 6   | 8.00   | 44   | 11.5 5 | 2 1 | 11.6 0 | 2   | 4.35   | 222            | 9.23   | 6      |
| 7pm-9pm                             | 20 3 | 13.3 8 | 2 2 | 10.6 8 | 8   | 10.6 7 | 25   | 6.56   | 1 3 | 7.18   | 3   | 6.52   | 274            | 11.3 9 | 3      |
| 9pm-12am                            | 20 1 | 13.2 5 | 2 1 | 10.1 9 | 6   | 8.00   | 31   | 8.14   | 8   | 4.42   | 1   | 2.17   | 268            | 11.1 4 | 4      |
| 12am-6am                            | 42   | 2.77   | 9   | 4.37   | 1   | 1.33   | 8    | 2.10   | 3 0 | 16.5 7 | 1   | 2.17   | 91             | 3.78   | 10     |
| 6am-10am                            | 46   | 3.03   | 5   | 2.43   | 3   | 4.00   | 11   | 2.89   | 1 1 | 6.08   | 0   | 0.00   | 76             | 3.16   | 11     |
| 10am-12pm                           | 97   | 6.39   | 1 2 | 5.83   | 5   | 6.67   | 2    | 0.52   | 5   | 2.76   | 0   | 0.00   | 121            | 5.03   | 8      |
| 12pm-3pm                            | 13 5 | 8.90   | 1 1 | 5.34   | 1   | 1.33   | 17   | 4.46   | 1 2 | 6.63   | 3   | 6.52   | 179            | 7.44   | 7      |
| 3pm-5pm                             | 10 5 | 6.92   | 6   | 2.91   | 1   | 1.33   | 8    | 2.10   | 1   | 0.55   | 0   | 0.00   | 121            | 5.03   | 8      |
| Day                                 | 17 4 | 11.4 7 | 2 8 | 13.5 9 | 2   | 2.67   | 33   | 8.66   | 8   | 4.42   | 3   | 6.52   | 248            | 10.3 1 | 5      |
| Night                               | 22 5 | 14.8 3 | 4 9 | 23.7 9 | 5   | 6.67   | 11 9 | 31.2 3 | 2 2 | 12.1 5 | 1 3 | 28.2 6 | 433            | 18.0 0 | 1      |
| Day-night                           | 13 7 | 9.03   | 2 4 | 11.6 5 | 4   | 5.33   | 74   | 19.4 2 | 3 9 | 21.5 5 | 1 7 | 36.9 6 | 295            | 12.2 6 | 2      |
| Afternoon to Mid- night             | 14   | 0.92   | 8   | 3.88   | 4   | 5.33   | 9    | 2.36   | 1 1 | 6.08   | 3   | 6.52   | 49             | 2.04   | 12     |
| Always                              | 0    | 0.00   | 0   | 0.00   | 1   | 1.33   | 0    | 0.00   | 0   | 0.00   | 0   | 0.00   | 1              | 0.04   | 13     |

Note: Open-ended multiple answers; HHH-Household Head, KI- Key Informant, SGD-Small Group Discussants, IH- In-depth Interviewee at Hotspot, IP-In-depth Interviewee of Police Officer, IUP- In-depth Interviewee Urban Planner, f-frequency of perception

Along with the aforesaid discussion, Figure 6.7 shows the characteristics of urban street crime patterns in the business neighborhood areas in Chittagong city.



Note: Open-ended multiple answers

Figure 6.7 Characteristics of the urban street crime patterns in business neighborhood areas in Chittagong City.

The majority of street crimes in cities were motivated by a desire for money. From that point of view, the business area had seen more financial transactions. That's why some places of the business neighborhood attract the perpetrators to commit street crimes. According to the respondents' perception 351(three hundred and fifty-one), street crime-prone locations were identified in the business neighborhoods areas in Chittagong city and among them some top-ranked street crime hot spots were - Agrabad Moor, Sholoshahar 2 No. Gate, GEC Moor, Newmarket, Bohaddarhat, Tigerpass Moor, Dawanhat Moor, Oxygen Moor, Barek Building Moor, Chawkbazar, Muradpur, Moijjartek, Fakirhat, Kalamia Bazar, etc. Based on the street crime hotspots' weighted average index (WAI), five classes of street crime hotspots were made at BN areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL). Figure 6.8 displays the street crime hotspot analysis model based on the perception of the city dwellers in the business neighborhood areas in Chittagong city.

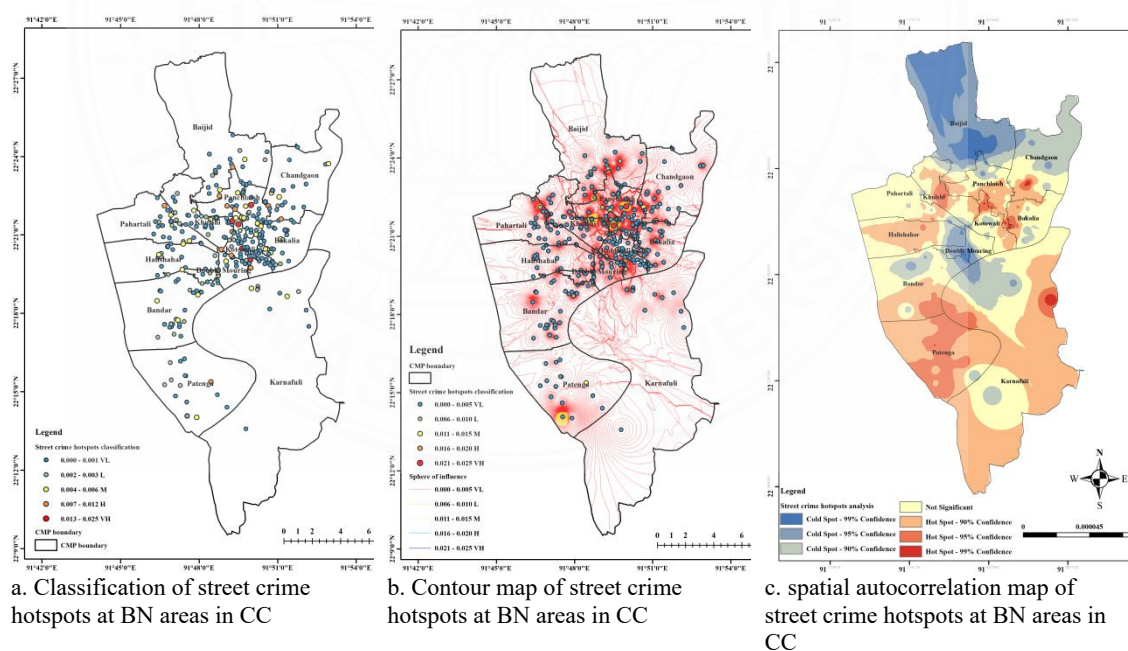


*Figure 6.8* Street crime hotspot analysis model based on the perception of the city dwellers in the business neighborhood areas in Chittagong city

Based on the WAI of each street urban street crime hotspot in the business neighborhood areas in Chittagong city, a contour map was prepared to

demonstrate the sphere of influence of each hotspot, and the analysis results showed that some hotspots are dangerous and some are not too extreme. The contour map helped to understand the point-based street crime concentrations and which points have many spheres of influence. On the contrary, the spatial autocorrelation analysis based on the WAI supported to make of street crime intensity zones. These zones of urban street crime hotspots helped to identify which areas are most crime-prone and which areas are less crime-prone. Hence, this urban street crime hotspots analysis model indicates the spatial distribution of street crimes' impacts intensity in the business neighborhood areas' social and economic life and livelihood in Chittagong city. The business community, urban local government, law enforcement agencies, and urban planning authorities can take necessary action based on the scenarios.

#### 6.2.4 Street crime-prone socio-economic groups of people in Chittagong city

Criminal activity was linked to a person's social and economic status. Although other factors may lead to a person committing a crime such as geographical, biological, etc. People who were unable to meet their basic needs may resort to criminal activity to meet their needs. Besides, illiteracy and moral decay also lead to crime. This study found that very poor people were highly committed the urban street crime in Chittagong city. According to the research findings, Figure 6.9 demonstrates the street crime-prone socio-economic groups of people in Chittagong

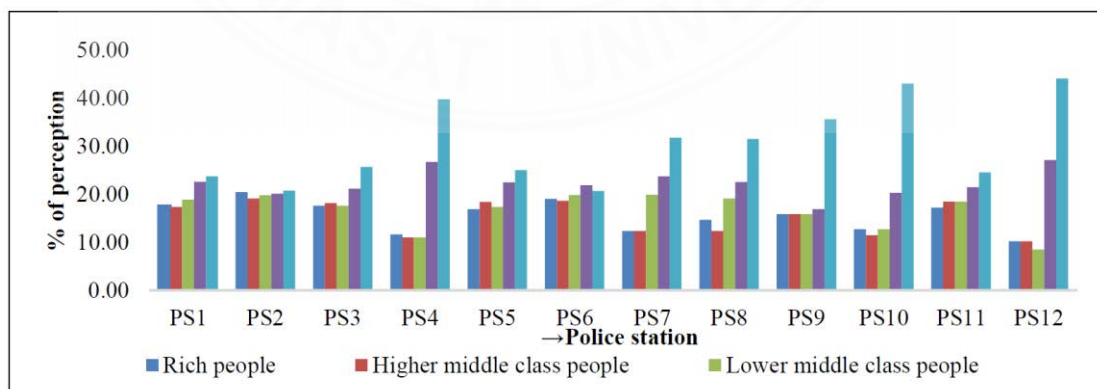


Figure 6.9 Street crime-prone socio-economic groups of people in Chittagong city

Many reasons were triggered in committing an urban street crime. The social, economic, cultural, and geographical issues could push to commit a street crime. Our society was made up of various socioeconomic classes, each with its own set of problems. Hence, committing an urban street crime also varies. The reasons for engaging with the street crime of the aforesaid socio-economic group of people were found much deviated. It showed that poverty and living in the slum was the topmost cause of engaging with urban street crime and it was a dominant cause at Bayejid PS and then the lack of parental care & moral knowledge, abuse of ICT, bad friends, making fun, curiosity, illiteracy, and lack of awareness or degradation of the sociocultural environment were the crucial causes of appealing the street crime which was moreover seen at Bakalia, Panchlaish, and Kotowali PS areas. Depression, unemployment, overpopulation were also the lead causes of committing street crime in Double Mooring PS areas. A significant number of citizens also were worried about the lack of legal actions against the offenders as a factor of engaging with urban street crime in Chittagong city. Based on the city dwellers' perception, Table 6.8 displays the social and economic reasons for engaging urban street crime of various socio-economic groups of people in Chittagong city.

Table 6.8

*Social and economic reasons of engaging urban street crime of various socioeconomic groups of people*

| Rank | Economic reasons                         | % of perception | Social reasons                                                                                                         | % of perception |
|------|------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1    | Poverty and living in slum               | 62.81           | Lack of knowledge, bad friend, fun & curiosity, degradation of the socio-cultural environment, ethical decadence, etc. | 53.78           |
| 2    | Depression/unemployment/ over population | 39.85           | Drugs addition                                                                                                         | 15.99           |
| 3    | Illegal drug dealing                     | 30.52           | Misuse of political power and political patronization                                                                  | 13.93           |
| 4    | Greediness or financial gain             | 27.56           | Lack of parental care                                                                                                  | 11.22           |
| 5    | Unemployment and frustration             | 15.84           | Local influence                                                                                                        | 9.99            |
| 6    | Living in poverty                        | 15.53           | Living in slum                                                                                                         | 9.81            |

Table 6.8 (Continued)

*Social and economic reasons of engaging urban street crime of various socioeconomic groups of people*

| Rank | Economic reasons                                               | % of perception | Social reasons                              | % of perception |
|------|----------------------------------------------------------------|-----------------|---------------------------------------------|-----------------|
| 7    | Misuse of political power and political patronization          | 13.93           | Lack of legal actions against the offenders | 7.75            |
| 8    | Corruption, inactiveness of police force, and lack of security | 12.59           | Lack of awareness and mass illiteracy       | 6.12            |
| 9    | Inadequate state supports for the vulnerable groups of people  | 2.61            | Abuse of information technology (ICT)       | 5.14            |

Note: Open-ended multiple answers

### 6.3. Street crime-prone location in Chittagong city

Many research found that crime is unevenly distributed in the different residential and business neighborhoods areas in Chittagong city (CC). This study investigated crime-prone locations in residential neighborhoods as well as in business neighborhood areas in CC. In examining the impacts of urban street crime on social and economic life in CC, some vital questions arose. Particularly why some residential or business neighborhood areas create more street crime hotspots and what are the spatial or socio-economic factors that helped to become a crime hotspot in the residential or business neighborhood areas in CC. The following sections discussed the primary database of urban street crime-prone locations in residential neighborhoods and what were the factors behind making the location a street crime hotspot. Similarly, the discussion followed at business neighborhood (BN) areas' in CC where it explained the respondents' perception-based identified most crime-prone locations and the reasons behind to become a most crime-prone location at BN areas.

#### 6.3.1 Crime prone locations at residential neighborhood areas in Chittagong city

Location is an important issue in identifying the urban street crime (USC) hotspot. USC could be higher or lower based on locational characteristics, Chittagong city was not beyond it. According to the respondents' perception, around

four hundred sixty-one (461) street crime-prone locations were identified in the residential neighborhood areas in Chittagong city (CC). Based on the weighted average index (WAI), the results of the study showed some numbers of the most crime-prone areas of the residential neighborhood areas in Chittagong city were Sholoshahar, 2 no. gate (0.0185), New Mooring (0.0116) Pathorghata (0.0111) Mohammadpur (0.0080), Bakalia (0.0071), Jhawtola Bazar (0.00710), Port colony gate1(0.0061%), Ghat Moradabad (0.0060), Dail Bridge (0.0060), BADC road (0.0059), Amin colony (0.0058), Firozshah rail gate (0.0058), Sultan colony (0.0056), and Diesel colony (0.0056), etc. respectively. Based on the street crime hotspots' weighted average index (WAI), five classes of street crime hotspots were made in the residential neighborhood (RN) areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL) in Figure 6.10 (a). Figure 6.10 shows the street crime hotspot analysis model based on the perception of the city dwellers at residential neighborhood areas in Chittagong city.

Based on the WAI of each street urban street crime hotspot in the residential neighborhood areas in Chittagong city, a contour map was prepared to demonstrate the sphere of influence of each hotspot, and the analysis results showed that some hotspots are highly vulnerable and some are not too extreme. This contour map also helped to understand the point-based street crime concentrations and which points have larger spheres of influence. On the contrary, the spatial autocorrelation analysis results based on the WAI of each street crime hotspot at RN areas in CC supported to make the street crime intensity zones. These zones of urban street crime hotspots helped to identify which areas are most crime-prone and which areas are less. Hence, this urban street crime hotspots analysis in the RN areas indicates the spatial distribution of street crimes' impacts intensity in the residential neighborhood areas' social and economic life and livelihood in Chittagong city. The residential community, urban local government, law enforcement agencies, and urban planning authority can take essential actions from this research results.



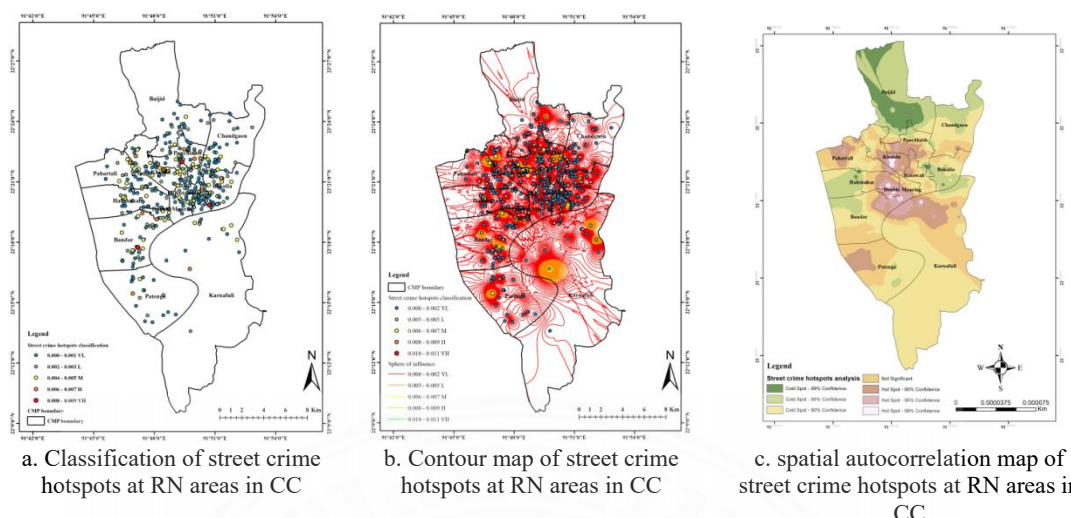


*Figure 6.10* Street crime hotspot analysis model based on the perception of the city dwellers at a residential neighborhood areas in Chittagong city

In residential neighborhood areas, depending on the different issues such as social, economic, or geographical, a place could become a crime hotspot. This study found sometimes the police station was very far or law enforcement agencies were not concerned against street crime. They were not patrolling in risky places and some of the police were corrupted that's why the offender takes advantage of both of these issues. Poor or worse condition of the street and traffic congestion sometimes makes a place horrible. Therefore offenders' get the opportunity for snatching due to slow or stagnant movement of the vehicle and occasionally having the escaping advantages in the nearest forest/hill or because of lack of street light and narrow width of the streets offenders makes illegal events and hide in the nearest slum. Every single opportunity mentioned above makes a place street crime hotspot. Table 6.9 shows the factors of becoming an urban street crime hotspot in residential neighborhood areas in Chittagong city.

Table 6.9

*Factors of becoming urban street crime hotspot at residential neighborhood areas in Chittagong city*

| Social factors                           | Economic factors                                             | Geographical factors                                                                  | Governance factors                                               | Planning and design factors                    |
|------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------|------------------------------------------------|
| Poverty and living in a slum (13.86%)    | Huge people's gatherings and busy commercial places (16.47%) | Narrow, bad condition, and zigzag street (11.45%)                                     | Corruption/inactiveness of police force/lack of security (8.28%) | Lack of street lighting (8.3%)                 |
| Illiteracy and lack of awareness (5.69%) |                                                              |                                                                                       | Misuse of political power and political patronization (3.41%)    | Congested area or unplanned settlement (4.64%) |
| Drug addiction (5.41%)                   | Depression and unemployment (3.84%)                          | Hiding opportunity in the mass gathering, hill, forest, and local neighborhood (4.1%) | Local influence and political leader's patronization (2.13%)     |                                                |
| Lack of parental care (1.54%)            |                                                              |                                                                                       | Far from police station (0.72%)                                  | Quite a road or fewer people (4.43%)           |
| Abuse of ICT and bad accompany (1.15%)   | Commercial/bazar area (1.26%)                                |                                                                                       |                                                                  | Traffic congestion (3.33%)                     |

Note: Open-ended multiple answers

### 6.3.2 Crime prone locations at business neighborhood areas in Chittagong city

The location characteristics of business neighborhoods in Chittagong city (CC) are very much diversified since it is the prime port city and commercial hub of Bangladesh. The busy or dense location has paved the way for urban street crime. The percentage of slum dwellers is above 36 % as well as the commercial capital of the country enhanced the street crime rate. According to the respondents' perception, around four hundred and eleven (411) street crime-prone locations were identified in business neighborhood areas in Chittagong city (CC). Most of them were found more common in the slum-surrounded areas and as a result, offenders could hide in the slum, such as Agrabad Sonali Bank Moor (0.0185) was the busiest place and new CBD in the city. Hence, every day a huge amount of money transactions, mass people gathering and the presence of a vast amount of street vendors made the prospects for the offenders in committing the street crime. Similarly, the Newmarket Moor (0.0147), area was surrounded by wholesale market (Reazuddin Bazar), transport node (Chittagong Railway Station & City Bus service center), multi-storied shopping mall (Beponi

Betan), mixed residential areas, slum, and presence of a huge amount of floating people made the place crowded and rush. Therefore, perpetrators took those opportunities in committing street crimes, and mass people were frequently victims of this unexpected event. Likewise, GEC Moor (0.0149) was another street crime hotspot. It is a newly growing city hub. It is now young adult people, especially middle class and rich people's meeting points. ICT shops, family shopping, street food, and the presence of some luxury restaurants attract people for enjoying their lazier time here. Besides, the surrounding areas were mixed land use that (higher and middle-class people's settlement, education institutes, corporate and multinational business office, etc.) made the place a crime hotspot. Bohaddarhat Moor is a transport hub and mixed land use. Tigerpass Moor (0.0121) is a transport junction and surrounded by hills, forests, and slums. Dawanhat Moor (0.0104) is also a transport junction, business hub, and has the presence of slums, etc. Along with these, some more crime hotspots in the BN areas were Oxygen Moor, Chawk Bazar (0.0097), Muradpur Moor (0.0084), Barek Building Moor (0.0098), Moijjartek (0.0079), (0.0078), Kalamia Bazar (0.0078), etc., etc. All of these places were very much familiar for snatching, hijacking, theft, pickpocketing and political violence, murder, etc. Figure 6.11 shows the street crime hotspot analysis model based on the perception of the city dwellers at business neighborhood areas of Chittagong city.

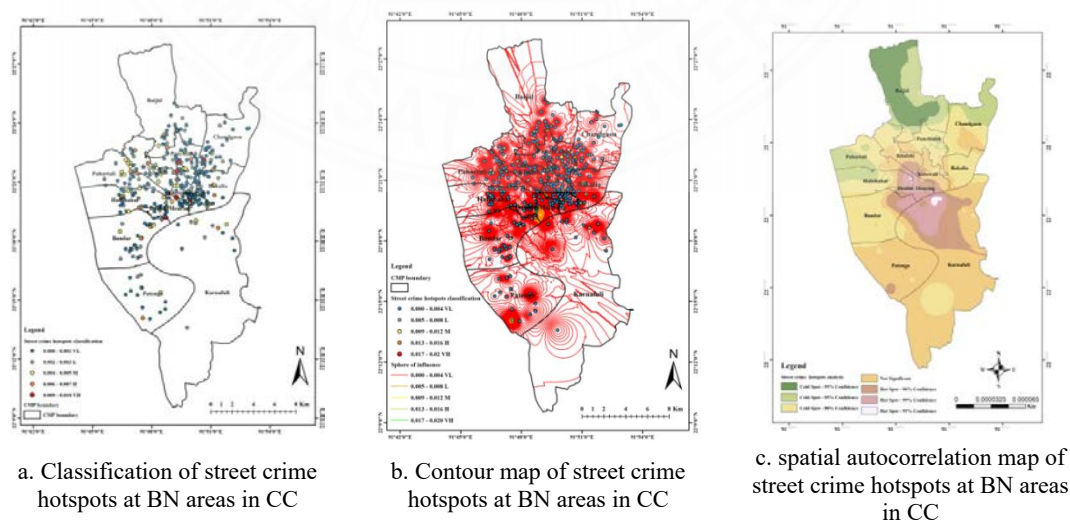


**Figure 6.11** Street crime hotspot analysis model based on the perception of the city dwellers at business neighborhood areas in Chittagong city

Based on the WAI of each street urban street crime hotspot in the business neighborhood areas in Chittagong city, a contour map was prepared to demonstrate the sphere of influence of each hotspot, and the analysis results showed that some hotspots are highly risky and some are not too high. This contour map also helped to understand the point-based street crime concentrations and which points have larger spheres of influence, the intensity of street crime is also high. On the contrary, the spatial autocorrelation analysis results based on the WAI of each street crime hotspot in the BN areas in CC supported to make the street crime intensity zones. These zones of urban street crime hotspots helped to identify which areas are most crime-prone and which areas are less. Hence, this urban street crime hotspots analysis model in the business neighborhood areas indicates the spatial distribution of street crimes' impacts intensity in the social and economic life and livelihood in Chittagong city. The business community, urban local government, law enforcement agencies, and urban planning authority can take immediate actions from this research results.

Crime hotspot areas had a high intensity of crime. A large number of street crime hotspots (411) were identified in the business neighborhood areas in Chittagong city. Different hotspot stands for different reasons. Specifically, money transactions, the presence of slums, overcrowded, rush, and business turn a place into a hotspot. The negligence duty of the law enforcement personnel was found primarily responsible for making a place hotspot. Besides, police patrolling could mention as corruption, inactiveness, and lack of negligence of their duty. Miss management such as lack of street lighting, bad condition and narrow road, and escaping opportunity were some other causal factors of becoming street crime hotspots in business neighborhood (BN) areas. Table 6.10 shows the factors of becoming an urban street crime hotspot in the business neighborhood areas in Chittagong city.

Table 6.10

*Factors of becoming urban street crime hotspot at business neighborhood areas in Chittagong city*

| Social factors                                      | Economic factors                                                          | Geographical factors                                                            | Governance factors                                                     | Planning and design factors                     |
|-----------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------|
| Poverty and living in a slum (10.15%)               | Huge people's gathering and busy place (21.4%)                            | Narrow, bad condition or zigzags street (10.56%)                                | Corruption, inactiveness of police force, and lack of security (8.09%) | Congested area and unplanned settlement (3.26%) |
| Drug addiction (4.75%)                              | Misuse of political power and political patronization (extortion) (4.29%) |                                                                                 |                                                                        | Lack of street lighting (8.36%)                 |
| Local influence and political patronization (1.85%) | Illiteracy and lack of awareness (4.18%)                                  | Hiding opportunity in the mass gathering/hill/forest/local neighborhood (5.32%) | Far from police station (0.92%)                                        | Traffic congestion (7.11%)                      |
| Abuse of ICT and bad accompany (0.95%)              | Depression/unemployment (2.5%)                                            |                                                                                 |                                                                        | Quite a road or fewer people (3.53%)            |
| Lack of parental care (0.9%)                        | Commercial/bazar area (1.87%)                                             |                                                                                 |                                                                        |                                                 |

Note: Open-ended multiple answers

#### 6.4 Urban street crime impacts on social and economic life in Chittagong city

Any types of crime have some consequences. The urban street crime in Chittagong City similarly has significant impacts. The study explored to identify what were urban street crime impacts on social and economic life in the residential and business neighborhood areas as well as in the city. The examination focused on where people were victimized and how many times they were victimized. What types of the victim of the city dwellers? How some locations helped offenders to commit a crime? How urban planning and design authority deals with urban street crime in their planning process? The location of the police station is how much support the citizens etc.

#### 6.4.1 Street crime victimization impacts on social and economic life at residential neighborhood areas in Chittagong city

As a consequence of urban street crime, a person could be victimized, either from a physical or psychological, or economic point of view. The study found nearly one-third people of the city dwellers were victimized by urban street crime. People in the Double Mooring and Pahartali police station areas were heavily affected by urban street crime in their residential neighborhood areas. The presence of huge slum settlements in the Pahartali PS areas made the citizens victim of theft, snatching even hijacking and in the Double Mooring PS area that is new CBD, mixed residential and business with the most densely populated which faced severely pickpocketing, theft, and snatching, etc. A chi-square ( $\chi^2$ ) test was conducted to determine the association between gender and street crime victimization among the household head respondents at residential neighborhoods (RN) areas in Chittagong city.

Table 6.11

*Chi-square test results on sex and street crime victimization at RN areas*

| Analysis                           | Value  | df | Asymptotic Significance<br>(2- sided) | Exact Sig.<br>(2- sided) | Exact Sig.<br>(1- sided) |
|------------------------------------|--------|----|---------------------------------------|--------------------------|--------------------------|
| Pearson Chi-Square                 | 5.503a | 1  | 0.019                                 |                          |                          |
| Continuity Correction <sup>b</sup> | 4.963  | 1  | 0.026                                 |                          |                          |
| Likelihood Ratio                   | 5.370  | 1  | 0.020                                 |                          |                          |
| Fisher's Exact Test                |        |    |                                       | 0.025                    | 0.014                    |
| Linear-by-Linear Association       | 5.490  | 1  | 0.019                                 |                          |                          |
| N of Valid Cases                   | 424    |    |                                       |                          |                          |

a. 0 cells (0.0%) have an expected count less than 5. The minimum expected count is 36.06.

b. Computed only for a 2x2 table



The chi-square test results show that the association between gender and street crime victimization in residential neighborhood areas had highly significant. It means men and women were not victimized equally as well as social, economic, and physical settings of each police station have a highly significant association of urban street crime occurrence in the residential neighborhood areas in Chittagong city.

Along with the bivariate analysis (chi-square test), a multivariate logistic regression analysis was conducted to determine the level of association of urban street crime victimization and household head respondents' sex, educational qualification, house ownership, and marital status in Chittagong city. It needs to mention that the multivariate logistic regression model is very important because it does not require any distributional assumptions of explanatory variables. Moreover, this model can be used in the case of qualitative and mixed qualitative and quantitative variables. In logistic regression analysis variables have been included which were found significant in bivariate analysis. Table 6.12 shows the categorical variables codings of binary logistic regression analysis.

Table 6.12

*Categorical variables codings of binary logistic regression analysis*

| Categorical Variables |                    | Frequency | Parameter coding |       |       |       |       |
|-----------------------|--------------------|-----------|------------------|-------|-------|-------|-------|
|                       |                    |           | (1)              | (2)   | (3)   | (4)   | (5)   |
| Education             | Illiterate         | 34        | .000             | .000  | .000  | .000  | .000  |
|                       | Primary            | 49        | 1.000            | .000  | .000  | .000  | .000  |
|                       | Lower secondary    | 36        | .000             | 1.000 | .000  | .000  | .000  |
|                       | Secondary          | 57        | .000             | .000  | 1.000 | .000  | .000  |
|                       | Higher Secondary   | 78        | .000             | .000  | .000  | 1.000 | .000  |
|                       | Graduate and above | 170       | .000             | .000  | .000  | .000  | 1.000 |
| Marital Status        | Married            | 252       | .000             |       |       |       |       |
|                       | Unmarried          | 172       | 1.000            |       |       |       |       |
| House Ownership       | Own                | 141       | .000             |       |       |       |       |
|                       | Rental             | 283       | 1.000            |       |       |       |       |
| Sex                   | Male               | 314       | .000             |       |       |       |       |
|                       | Female             | 110       | 1.000            |       |       |       |       |

Table 6.13 demonstrates the binary logistic regression estimates and relative odds of street crime victimization among the household head respondents in the residential neighborhood areas of Chittagong city.

Table 6.13

*Binary logistic regression estimates and relative odds of street crime victimization among the selected household heads' in the residential neighborhood areas of Chittagong city*

| Variables in the Equation                                                                                                                                                                                                                                                     |                           |       |      |       |    |      |         |                     |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------|------|-------|----|------|---------|---------------------|-------|
| Categorical Variables                                                                                                                                                                                                                                                         |                           | B     | S.E. | Wald  | df | Sig. | Exp (B) | 95% C.I. for EXP(B) |       |
|                                                                                                                                                                                                                                                                               |                           |       |      |       |    |      |         | Lower               | Upper |
| Step 1a                                                                                                                                                                                                                                                                       | Sex(1)                    | -.584 | .235 | 6.172 | 1  | .013 | .558    | .352                | .884  |
|                                                                                                                                                                                                                                                                               | Illiterate                |       |      | 3.725 | 5  | .590 |         |                     |       |
|                                                                                                                                                                                                                                                                               | Primary                   | .161  | .510 | .099  | 1  | .753 | 1.174   | .432                | 3.193 |
|                                                                                                                                                                                                                                                                               | Lower secondary           | -.638 | .518 | 1.515 | 1  | .218 | .529    | .192                | 1.459 |
|                                                                                                                                                                                                                                                                               | Secondary                 | -.256 | .486 | .277  | 1  | .599 | .774    | .299                | 2.007 |
|                                                                                                                                                                                                                                                                               | Higher Secondary          | -.284 | .480 | .349  | 1  | .555 | .753    | .294                | 1.931 |
|                                                                                                                                                                                                                                                                               | Graduate and above        | -.058 | .445 | .017  | 1  | .896 | .944    | .394                | 2.258 |
|                                                                                                                                                                                                                                                                               | House Ownership(rental)   | -.326 | .233 | 1.948 | 1  | .163 | .722    | .457                | 1.141 |
|                                                                                                                                                                                                                                                                               | Marital Status(unmarried) | -.309 | .237 | 1.699 | 1  | .192 | .734    | .461                | 1.168 |
|                                                                                                                                                                                                                                                                               | Constant                  | 1.380 | .450 | 9.425 | 1  | .002 | 3.976   |                     |       |
| a. Variable(s) entered on step 1: Sex, Education, House Ownership, and Marital Status.                                                                                                                                                                                        |                           |       |      |       |    |      |         |                     |       |
| <b>Model summary: Model <math>\chi^2 = 12.634</math> (.125), -2 Log likelihood = 523.838a, ; and Cox &amp; Snell R Square = 0 .029; and Nagelkerke R Square = 0 .041a. Estimation terminated at iteration number 5 because parameter estimates changed by less than .001.</b> |                           |       |      |       |    |      |         |                     |       |

Multivariate logistic regression analysis results demonstrate that gender (sex) was observed had a very significant association of urban street crime victimization in the residential neighborhood areas in Chittagong city. The odds ratios 0.558 for the female suggest that male people are a 44% (1-0.56) more chance of urban street crime victimization in their residential neighborhood areas in Chittagong city.

It was also established that the level of educational qualification was observed to have a highly significant association of urban street crime victimization in the residential neighborhood areas in Chittagong city. The odds ratios 1.174 for

primary educated people, 0.529 for lower secondary educated, 0.774 for secondary educated people, 0.753 for higher secondary educated people, and 0.944 for graduate and above educated people indicate that primary educated people are 1.174 times, 0.529 times for lower secondary educated people, 0.774 times for secondary educated people; 0.753 times for higher secondary educated and 0.944 times for graduate and above educated people are the more likely victim of urban street crime than the illiterate people.

The results similarly validate that the house owner was observed had a highly significant association of urban street crime victimization in the residential neighborhood areas in Chittagong city. The odds ratios of 0.72 for house renters imply that house owners are 28% (1-0.72) more likely victims of urban street crime in the residential neighborhood areas in Chittagong city.

The analysis results also established that the marital status was observed had a very significant association of urban street crime victimization in the residential neighborhood areas in Chittagong city. The odds ratios of 0.734 for unmarried people indicate that married people are 27% (1-0.73) more likely victims of urban street crime than the unmarried people in the residential neighborhood areas in Chittagong city.

According to dissertation findings, Chandgaon, Double Mooring, and Bandar PS areas had been experiencing a high degree of snatching due to the congested settlements. Furthermore, theft was prevalent in Pahartali, Chandgaon, and Karnafuli PS. The frequency of the victimization once was relatively higher than those who faced this unexpected event twice. Once or multiple times were victim, the intensity was high at Panchlaish and Chandgaon PS. Using the victim's words as a guide, Sholoshahar, 2no gate, was the most vulnerable street crime-prone position in the residential neighborhoods, where this unexpected incident had occurred 28 times. Based on the street crime hotspots' weighted average index (WAI), five classes of street crime hotspots were made in the RN areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL) in Figure 6.12. Figure .6.12 shows the street crime hotspots analysis model based on the victims' experiences in the residential neighborhood areas in Chittagong city.

The impacts of urban street crime on socio-economic life in the residential neighborhood areas in Chittagong city showed that the majority of the city dwellers were financially victimized (15.95%). Along with these, city inhabitants also lost their valuable assets such as cell phones, wristwatches, ornaments, etc. In this regard, assets (6.34%) losing is another direct impact of urban street crime. Besides, people also victimized physical assaults (4.09%) such as injury, stab, even death. It was found city people were psychologically victimized (11.86%) in their residential neighborhood areas due to urban street crime. It may occur in several forms; such as create mental panic, being scared to travel alone, losing mental balance, etc.

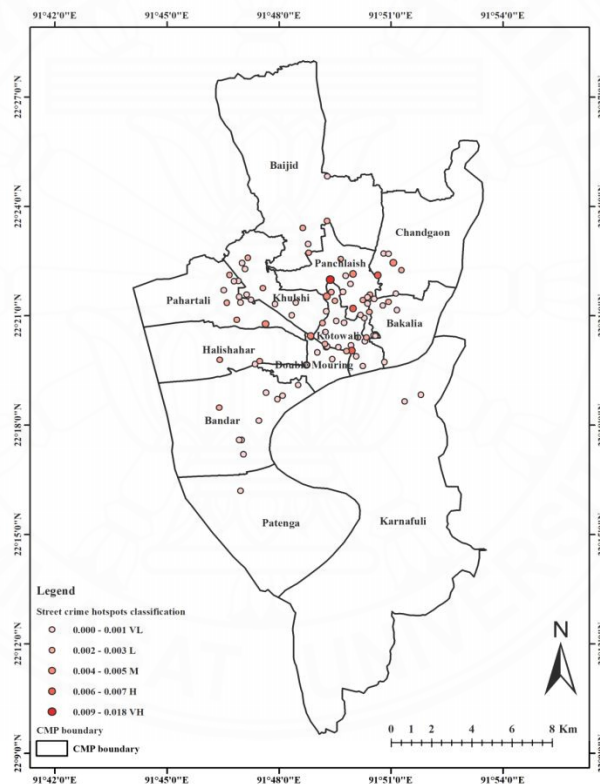


*Figure 6.12* Street crime hotspots analysis model based on the victims' experiences in the residential neighborhood areas in Chittagong city

#### **6.4.2 Locational advantages for committing street crime at residential neighborhood areas in Chittagong city**

In certain cases, the perpetrator takes advantage of geographical advantages to commit a street crime in residential neighborhood (RN) regions. Based

on locational advantage a place could be turned into a crime hotspot. The key benefits of committing a street crime were the distance from the police station, the lack of police patrolling, and the inactiveness of the police force and it was dominant at Patenga and Kotowali PS. Then narrow width of the streets, their marginal or worse condition, the lack of street lighting, the zigzag street layout, and the quiet road as additional benefits for criminals to commit a street crime. Along with these, occasionally urban plans and design of the street and housing of the neighborhood areas were supported in committing the street crime. Besides, possible escaping opportunities inducing urban street crime were in the mass gathering, transport node (bus terminal, railway station), traffic congestion, lack of street light, and unplanned settlement in the neighborhood areas also contributed in committing an urban street crime. It was found that the authority in concern ponders over it a little and didn't seem to have any consideration regarding security issues.

The notion of security issues by the planning authority in the city involves the installation of street lights, frequency of police patrolling, activeness of police force, increasing law enforcement, setting up a new police station, and so on. There was a variation in perception rate regarding security issues at Khulshi, Double Mooring, and Bayejid. But the main barrier in implementing the planning of security issues was lack of willingness, ignorance, and weak management of the authority that were notable in Bakalia and Karnafuli police station areas whereas Halishahar and Bandar police station following poor consideration of streets pattern, street lighting, traffic volume and congestion, zigzag street pattern or narrow street width. The concept of the suitable location of a police station was defined through the accessibility and visibility by the people in general where their opinion could be parted into two corresponding portions. The police station of Halishahar, Bandar, and Kotowali was said to be in the right place but a major part of city dwellers had indicated the easy accessibility of the police station was the point of suitability and another part suggested the adequate cooperation of the police force. On the other hand, the thoughts of unsuitability can be described by the distant location, lack of police patrolling, inactiveness and corruption of police force, a large area under a police station, etc.

### 6.4.3 Street crime victimization impacts on social and economic life at business neighborhood areas in Chittagong city

The rate of urban street crime victimization in the business neighborhood was found to be very significant variation. Mass people were more victimized than other groups of people. It might be related to awareness and security measures. The victimization rate was higher in the hotspot areas. The frequency of victimization was high at Patenga, Bayejid but it had reduced to a great deal at Kotowali PS though it had happened several times at Chandgaon, Double Mooring, Karnafuli, and Panchlaish PS. A proportion of city dwellers from Double Mooring, Halishahar, and Karnafuli PS disagreed with the rate and frequency of victimization in the business neighborhood areas. A chi-square ( $\chi^2$ ) test was conducted to determine the relationship between occupation and street crime victimization among the household head respondents at business neighborhoods (BN) areas in Chittagong city. Table 6.14 displays the chi-square test results on occupation and street crime victimization at BN areas in Chittagong city.

Table 6.14

*Chi-square test results on occupation and street crime victimization at business neighborhood areas in Chittagong city*

| Analysis                                                                                   | Value               | df | Asymptotic Significance (2-sided) |
|--------------------------------------------------------------------------------------------|---------------------|----|-----------------------------------|
| Pearson Chi-Square                                                                         | 11.088 <sup>a</sup> | 5  | 0.050                             |
| Likelihood Ratio                                                                           | 12.258              | 5  | 0.031                             |
| Linear-by-Linear Association                                                               | 1.404               | 1  | 0.236                             |
| N of Valid Cases                                                                           | 424                 |    |                                   |
| a. 3 cells (25.0%) have an expected count less than 5. The minimum expected count is 1.03. |                     |    |                                   |

The chi-square test results show that the association between occupation and street crime victimization in business neighborhood areas has highly significant. It means several occupational groups of people were not victimized equally.

Along with the bivariate analysis (chi-square test), a multivariate logistic regression analysis was conducted to determine the level of association of urban street crime victimization and household head respondents' sex, educational



qualification, house ownership, and marital status in the business neighborhood areas in Chittagong city. In logistic regression analysis variables have been included which were found significant in bivariate analysis. Table 6.15 demonstrates the binary logistic regression estimates and relative odds of street crime victimization among the household head respondents in the business neighborhood areas in Chittagong city.

Table 6.15

*Binary logistic regression estimates and relative odds of street crime victimization among the selected household heads' in the business neighborhood areas in Chittagong city*

| 1. Variables in the Equation                                                                                                                                                                                                                                                        |                           |        |           |        |    |      |                 |                     |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------|-----------|--------|----|------|-----------------|---------------------|-------|
| Categorical Variables                                                                                                                                                                                                                                                               |                           | B      | S.E.      | Wald   | df | Sig. | Exp(B)          | 95% C.I. for EXP(B) |       |
|                                                                                                                                                                                                                                                                                     |                           |        |           |        |    |      |                 | Lower               | Upper |
| Step 1a                                                                                                                                                                                                                                                                             | Sex(female)               | -.686  | .340      | 4.085  | 1  | .043 | .503            | .259                | .979  |
|                                                                                                                                                                                                                                                                                     | Illiterate                |        |           | 17.450 | 5  | .004 |                 |                     |       |
|                                                                                                                                                                                                                                                                                     | Primary                   | -.192  | .654      | .086   | 1  | .769 | .826            | .229                | 2.974 |
|                                                                                                                                                                                                                                                                                     | Lower secondary           | -1.090 | .638      | 2.913  | 1  | .088 | .336            | .096                | 1.175 |
|                                                                                                                                                                                                                                                                                     | Secondary                 | -1.246 | .603      | 4.265  | 1  | .039 | .288            | .088                | .938  |
|                                                                                                                                                                                                                                                                                     | Higher Secondary          | -.887  | .598      | 2.201  | 1  | .138 | .412            | .128                | 1.330 |
|                                                                                                                                                                                                                                                                                     | Graduate and above        | .244   | .602      | .164   | 1  | .685 | 1.276           | .392                | 4.156 |
|                                                                                                                                                                                                                                                                                     | House Ownership (renter)  | .037   | .274      | .018   | 1  | .893 | 1.038           | .607                | 1.775 |
|                                                                                                                                                                                                                                                                                     | Marital Status(unmarried) | .404   | .356      | 1.293  | 1  | .255 | 1.499           | .746                | 3.009 |
|                                                                                                                                                                                                                                                                                     | Constant                  | 21.988 | 17709.066 | .000   | 1  | .999 | 3543167279 .917 |                     |       |
| a. Variable(s) entered on step 1: Sex, Education, House Ownership, Marital Status, Occupation.                                                                                                                                                                                      |                           |        |           |        |    |      |                 |                     |       |
| <b>Model summary: Model <math>\chi^2 = 36.353</math> (.001), -2 Log likelihood = 394.017<sup>a</sup>, Cox &amp; Snell R Square = 0 .082; and Nagelkerke R Square = 0 .129</b> a. Estimation terminated at iteration number 5 because parameter estimates changed by less than .001. |                           |        |           |        |    |      |                 |                     |       |

Multivariate logistic regression analysis results demonstrate that gender (sex) was observed had a very significant association of urban street crime victimization in the business neighborhood areas in Chittagong city. The odds ratios of 0.503 for the females suggest that male people are a 50% (1-0.50) more chance of

urban street crime victimization in their business neighborhood areas in Chittagong city.

It was also established that the level of educational qualification was observed to have a highly significant association of urban street crime victimization in the business neighborhood areas in Chittagong city. The odds ratios 0.826 for primary educated people, 0.336 for lower secondary educated, 0.288 for secondary educated people, 0.412 for higher secondary educated people, and 1.276 for graduate and above educated people indicate that primary educated people are 0.826 times, 0.336 times for lower secondary educated people, 0.288 times for secondary educated people; 0.412 times for higher secondary educated and 1.276 times for graduate and above educated people are the more likely victim of urban street crime than the illiterate people.

The results similarly validate that the house owner was observed had a highly significant association of urban street crime victimization in the business neighborhood areas in Chittagong city. The odds ratios of 1.038 for house renters imply that house owners are 1.038 times more likely victims of urban street crime in the business neighborhood areas in Chittagong city.

The analysis results also established that the marital status was observed had a very significant association of urban street crime victimization in the business neighborhood areas in Chittagong city. The odds ratios of 1.499 for unmarried people indicate that married people are 1.499 times more likely victims of urban street crime than the unmarried people in the business neighborhood areas in Chittagong city. The logistic regression analysis results showed that household heads' occupation was observed had no significant association of victim of urban street crime in the business neighborhood areas. The odds ratios of 0.00 for all categories of occupations imply that no occupation has a greater chance of street crime victimization in the business neighborhood areas in Chittagong city.

The pattern of street crime that was mostly seen in the business neighborhood areas was theft and pickpocketing at Chandgaon, and Bayejid PS, and these crimes were accompanied by snatching, murder, killing, drug addiction, illegal drug dealing at Patenga PS, etc. It was found that Dawanhat Moor was the most victimized area following the victimized people of New Market, Sholoshahar, Bohaddarhat, Chawkbazar, A K Khan Road, and Muradpur respectively. Based on the

street crime hotspots' weighted average index (WAI), five classes of street crime hotspots were made in the BN areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL) in Figure 6.13. Figure 6.13 displays the street crime hotspots' vulnerability analysis results based on the perception of the city dwellers in the business neighborhood areas in Chittagong city.

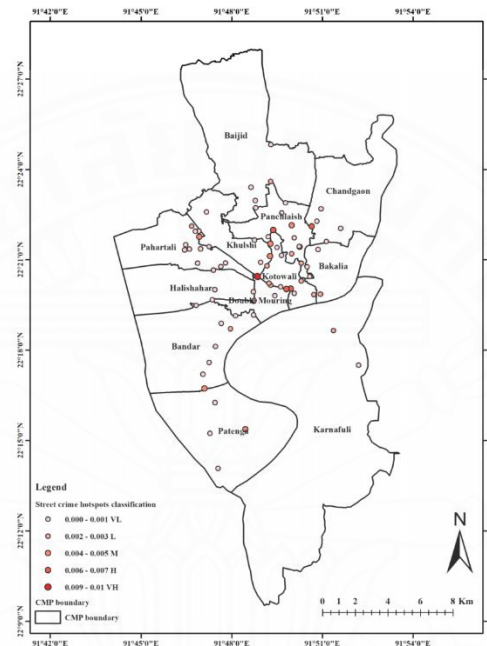


*Figure 6.13* Street crime hotspots analysis model based on the victims' experiences in the business neighborhood areas in Chittagong city

The impacts of street crime victimization on socio-economic life in the business neighborhood areas found that financial victimization was the major problem. Nearly 22.73% of the city dwellers were financially victimized due to urban street crime. People were also the victim of property loss. More than 10% of people were identified who were the victim of their asset loss. It was found that people lose their cell phones, wristwatch, ornaments, goods, etc. The actual loss of financial or assets determination was very difficult but a portion of respondents mentioned that they had lost nearly \$50 to \$200. Besides, the study found 13.33% of people were physically victimized. The fatality in BN areas due to urban street crime victimization showed one victim death (observed 1.85% respondents), 2 deaths observed 0.24% respondents, and 3 deaths observed 0.24% respondents respectively and also the

victim of physical injuries such stabbing, broken hands, etc. Also, the psychosocial impacts were massive due to urban street crime victimization, such as mental panic, being scared to travel alone and keeping cash, etc. Hence, urban street crime victimization impacts on socio-economic life in the business neighborhood areas had multi-dimensional. People are the victim of financial and asset loss; physically injured and mentally shocked and in some cases, people also lost their life.

#### 6.4.4 Eye witnessed of urban street crime in Chittagong city

The crime that was happening in the street usually had many eyewitnesses. The eyewitness or bystanders are usually pedestrians, shopkeepers, transport workers, etc. In most of the cases, they were only witnessed but they didn't take any initiative during the occurrence. One could be a witnessed several times at different places or in the same hotspot. It was found witnessed as once was higher at Bayejid, Double Mooring, Kotowali, Bandar, Panchlaish PS but twice or several times from rest of the police stations. Due to the dominance of business activities, pedestrians eye-witnessed snatching frequently at Bayejid and Double Mooring PS. Theft and hijacking were also highly eye-witnessed in the same police stations. Bystanders frequently observed pick-pocketing at Double Mooring, Chandgaon, and Khulshi PS. It might be due to mass people gather, congested settlements, mass gatherings in public transports, etc. A small portion of eye-witnesses was also detected illegal sex business and sexual harassment in the street. It was frequently detected at Haliashahar PS. Figure 6.14 displays the eye-witnessed of urban street crime in Chittagong city.

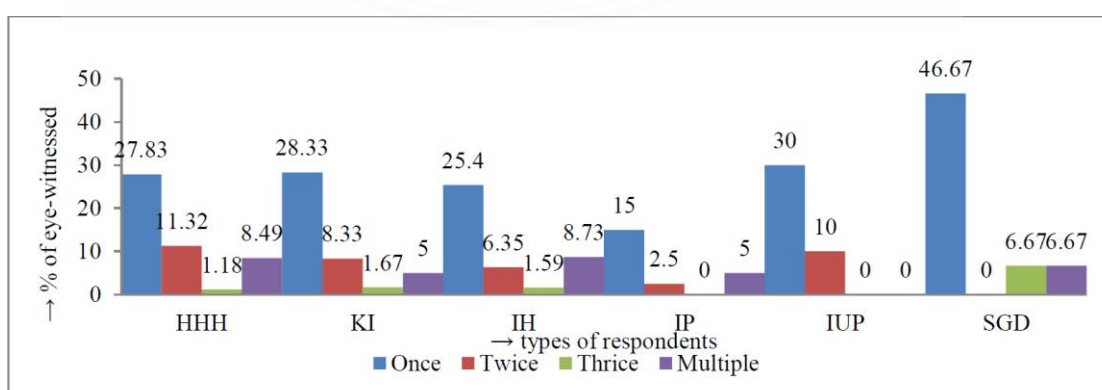


Figure 6.14 Eye witnessed of urban street crime in Chittagong city.

A significant impact was observed by the eye-witnessed of the urban street crime on social and economic life in Chittagong city (CC). The impacts were found multi-dimensional. Around 19.70% of respondents' eyes witnessed financial victimization. Besides, some 8.44% of respondents' eyes witnessed asset loss oppression. The types of financial loss were wristwatches, cell phones, ornaments, purses, wallets, goods, etc. The study also established a few people had been physically and psychologically abused. Physical victimization eye witnessed was 7.41%. The form of physical victimization was found in stabbing, broken hands or legs, head injury, even death. Psychological victimization is eye-witnessed at 2.67 % but mental impacts are huge.

According to the eye-witnessed speech, one hundred and sixty-one (161) locations were identified in Chittagong city. However, at Bayejid, Kotowali, Pahartali, and Halishahar PS physically victimized witnessed come out on top. Judging by everything, eye-witnessed testimony claimed that the new Market was the most dangerous area. The second dangerous area was Sholoshahar, 2no. Gate, then Agrabad Moor, Tigerpass Moor, GEC Moor, Dawanhat Moor, Chawkbazar, Old Rail Station, Muradpur Moor, Bohaddarhat Moor, Ambagan, respectively.

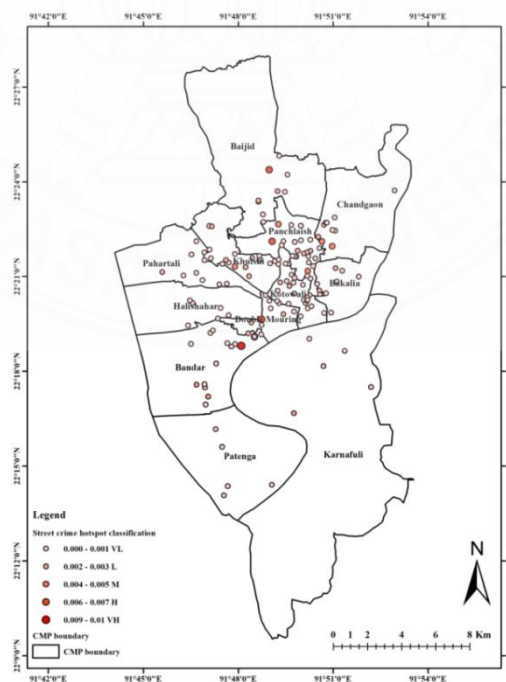


Figure 6.15 Street crime hotspots' vulnerability analysis models based on the eyewitnessed in Chittagong city

Based on the eye-witnessed of street crime hotspots' weighted average index (WAI), five classes of street crime hotspots were made in Chittagong city areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL) in Figure 6.15. Figure 6.15 demonstrates the street crime hotspots' vulnerability analysis model based on the perception of the city dwellers eye-witnessed in Chittagong city.

#### **6.4.5 Street crimes' impacts on social and economic life in the urban neighborhood areas in Chittagong city**

Urban street crime (USC) has a direct and indirect impact on the neighborhood environment. It can play a critical role in deciding the level of communal cohesion and living standards. This study found that the significant impacts of the urban street were the creation of mental panic, fear of traveling alone, becoming a victim of physical abuse or harassment, house or shop renter leaves, reduced location protection, and impeding/preventing young adult women's alone movement, respectively.

The social and economic lives of the neighborhood were significantly obstructed due to urban street crime. The study found that major impacts were social but economic is not negligible. Particular social impacts on the residential neighborhood were increasing drug addiction and illegal drug dealing which makes a high impact on society. USC creates a bad image of the area to others that distract the neighborhood. As a result, a neighborhood becomes social and even economically victimized. It also creates mental panic among the neighborhood people. Besides, increase social crime such as eve-teasing, snatching, psychological harassment, moral decadency or indiscipline environment, etc. Sometimes, a victim of physical assault/harassment, decrease the security of the location, infectious to young adults, feel scared to travel alone, hamper young adult woman's alone movement, more scared of young-adult family members, people avoid the area, etc. Figure 6.16 shows the patterns of urban street crimes' top six impacts on social life in residential neighborhood (RN) areas in Chittagong City.



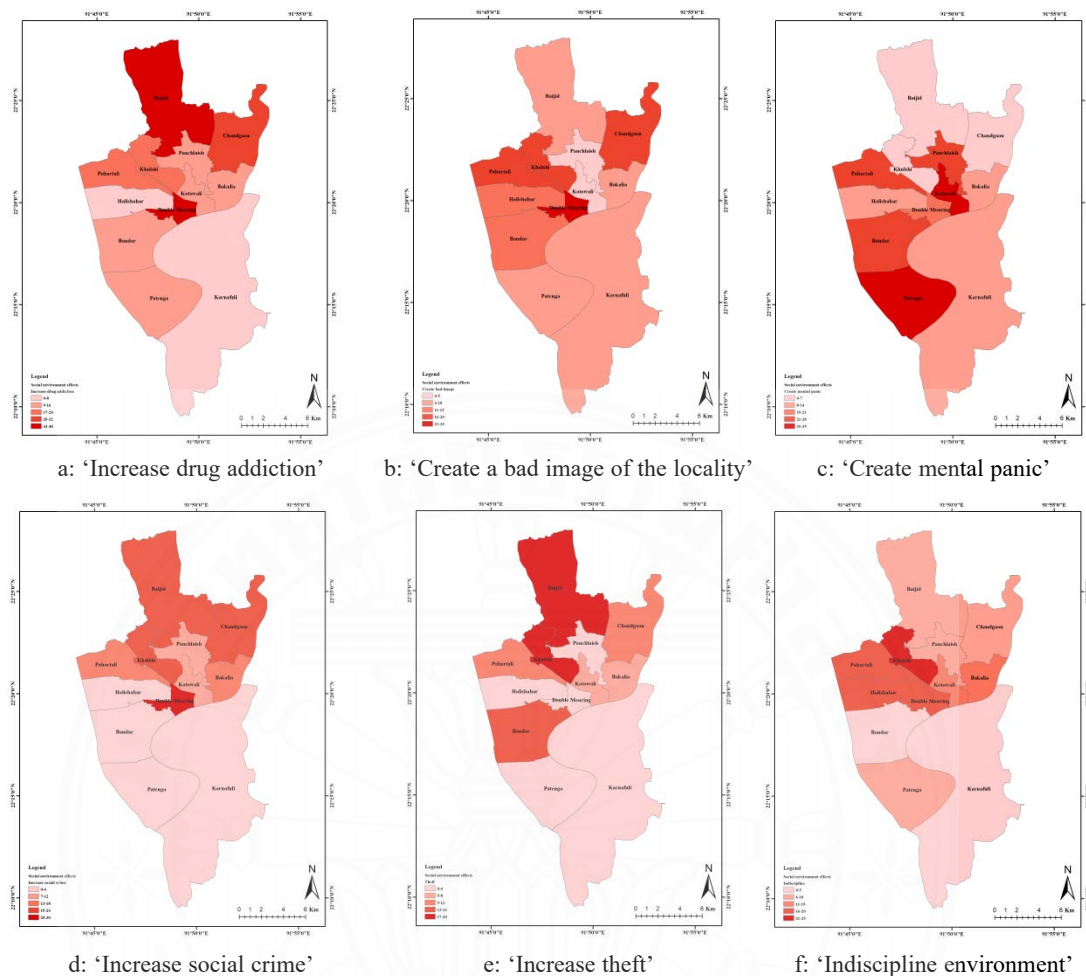


*Figure 6.16* Patterns of urban street crimes' top six social impacts at residential neighborhood areas in Chittagong City.

Along with various types of impacts on social life, USC has had a significant economic wave in residential neighborhood areas in Chittagong city too. The dissertation exposed some distinct impacts of USC on economic life in the residential neighborhoods in CC. First of all, the land value of street crime-prone neighborhoods decreases (3.79%). Then as a consequence of USC victims, neighborhood people face financial loss (3.51%). Sometimes, house or shop renter leaves (3.17%) that also cause financial hurt. Nowadays, people are frequently a victim of giving illegal tolls (1.72%) but cannot expose due to local political pressure or other reasons. Besides, people are very much scared to carry cash or keep cash (0.34%) because of assuming extortion or snatching or hijacking, etc. Figure 6.17

shows the patterns of urban street crimes' top five impacts on economic life in residential neighborhood (RN) areas in Chittagong City.

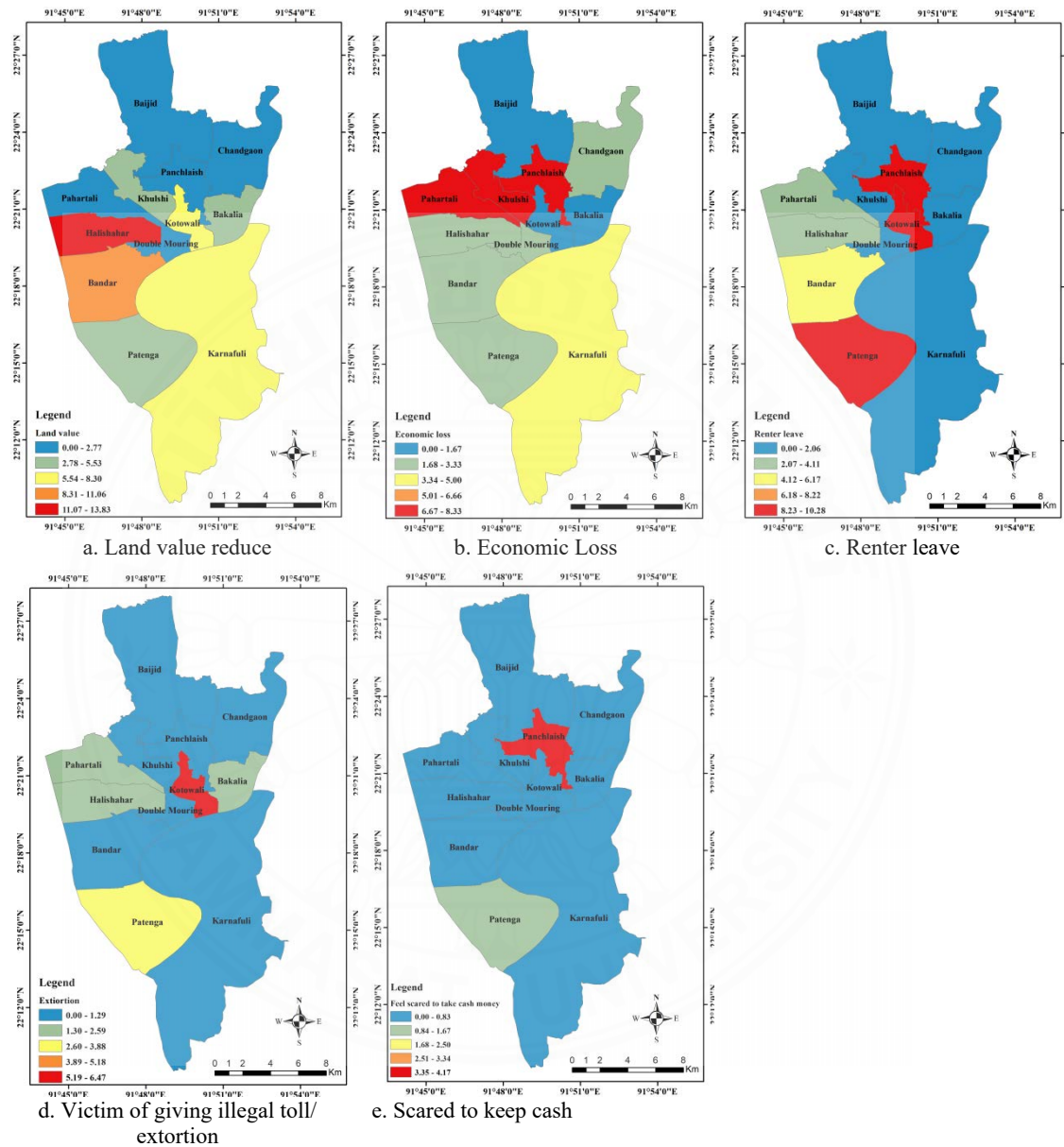


Figure 6.17 Patterns of urban street crimes' top five impacts on economic life at residential neighborhood areas in Chittagong City.

Likewise, residential neighborhoods (RN), urban street crime (USC) have a great impact on the social and economic environment in the business neighborhood (BN) areas in Chittagong city (CC). The current study had identified various impacts on social and economic life at BN areas in CC. A significant spatial

variation was found in each type of impact on social and economic life. Table 6.16 demonstrates the impacts of urban street crime on economic and social life in the business neighborhood areas in Chittagong City.

Table 6.16

*Impacts of urban street crime on economic and social life on the business neighborhood areas in Chittagong city*

| Economic impacts                         | Rank (WAI) | Social impacts                     | Rank (WAI) |
|------------------------------------------|------------|------------------------------------|------------|
| Increase theft/robbery/ snatching        | 0.174      | Mental panic                       | 0.195      |
| Investment decrease                      | 0.162      | Creating bad image of the location | 0.188      |
| Business quit/change                     | 0.137      | Increase social crime              | 0.079      |
| Victim of giving illegal toll/ extortion | 0.117      | Increase drug addiction            | 0.078      |
| Business development hamper              | 0.23       | Physical harassment                | 0.043      |
| Income Reduce                            | 0.079      | Feeling scared to travel alone     | 0.024      |
| Less business dealing                    | 0.058      | Insecurity                         | 0.023      |

Note: Open-ended multiple answers

The impacts of urban street crime on socio-economic life were found to be marginally different at the business area (BN) than at residential neighborhood (RN) areas in Chittagong city (CC). In crime-prone areas, people were not interested or secure to make transactions. It created a bad image on businesses and entrepreneurs faced losses. This reduction of income got a high priority in the business neighborhood areas. Same as residential area mental panic got high priority here and ranked top. Feeling fear and insecurity, investors were not interested to invest their money to be a victim of extortion or hijacking. That's why investments decreased gradually and business development was hampered. Figure 6.18 displays the top six impacts of urban street crime on economic life in the business neighborhood areas in Chittagong city.

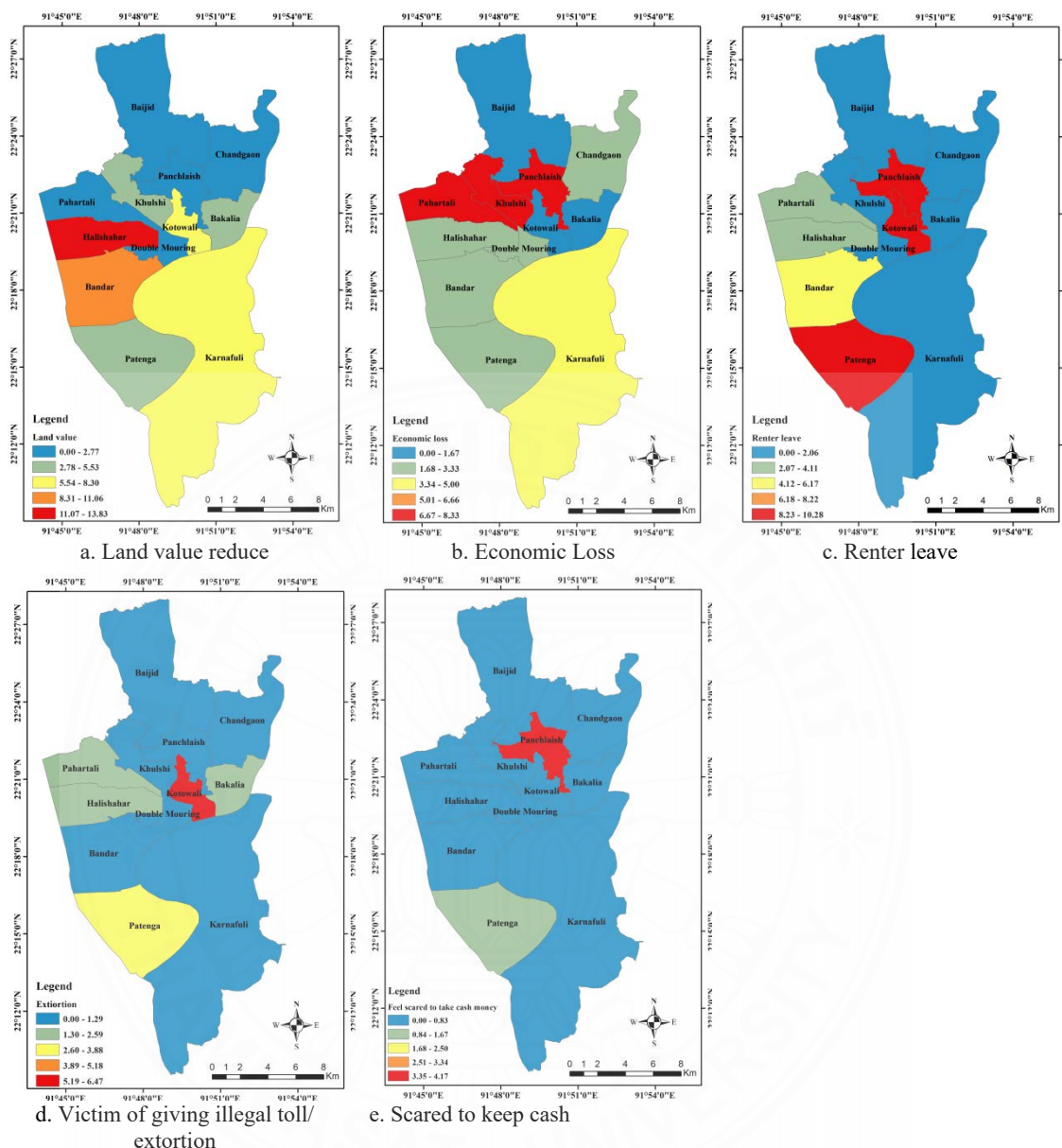


Figure 6.18 Patterns of urban street crimes' top six economic impacts at business neighborhood areas in Chittagong city.

Along with the impacts on economic life on the business neighborhood environment, urban street crime has a great influence on the social environment too. Mistrust, non-cooperation, decreased friendly behavior due to the political patronization of community-based association (CBA) and CBO leaders take toll or political godfathers patronize street vendors and gangs to collect illegal toll from the shopkeepers, street vendors, and transport workers, etc. Besides, increasing drug addiction and illegal drug dealing also have a tremendous impact on the business



social environment. Due to drug addiction, others types of crime also increase to manage drug purchase money. There are several types of impacts on social life in the business neighborhood such as increase physical harassment, violence, insecurity, loose ethical courage to protest against crime, social decadence, infectious to children, etc. Figure 6.19 displays the top six impacts of urban street crime on social life in the business neighborhood areas in Chittagong city.

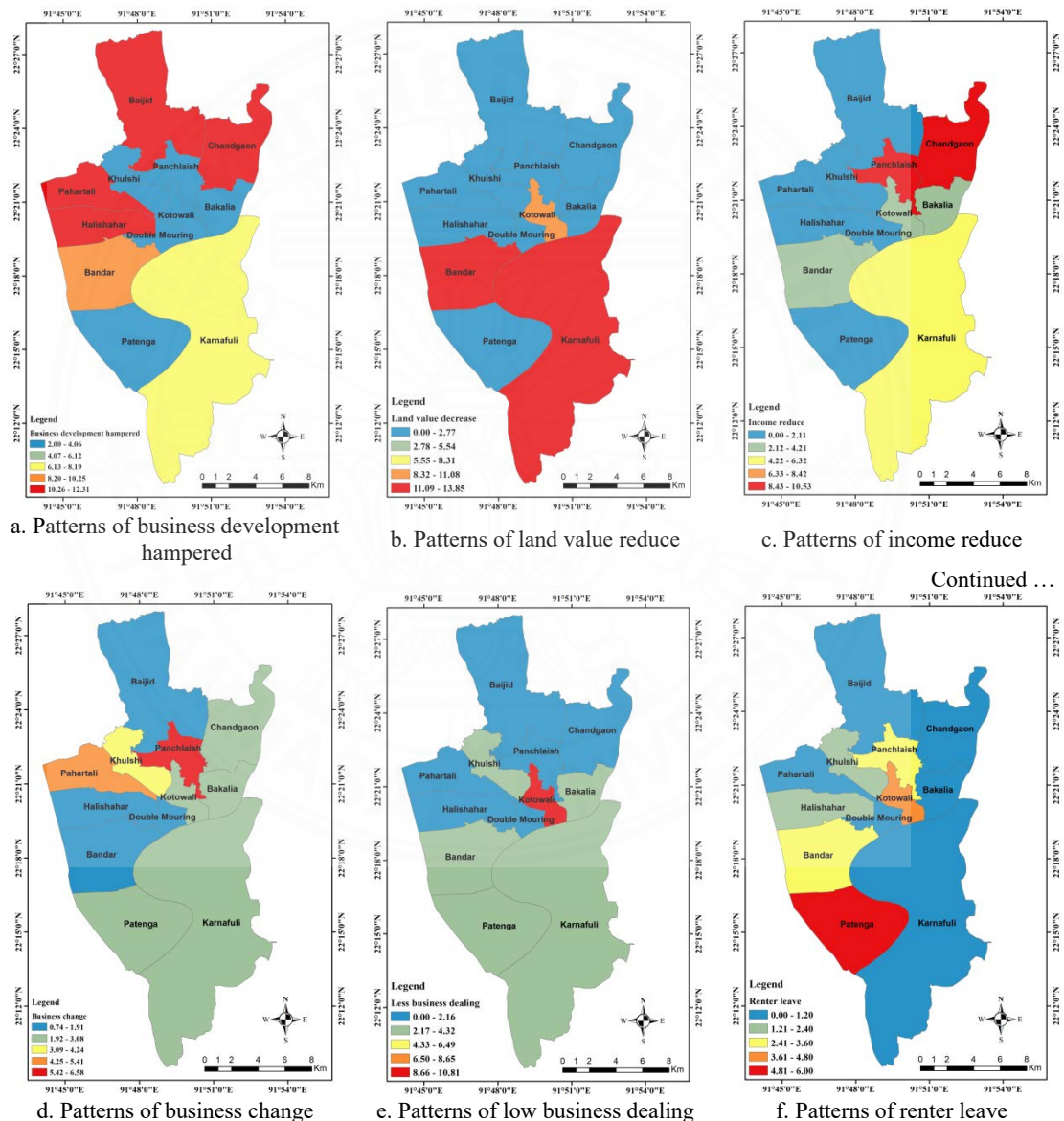


Figure 6.19 Patterns of urban street crimes' top six social impacts in the business neighborhood areas in Chittagong city

Along with aforesaid analysis and discussion, a perception-based analysis was conducted to evaluate the overall impacts of urban street crime on social and economic life in the residential and business neighborhood areas in Chittagong. It was found those impacts' variables on social life in the residential and business neighborhood almost similar but the magnitude is higher in the residential neighborhood areas. On the other, the impacts' variables on economic life have significant differences between residential and business neighborhood areas in CC. It was found that impacts' variables on economic life were many in business neighborhood and the magnitude was also very high in the business neighborhood in comparing with residential neighborhood in CC. Table 6.17 demonstrate the impact of urban street crime on social and economic life in Chittagong city

Table 6.17

*Impact of urban street crime on social and economic life in Chittagong city*

| Residential neighborhood environment                                         |                                                                              | Business neighborhood environment                                                                                    |                                                                                                      |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| Social impact                                                                | Economic impact                                                              | Social impact                                                                                                        | Economic impact                                                                                      |
| Create mental panic and feeling scared to travel alone (71.41%)              | Victim of giving illegal toll, renter left, and land value decrease (21.04%) | Mental panic/feeling scared to travel alone/less business dealing/scared to keep money (36.29%)                      | Customer left, investment decrease, business development hampered; business quit or changes (60.59%) |
| Increase drug addiction and infectious to young adults (52.29%)              |                                                                              | Women feel insecurity/decrease security of the environment, losing ethical courage to protest against crime (16.44%) | Renter leave, income reduce, land value decrease, a victim of giving illegal toll (44.15%)           |
| Creating a bad image of the location and people avoid this area (36.45%)     | Increase theft, robbery, and pick-pocketing (12%)                            | Victims are physically injured, increasing violence, physical harassment (9.93%)                                     | Increase theft, robbery, and pocketing (31.55%)                                                      |
| Women feel insecurity and decrease the security of the neighborhood (19.85%) |                                                                              | Unsuitable for study (9.33%)                                                                                         | Development program hampered (7.11%)                                                                 |
| Victim of physical injury or harassment and increasing violence (17.48%)     |                                                                              | Creating bad Image of the location/people avoid this area (7.11%)                                                    |                                                                                                      |
| Negative impact on children (5.48%)                                          |                                                                              | Increasing violence/social crime (6.67%)                                                                             |                                                                                                      |
| Unsuitable for study (3.26%)                                                 |                                                                              | Increase drug addiction/Infectious to young/adult (1.93%)                                                            |                                                                                                      |

Note: Open-ended multiple answers



#### 6.4.6 Fear of urban street crimes' impacts on socio-economic life in Chittagong city

The study found that an urban street crime victim of assets or finances has a great difference between actual and their socio-psychological consequence in the residential and business neighborhood areas in Chittagong city. Though losses were not prominent they left a sense of stress or fear among the victims which were further elaborated in the following section.

A complete quality structure of urban governance and the socioeconomic condition of city dwellers defines the security issues of the people in an area. In the study, it had been detected that people around Bandar, Kotowali, Bayejid, and Patenga police station areas felt more insecure than the people of Bakalia, Halishahar, and Double Mooring police stations in the public places. But this sense of insecurity was much higher among the urban planners and law enforcement personnel where it was insignificant between mass people and key persons in the community in their surroundings. A chi-square ( $\chi^2$ ) test was conducted to determine the association between occupation and feeling insecurity and sex and feeling of insecurity on the urban street among the household head respondents in Chittagong city. Table 6.18 displays the chi-square test results on occupation and feeling insecurity and sex and feeling of insecurity on the urban street among the household head respondents in Chittagong city.

Table 6.18

*Chi-square test results on occupation and feeling insecurity and sex and feeling of insecurity on the urban street among the household head respondents in Chittagong city*

| List of                                                                                       | Occupation         |    |                                      | Sex                                                                                           |    |                                       |
|-----------------------------------------------------------------------------------------------|--------------------|----|--------------------------------------|-----------------------------------------------------------------------------------------------|----|---------------------------------------|
|                                                                                               | Value              | df | Asymptotic Significance<br>(2-sided) | Value                                                                                         | df | Asymptotic Significance<br>(2- sided) |
| Pearson Chi-Square                                                                            | 8.300 <sup>a</sup> | 10 | 0.600                                | 12.873 <sup>a</sup>                                                                           | 2  | 0.002                                 |
| Likelihood Ratio                                                                              | 9.665              | 10 | 0.470                                | 12.938                                                                                        | 2  | 0.002                                 |
| Linear-by-Linear<br>Association                                                               | 2.096              | 1  | 0.148                                | 11.719                                                                                        | 1  | 0.001                                 |
| N of Valid Cases                                                                              | 424                |    |                                      | 424                                                                                           |    |                                       |
| a. 10 cells (55.6%) have an expected count of less than 5. The minimum expected count is .05. |                    |    |                                      | a. 2 cells (33.3%) have an expected count of less than 5. The minimum expected count is 1.04. |    |                                       |

The chi-square test results show that the association between occupation and feeling insecurity on the urban street had no significance. It means several occupational groups of people were similarly feeling of insecurity on the urban street in Chittagong city. On the contrary, the chi-square test results on sex and feeling of insecurity in the urban street showed had a highly significant association. It indicates that men and women don't feel insecure in the urban street equally. Along with the bivariate analysis (chi-square test), a multivariate logistic regression analysis was conducted to determine the association of feeling insecurity and household heads' sex, educational qualification, house ownership, and marital status in Chittagong city. In logistic regression analysis variables have been included which were found significant in bivariate analysis. Table 6.19 demonstrates the binary logistic regression estimates and relative odds of feeling insecurity among the household head respondents in Chittagong city.

Table 6.19

*Binary logistic regression estimates and relative odds of feeling insecurity in the urban street among the selected household heads' in Chittagong city*

| Variables in the Equation                                                                                                                                                                                                                                                              |                            |       |      |        |    |      |        |                     |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------|------|--------|----|------|--------|---------------------|-------|
| Categorical Variables                                                                                                                                                                                                                                                                  |                            | B     | S.E. | Wald   | df | Sig. | Exp(B) | 95% C.I. for EXP(B) |       |
|                                                                                                                                                                                                                                                                                        |                            |       |      |        |    |      |        | Lower               | Upper |
| Step 1 <sup>a</sup>                                                                                                                                                                                                                                                                    | Sex (female)               | -.804 | .231 | 12.085 | 1  | .001 | .448   | .284                | .704  |
|                                                                                                                                                                                                                                                                                        | Illiterate                 |       |      | 2.575  | 5  | .765 |        |                     |       |
|                                                                                                                                                                                                                                                                                        | Primary                    | .176  | .457 | .148   | 1  | .700 | 1.193  | .487                | 2.923 |
|                                                                                                                                                                                                                                                                                        | Lower secondary            | -.025 | .491 | .003   | 1  | .959 | .975   | .372                | 2.555 |
|                                                                                                                                                                                                                                                                                        | Secondary                  | .211  | .451 | .219   | 1  | .640 | 1.235  | .510                | 2.989 |
|                                                                                                                                                                                                                                                                                        | Higher Secondary           | .551  | .448 | 1.511  | 1  | .219 | 1.735  | .721                | 4.178 |
|                                                                                                                                                                                                                                                                                        | Graduate and above         | .292  | .410 | .508   | 1  | .476 | 1.339  | .599                | 2.993 |
|                                                                                                                                                                                                                                                                                        | House Ownership (renter)   | .001  | .216 | .000   | 1  | .997 | 1.001  | .655                | 1.530 |
|                                                                                                                                                                                                                                                                                        | Marital Status (unmarried) | -.287 | .224 | 1.629  | 1  | .202 | .751   | .484                | 1.166 |
|                                                                                                                                                                                                                                                                                        | Constant                   | .134  | .409 | .108   | 1  | .743 | 1.144  |                     |       |
| a. Variable(s) entered on step 1: Sex, Education, House Ownership, Marital Status.                                                                                                                                                                                                     |                            |       |      |        |    |      |        |                     |       |
| <b>Model summary: Model <math>\chi^2 = 16.255</math> (.039), -2 Log likelihood = 570.930<sup>a</sup>, ; and Cox &amp; Snell R Square = 0.038; and Nagelkerke R Square = 0.50</b> a. Estimation terminated at iteration number 5 because parameter estimates changed by less than .001. |                            |       |      |        |    |      |        |                     |       |

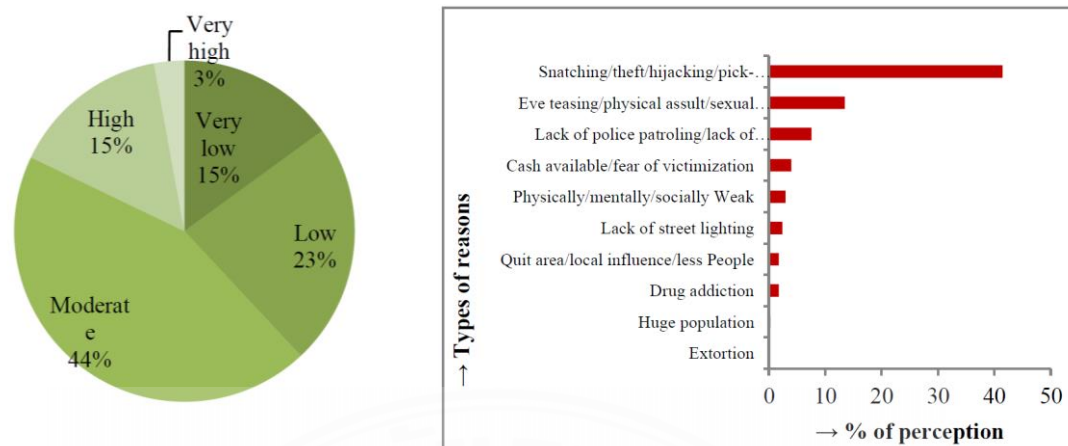
Multivariate logistic regression analysis results demonstrate that gender (sex) was observed had a very significant association of feeling insecurity in the urban street in Chittagong city. The odds ratios 0.448 for the female suggest that male people are 0.448 times more feeling of insecurity in the urban street in Chittagong city.

It was also established that the level of educational qualification was observed to have a significant association of feeling insecurity in the urban street in Chittagong city. The odds ratios 1.193 for primary educated people, 0.975 for lower secondary educated, 1.235 for secondary educated people, 1.735 for higher secondary educated people, and 1.339 for graduate and above educated people indicate that primary educated people are 1.193 times, 0.975 times for lower secondary educated people, 1.235 times for secondary educated people; 1.735 times for higher secondary educated and 1.339 times for graduate and above educated people are more likely feeling insecurity in the urban street than the illiterate people.

The results similarly validate that the house owner was observed had a significant association of feeling insecurity in the urban street in Chittagong city. The odds ratios of 1.001 for house renters imply that house owners are 1.001 times more likely feeling of insecurity in the urban street in Chittagong city.

The analysis results also established that the marital status was observed had a significant association of feeling insecurity in the urban street in Chittagong city. The odds ratios of 0.751 for unmarried people indicate that married people are 0.751 times more likely to feel insecurity in the urban street in Chittagong city.

The inference of insecurity in public places caused by urban street crime was found to be moderate to low. The hierarchy of feeling insecurity could be acquired by putting in Kotowali, Double Mooring, Bayejid, Halishahar, Karnafuli, and Bakalia police stations orderly. The perception about insecurity issue in public space among the people developed as they fall, the victim of not only property crimes (snatching, theft, hijacking, and pick-pocketing) but also psycho-physical crimes (eve-teasing, physical assault, sexual harassment, etc.) along with diffidence on urban governance system (lack of police patrolling, lack of security guards). Figure 6.20 demonstrates the level of feeling insecurity in the public space and the reasons for feeling insecurity.

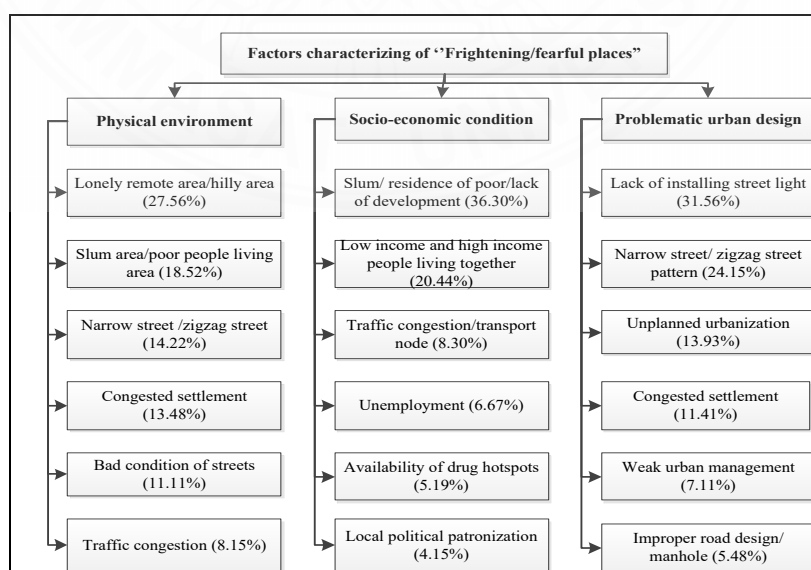


a. Level of feeling insecurity in the public space      b. Reasons of feeling insecurity in the public space

Note: Open-ended multiple answers

Figure 6.20 Level of feeling insecurity in the public space and the reasons

The sense of insecurity (safe or unsafe) felt in a public place developed among the people from the description of that area. There are three important issues, such as the physical environment, socio-economic condition, and architectural design was the main determinants of the concept of ‘insecurity. The study identified some distinguishing features of the environment like lonely or remote areas, hilly areas, forest areas, char areas, etc. that were the main influencer of the sense of insecurity at Pahartali, Patenga, and Karnafuli police stations areas. Figure 6.21 shows the factors characterizing “frightening/fearful places” in Chittagong City.



Note: Open-ended multiple answers

Figure 6.21 Factors characterizing “frightening/fearful places” in Chittagong City.

Besides, socio-economic condition (slum area, poor people living area) was the other influencer of the sense of insecurity at Kotowali, Double Mooring, and Pahartali police station areas. The criteria that had made an area safer to fearful had been considered to be the slum areas, poor and illiterate people's residence, and lack of development which were mostly seen at Bandar and Bakalia police station areas. But a combination of low-income and high-income people living together was observed in the Halishahar police station areas. It was also an important factor for making a place more fearful.

Well-maintained urban planning and design is the first and foremost requirement for making a city more sustainable in the long run. Otherwise many unexpected issues will arise which could be the constraints in city development. In the study, an insufficient amount of street light installation and bad conditions of streets were found to be the main reason for making a street fearful and it was very high at Double Mooring, Kotowali, Khulshi, and Halishahar police station areas. Apart from that, narrow streets and zigzag street patterns could also hold responsible for a fearful street and it was very significant at Bandar and Patenga police station areas.

The variation in urban street crime occurrence rate between day and night was identified in several studies. Current research also discovered similar results. It was found that a major portion of urban street crime occurred at night time in Chittagong city and it was more frequent in Bayejid, Kotowali, and Khulshi PS. And this fact was agreed unanimously by all kinds of city dwellers. The main reasons that worked behind the fearful feelings at night were lack of street lights and bad condition of the street which were noticeable in Kotowali, Panchlaish, Chandgaon, Bayejid, and Khulshi police station areas. In those areas, people were frequently a victim of pickpocketing, snatching, theft, and hijacking, etc. Apart from that, lonely and remote areas, hilly areas, forest areas, and lack of security were the main reasons for feeling more fear at night. People in the daytime were carefree regarding street crime except for some congested areas like Bandar police station. Some portion of mass people and urban planners assumed to be the victim of an urban street crime such as pick-pocketing and snatching. And it was significant at Panchlaish, Chandgaon, and Bayejid police station areas. But the majority of the city dwellers felt

more fear at night time. Table 6.20 displays the reasons for feeling fear at the urban street at day time, at night, and Night VS. Day in Chittagong city.

Table 6.20

*Reasons of feeling fear at the urban street at day time, at night and feeling fear Night VS. Day in Chittagong city*

| Reason of feeling fear at day time     | %    | Reason for feeling fear at night                      | %     | Night vs. Day | %      |
|----------------------------------------|------|-------------------------------------------------------|-------|---------------|--------|
| People's gathering                     | 7.41 | Due to pickpocketing, snatching, theft, and hijacking | 18.22 | Night         | 65.3 3 |
| Victim of pick-pocketing and snatching | 7.11 | Lack of street lights/bad condition of streets        | 18.22 |               |        |
| Traffic congestions                    | 5.48 | Lonely remote area, hilly and area forest             | 17.33 |               |        |
| Lack of security                       | 2.52 | Increase crime                                        | 10.96 |               |        |
| Victim of theft and hijacking          | 2.22 | Lack of security                                      | 9.19  |               |        |
| Victim of harassment                   | 1.48 | Weak urban management                                 | 6.96  |               |        |
| Unsafe for female                      | 1.48 | Huge people gathering and traffic congestion          | 5.63  | Day           | 20.4 4 |
| Vacant area and fewer people           | 1.19 | Congested settlement                                  | 5.04  |               |        |
| Narrow and zigzag street               | 1.04 | Slum area and poor people living area                 | 4.59  |               |        |
| Lack of street light                   | 0.89 | Hiding opportunity                                    | 3.85  |               |        |
|                                        |      | Unplanned urbanization                                | 3.41  |               |        |
|                                        |      | Narrow street, zigzag street pattern                  | 3.26  |               |        |
|                                        |      | Improper road design and manhole                      | 2.52  |               |        |

Note: Open-ended multiple answers

In this study, it was also illustrated that knowing individuals or familiarity with an urban neighborhood if helps to reduce the fear of urban street crime. Only one-fifth (20%) of the people consented the degree of fearfulness could affect by knowing individuals or neighborhoods. The rest (80%) didn't agree with this issue. Personal relationships or familiarity of urban neighborhoods arise on urban street crime. It was the bad practices of political power or local influence. This situation was dominant at Kotowali, Bandar, and Karnafuli police station areas. Along with this, several metrics were exposed to assess the feelings of vulnerability as a



result of being a victim of urban street crime. The major issues were congested settlements, large public gatherings, unplanned settlements, the presence of slum settlements, the invisibility of public movement, zigzag street patterns, narrow streets, absence of street light, inadequate street light, rough and remote street, and so on. But some specific indicators were highly endorsing crime in a specific area such as unplanned settlement at Kotowali and Pahartali, presence of slum, and squatter's settlement at Bakalia and Khulshi police station areas. Figure 6.22 shows the indicators of feeling insecure about the physical environment in Chittagong City.



*Figure 6.22* Indicators of feeling insecure about the physical environment in Chittagong City

The dissertation examined some most fearful urban streets in the city. In consort with identification, it was also ranked as most fearful to least. Based on the respondents' perception, four hundred and twenty-two (422) most fearful urban street locations in the residential neighborhood areas were identified and some very significant street location names were Sholoshahar 2 no gate area, Jouhtala road, DC road, Khaja road, Bogarbil road, Chatteshawri road, Goribullah Housing Society road, Muradpur Moor, Pathantuli and Khulshi areas, etc. respectively. Based on the most fearful streets' weighted average index (WAI), five classes of most fearful streets' were made in the RN areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL) in Figure 6.23 (a). Figure 6.23 demonstrates the most fearful street locations' analysis model based on the perception of the city dwellers at residential neighborhood areas of Chittagong city.

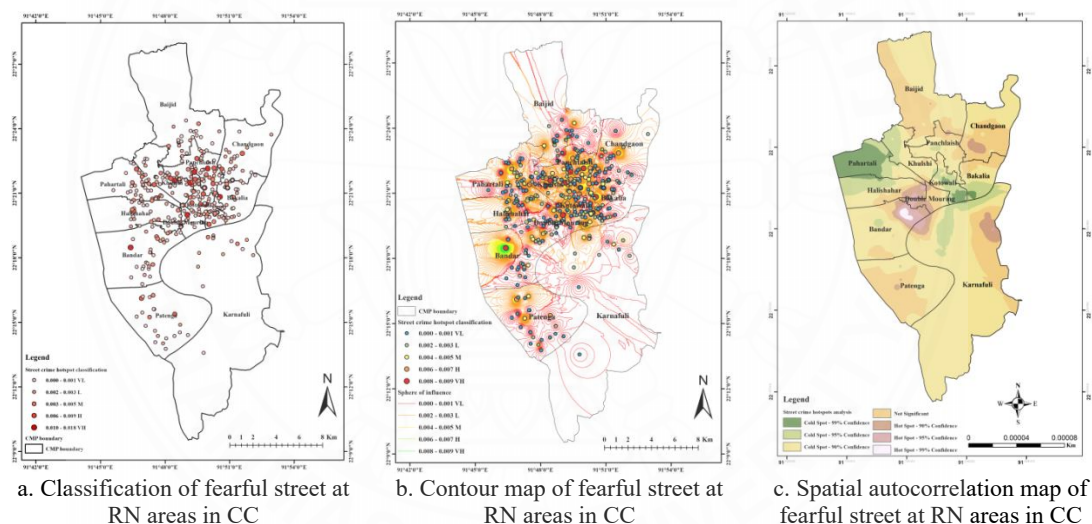


*Figure 6.23* Most fearful street locations' analysis model based on the perception of the city dwellers at residential neighborhood areas of Chittagong city

Based on the WAI of each fearful urban street at residential neighborhood (RN) areas in Chittagong city, a contour map was prepared to demonstrate the sphere of influence of each fearful street, and the analysis results showed that some streets are highly vulnerable and some are not too extreme. This contour map also helped to understand the point-based fearful streets' concentrations and which points have larger spheres of influence. On the contrary, the spatial autocorrelation analysis results based on the WAI of each fearful street in the RN

areas in CC supported to make of the fearful street intensity zones. These zones of fearful streets helped to identify which areas are most fearful and which areas are less. Hence, this fearful urban street analysis model in the RN areas indicates the spatial distribution of street crimes' impacts intensity in the residential neighborhood areas' social and economic life and livelihood in Chittagong city. The residential community, urban local government, law enforcement agencies, and urban planning authority can take essential actions from this research results.

Along with the most fearful urban street locations at RN areas in CC, similarly identified five (5) most fearful urban street locations in the business neighborhood (BN) areas. It was discovered around 314 (three hundred and fourteen) most fearful sites, where all categories of people gave their opinions. Some most fearful locations at BN areas in Chittagong city were Agrabad Moor, Sholoshahar 2 no. gate, Tigerpass Moor, New Market, GEC Moor, Dewanhat Moor, Moijjartek, Dewanhat Bridge, Bohaddarhat, Custom Moor, Chaktai road, Muradpur, etc. Based on the most fearful streets' weighted average index (WAI), five classes of most fearful streets' were made in the BN areas and the classes were represented as very high (VH), high (H), moderate (M), low (L) and very low (VL) in Figure 6.24(a). Figure 6.24 demonstrates the most fearful street locations' analysis model based on the perception of the city dwellers in the business neighborhood areas in Chittagong city.

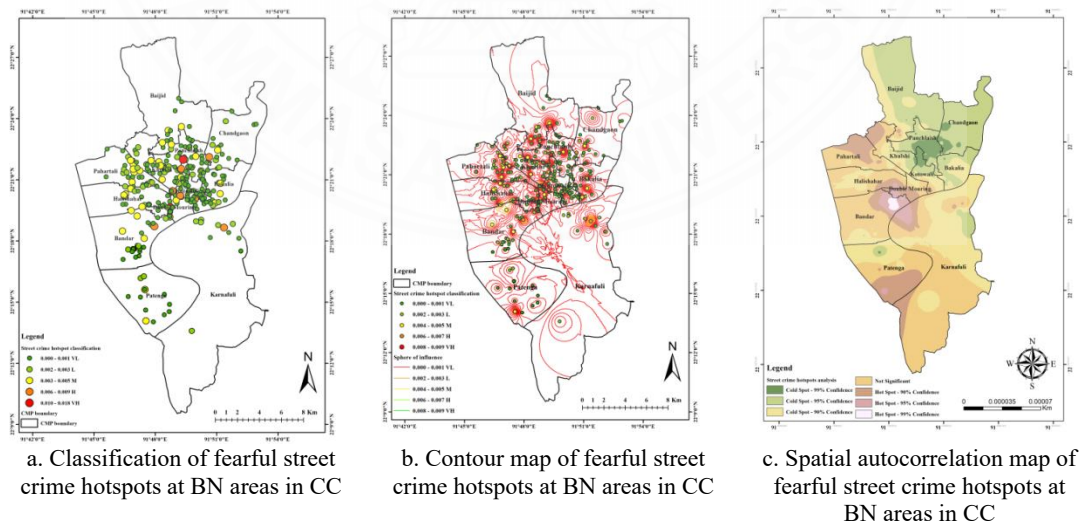


*Figure 6.24* Most fearful street locations' analysis model based on the perception of the city dwellers at business neighborhood areas of Chittagong city

Based on the WAI of each fearful urban street in the business neighborhood (BN) areas in Chittagong city, a contour map was prepared to demonstrate the sphere of influence of each fearful street, and the analysis results showed that some streets are highly vulnerable and some are not too extreme. This contour map also helped to understand the point-based fearful streets' concentrations and which points have larger spheres of influence. On the contrary, the spatial autocorrelation analysis results based on the WAI of each fearful street in the BN areas in CC supported to make the fearful street intensity zones. These zones of urban fearful streets helped to identify which areas are most fearful and which areas are less. Hence, this fearful urban street analysis at BN areas indicates the spatial distribution of street crimes' impacts intensity in the BN areas' social and economic life and livelihood in Chittagong city. The business community, urban local government, law enforcement agencies, and urban planning authority can take necessary actions from this research results.

The chances of losing bags or wallets after 10.00 pm were investigated among the city dwellers if she/he walks alone in the street. The perception rate was moderate at Double Mooring, Bayejid, and Khulshi. On the other hand, the tendency of losing wallets or bags was very low at Bakalia, Khulshi, and Karnafuli police station areas. But very high was at Pahartali, Patenga, and Panchlaish police station areas. The city dweller's feelings of safeness were also studied. The majority of the people feel moderately safe while walking at 10 pm in Chittagong city. However, people in the Kotowali, Bandar, and Patenga police station areas felt unsafe walking after 10 p.m

Women are more vulnerable than men in our society due to some socio-cultural backwardness. Therefore, women's safety and security is an essential issue in our country. Bangladesh government also took many initiatives to ensure headache less frequent movement of women. Now it got more improvement than before in Chittagong city. Although at Bandar, Patenga, and Kotowali police station areas were not well improved on this issue. Double Mooring and Panchlaish areas were a turnaround from this insecurity. It was a bitter truth that eve-teasing, sexual or physical harassment, and physical assault were found the factors of feeling more fear in the urban street crime in Chittagong city. The age of the people could be another

factor in the level of fear. In some cases, age controls fear. Young adults (20-30 years) were cooperatively more scared at Panchlaish and Patenga police station areas and the adult (30-40years) people at Double Mooring, Bayejid PS areas “young adult people feel more fear” who were physically, socially, and mentally weak.

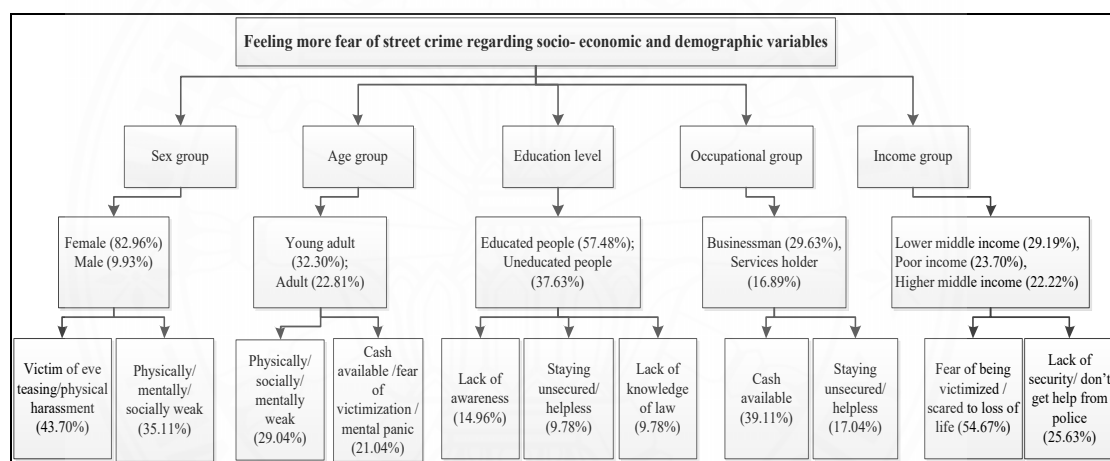
The more educated the more fear. Comparatively less or illiterate people didn't bother about security and safety that's why they didn't feel fear. It was shown that in Kotowali, Double Mooring, and Chandgaon PS areas educated people feel more fear but in Karnafuli and Bakalia PS areas illiterate or less educated people feel more fear. The explanations of feeling fear to be the victim of urban street crime were lack of awareness, lack of knowledge, and staying unsecured or helpless condition, etc. With possession of cash and valuable assets were also made people feel more fearful. In addition, they were more afraid of being victims of urban street crime due to inadequate security management or unsecured conditions.

Criminological studies have discovered that people in the professional community have a disproportionate fear of urban street crime. The businessmen were feeling more fear on the occupational query and the perception rate was very much high in Bayejid, Khulshi, and Karnafuli. But in the area of Bakalia and Khulshi police station, the street vendor also feels more fear to do their daily activities. It was shown that the Khulshi PS area was exposed as horrible for both businessmen and street vendors due to victims of extortion. Service holders in the Panchlaish, Bakalia, and Bandar PS areas felt more frightened. Bakalia was vulnerable not only to service holders but also street vendors. Besides, when people carry cash, they feel riskier and more insured in the area of Khulshi and Halishahar police stations. Physical and mental abuse, personal targets, and abduction in Bayejid areas were also common sources of scared difficulties.

Simultaneously based on the several income groups of people, the feelings of fear in assuming to be a victim of urban street crime might be a great nonconformity. High-income and very poor-income groups of people feel comparatively less fear of street crime. Because one of these groups uses personal transport and has more security measures; another one has nothing to lose. On the contrary, higher middle and lower-middle-income groups of people feel more fear of street crime. They couldn't afford personal transport and security and sometimes they



accept crime as it was judged in their fortune. It was found that lack of security was the main reason for feeling fear of the middle-income group of people and it was higher at Kotowali and Bakalia PS areas. On the other hand, assuming the victim of physical assault/ harassment was severe at Double Mooring, Bayejid, and Pahartali PS areas. The fraudulent persons target the service holder and businessmen and being victimized because of cash availability, luxury accessories. Therefore, they were scared to lose property; even scared to lose their life was the main reason for feeling fear of street crime in Chittagong Metropolitan areas. Fig. 6.25 demonstrates the perception of feeling more fear of street crime based on socio-economic and demographic variables of the city dwellers in Chittagong City.



Note: Open-ended multiple answers

*Figure 6.25* Feeling more fear of street crime based on socio-economic and demographic variables in Chittagong city

## 6.5 Current crime prevention activities in Chittagong city

In urban neighborhoods, street crime is a very common problem. Community people, government agencies, and individuals take necessary measures to save their life and property. The measures of crime prevention city to city and country to country have a great variation. The initiatives of crime prevention depend on people's socio-economic condition, level of awareness, affordability to arrange security measures, quality of urban governance, and above all state-sponsored security measures, etc. The succeeding sections of the discussion evaluated the perception of



the existing street crime prevention initiatives by the community people in the residential and business neighborhoods, law enforcement personnel as well as urban planning design approval authority in Chittagong city.

### **6.5.1 Current street crime prevention activities at residential neighborhood areas in Chittagong city**

Social and community programs can help to eliminate street crime to a significant extent. Response to urban street crime prevention is an urgent requirement to increase social and economic development. It also contributes to enhancing the quality of urban residential community life. In the context of urban street crime prevention initiatives by the community could be contributed a lot in the RN areas in CC. Moreover, it might be forwarded as a step to eradicate criminal activity and ultimately in improving the safe and secure movement of city dwellers. The research exposed that the initiatives such as community-sponsored security guards, individual or personal security, installation of CCTV cameras, social awareness, community cooperation, fitting of heavy metal gates, construction of the boundary wall, etc. were the major crime prevention activities by the local community. Figure 6.26 shows the current community-based street crime prevention initiatives in the RN areas in CC.

In Bangladesh, people are very much dependent on public security. Social and economic securities in urban life are extremely relying on law enforcement agencies. The study found law enforcement agencies' sponsored security was police patrolling, increased activity of police force, ensuring proper punishment, reduction of corruption, quick response of law enforcement, and "making a list of the suspect and catching them", etc. in the residential neighborhood in Chittagong city. Figure 6.27 shows the law enforcement agencies' street crime initiatives in the residential neighborhood areas in CC.

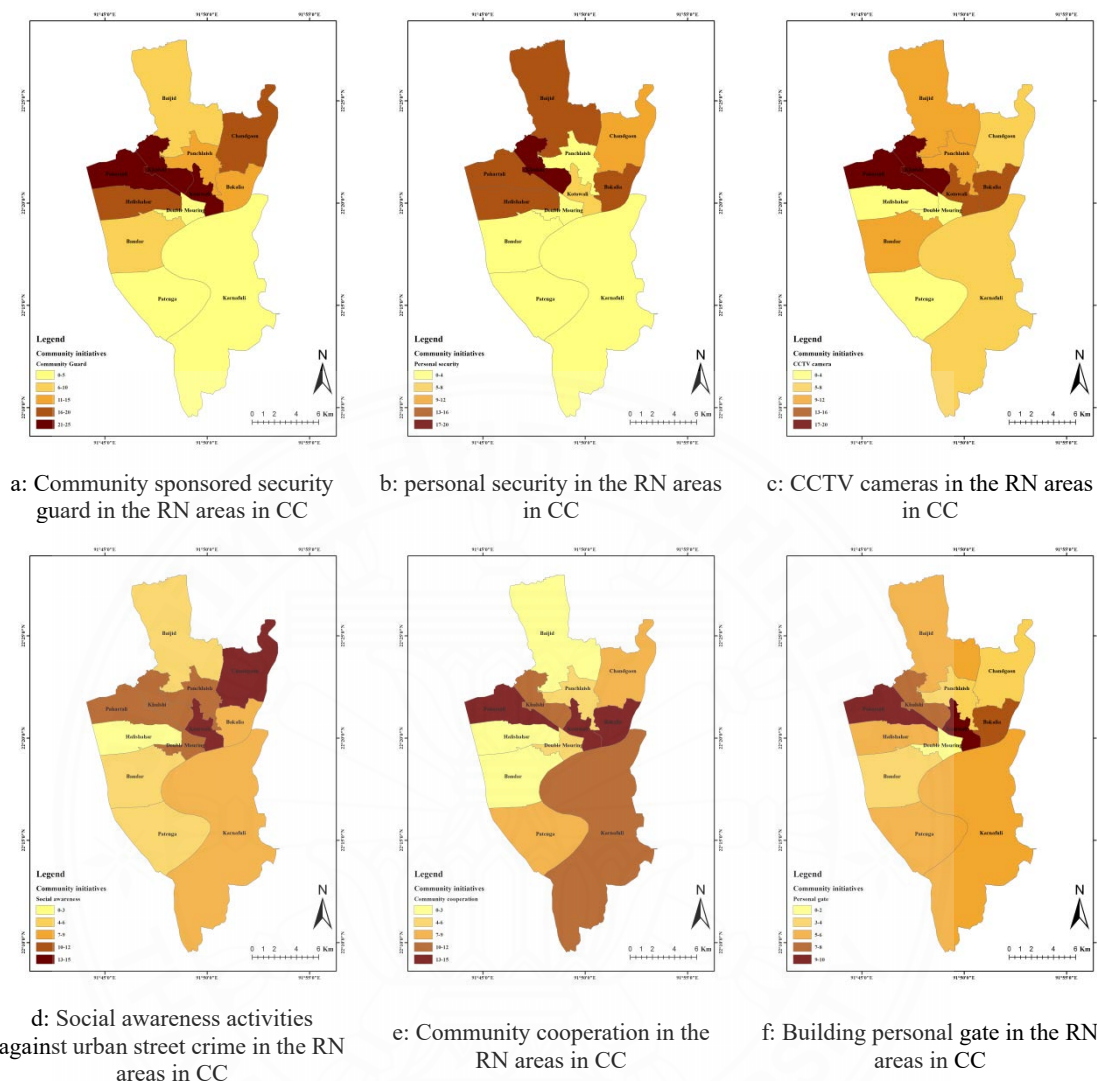


*Figure 6.26* Current community-based street crime prevention initiatives in the residential neighborhood areas in Chittagong city.

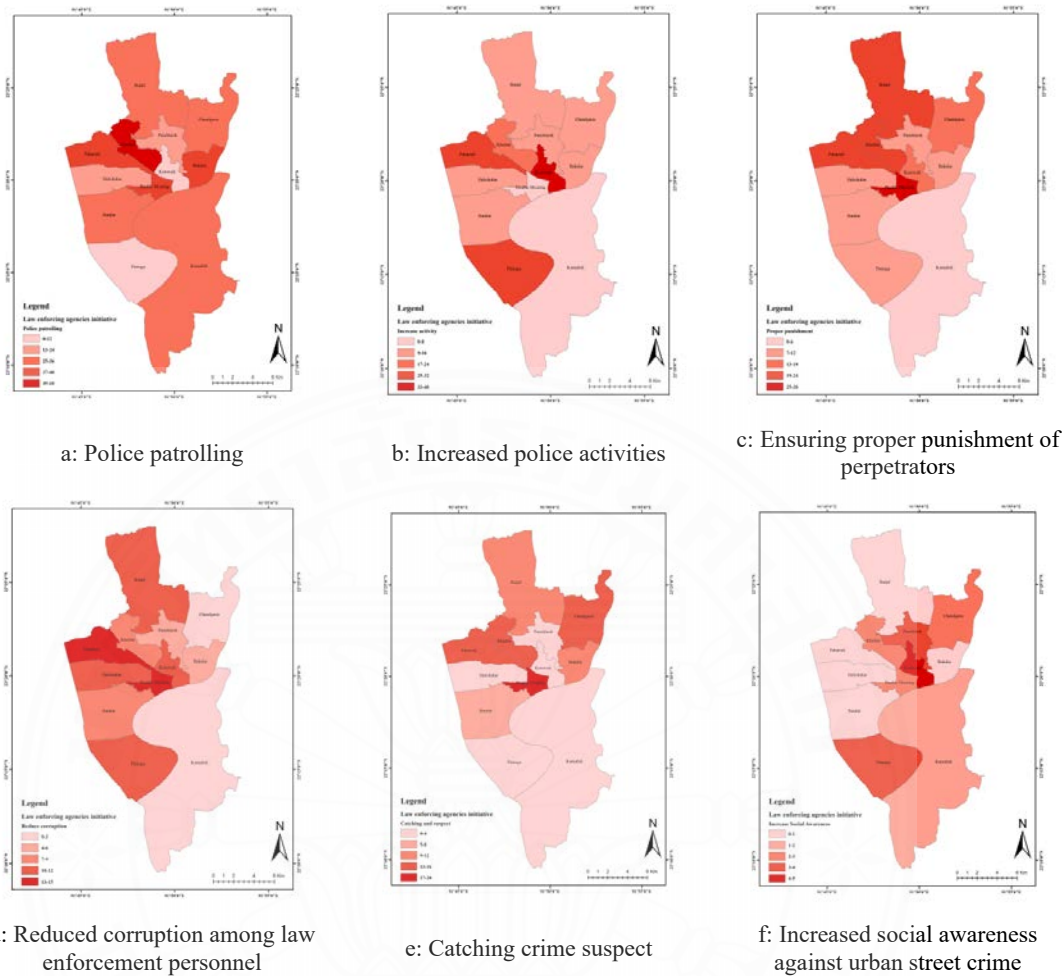


*Figure 6.27* Law enforcement agencies' existing street crime initiatives in the residential neighborhood areas in Chittagong city.

Modern urban planning and design and urban local government prioritize controlling urban street crime necessitate the use of urban planning and urban design. In this case, —installation of street light or street light repair/increasing street light, street widening and street repair, planned road, planned housing & settlement, enough entrance and exit in neighborhood design, wider gridiron street design, passenger's friendly design of public transport nodes, setting fences between footpaths and streets, land use plan and design, and good urban planning and management, etc. were key initiatives according to the current study findings. Figure 6.28 shows the urban planning design approval authority's street crime initiatives in the residential neighborhood areas in CC.

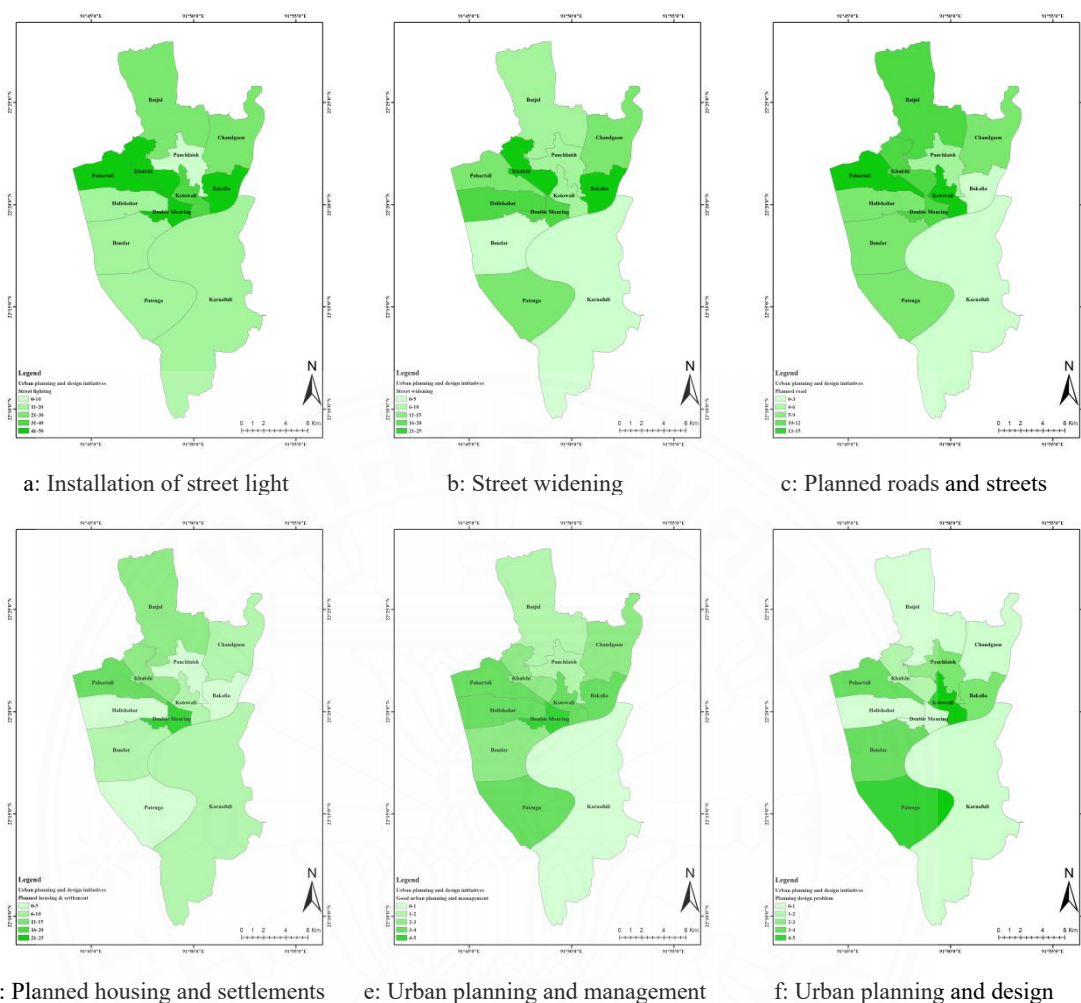


Table 6.21

*Chi-square test results on educational qualification and effectiveness of current crime prevention program by the law enforcement agencies at RN areas in Chittagong city*

| Analysis                                                                                      | Value   | df | Asymptotic Significance (2-sided) |
|-----------------------------------------------------------------------------------------------|---------|----|-----------------------------------|
| Pearson Chi-Square                                                                            | 29.078a | 10 | 0.001                             |
| Likelihood Ratio                                                                              | 31.162  | 10 | 0.001                             |
| Linear-by-Linear Association                                                                  | 3.669   | 1  | 0.055                             |
| N of Valid Cases                                                                              | 424     |    |                                   |
| a. 4 cells (22.2%) have an expected count of less than 5. The minimum expected count is 2.33. |         |    |                                   |

The chi-square test results show that the association between educational qualification and the perception on the effectiveness of current urban street crime prevention program by the law enforcement agencies in the RN areas in Chittagong city had highly significant. It means several levels of educationally qualified people evaluated the effectiveness of the current crime prevention program by the law enforcement agencies at RN areas in Chittagong city and there was a significant deviation among their judgments.

Along with the bivariate analysis (chi-square test), a multivariate logistic regression analysis was conducted to determine the association of effectiveness of current urban street crime prevention by the law enforcement agencies and household heads' sex, educational qualification, house ownership, and marital status in Chittagong city. In logistic regression analysis variables have been included which were found significant in bivariate analysis. Table 6.22 demonstrates the binary logistic regression estimates and relative odds of effectiveness of the current street crime prevention program by the law enforcement agencies in the residential neighborhood (RN) areas in Chittagong city.

Table 6.22

*Binary logistic regression estimates and relative odds of effectiveness of current street crime prevention program by the law enforcement agencies in the RN areas in Chittagong city*

| Variables in the Equation                                                                                                                                                                                                                                      |                            |       |      |        |    |      |        |                     |        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------|------|--------|----|------|--------|---------------------|--------|
| Categorical Variables                                                                                                                                                                                                                                          |                            | B     | S.E. | Wald   | df | Sig. | Exp(B) | 95% C.I. for EXP(B) |        |
|                                                                                                                                                                                                                                                                |                            |       |      |        |    |      |        | Lower               | Upper  |
| Step 1 <sup>a</sup>                                                                                                                                                                                                                                            | Sex (female)               | -.124 | .238 | .272   | 1  | .602 | .883   | .554                | 1.408  |
|                                                                                                                                                                                                                                                                | Illiterate                 |       |      | 22.099 | 5  | .001 |        |                     |        |
|                                                                                                                                                                                                                                                                | Primary                    | 1.858 | .513 | 13.097 | 1  | .000 | 6.412  | 2.344               | 17.542 |
|                                                                                                                                                                                                                                                                | Lower secondary            | .402  | .540 | .553   | 1  | .457 | 1.495  | .518                | 4.311  |
|                                                                                                                                                                                                                                                                | Secondary                  | .505  | .499 | 1.024  | 1  | .311 | 1.657  | .623                | 4.408  |
|                                                                                                                                                                                                                                                                | Higher Secondary           | .360  | .496 | .528   | 1  | .468 | 1.433  | .543                | 3.786  |
|                                                                                                                                                                                                                                                                | Graduate and above         | .243  | .464 | .274   | 1  | .600 | 1.275  | .514                | 3.164  |
|                                                                                                                                                                                                                                                                | House Ownership (renter)   | -.441 | .221 | 3.982  | 1  | .046 | .643   | .417                | .992   |
|                                                                                                                                                                                                                                                                | Marital Status (unmarried) | .495  | .232 | 4.564  | 1  | .033 | 1.640  | 1.042               | 2.583  |
|                                                                                                                                                                                                                                                                | Constant                   | -.742 | .458 | 2.621  | 1  | .105 | .476   |                     |        |
| a. Variable(s) entered on step 1: Sex, Education, House Ownership, and Marital Status.                                                                                                                                                                         |                            |       |      |        |    |      |        |                     |        |
| <b>Model summary:</b> Model $\chi^2 = 30.375$ (.000), -2 Log likelihood = 542.982, ; and Cox & Snell R Square = 0 .069; and Nagelkerke R Square = 0 .093 a. Estimation terminated at iteration number 5 because parameter estimates changed by less than .001. |                            |       |      |        |    |      |        |                     |        |

Multivariate logistic regression analysis results demonstrate that gender (sex) was observed had a significant association of perception on effectiveness of current street crime prevention program by the law enforcement agencies in the residential neighborhood areas in Chittagong city. The odds ratios 0.883 for the female suggest that male people are 0.883 times more likely on the effectiveness of current street crime prevention program by the law enforcement agencies in the residential neighborhood areas in Chittagong city.

It was also established that the level of educational qualification was observed had a significant association of perception on the effectiveness of current street crime prevention programs by the law enforcement agencies in the residential neighborhood areas in Chittagong city. The odds ratios 6.412 for primary



educated people, 1.495 for lower secondary educated, 1.657 for secondary educated people, 1.433 for higher secondary educated people, and 1.275 for graduate and above educated people indicate that primary educated people are 6.412 times, 1.495 times for lower secondary educated people, 1.657 times for secondary educated people; 1.433 times for higher secondary educated and 1.275 times for graduate and above educated people are more likely on the effectiveness of current street crime prevention program by the law enforcement agencies than the illiterate people in the residential neighborhood areas in Chittagong city.

The results similarly validate that the house owner was observed had a significant association on the effectiveness of the current street crime prevention program by the law enforcement agencies in the residential neighborhood areas in Chittagong city. The odds ratios of 0.643 for house renters imply that house owners are 0.643 times more likely on the effectiveness of the current street crime prevention program by the law enforcement agencies in the residential neighborhood areas in Chittagong city.

The analysis results also established that the marital status was observed had a significant association with the effectiveness of the current street crime prevention program by the law enforcement agencies in the residential neighborhood areas in Chittagong city. The odds ratios of 1.640 for unmarried people indicate that married people are 1.640 times more likely on the effectiveness of the current street crime prevention program by the law enforcement agencies in the residential neighborhood areas in Chittagong city.

The action was most frequently exposed that the offender had been caught and taken into custody. It was found a high level of effectiveness was at Halishahar, Bandar, and Khulshi police station areas. On the contrary, some key persons of city dwellers were dissatisfied with the current status of initiatives. They raised their finger against law enforcement personnel on the ground of offender was caught but released after a short time due to political pressure, the offender was caught but released after a very short period due to bribe negotiation, inactiveness of the police force, lack of proper implementation of the law, mismanagement, and political patronization as the cause of ineffectiveness.

### **6.5.2 Current crime prevention activities in the business neighborhood areas in Chittagong city**

Street crime prevention measures in the business neighborhood (BN) areas are usually similar to residential neighborhood (RN) areas. But to some extent, it has a little variation considering the use of modern technology and the magnitude of effort was given by the different types of stakeholders. Habitually, community-based initiatives in the business neighborhood areas were more effective in preventing urban street crime. In different locations of the city, crime trends were changed. Community members knew which crimes were dominant in which place and accordingly they take initiatives to reduce that problem.

The study showed that the initiatives of street crime prevention by the business community were the installation of CCTV cameras; introducing security guards, and personal security and all of them were more effective considering the other types of initiatives they had taken in preventing the urban street crime in CC. Then, ‘committee formation and cooperation’, could be made more exactly and fruitful. Along with fitting heavy metal gates, and boundary wall built was the last in position. Installation of CCTV cameras was a major priority in the Double Mooring, Khulshi, and Pahartali police station areas where the crime incident rate was very high and people didn’t get the emergency police response or security measures in these areas. Besides, personal security was identical and vital for reducing street crime in the Khulshi, Pahartali, and Bandar police station areas because of carrying goods and money. Moreover, community guards also shield the street crime and it was very significant at Kotowali, Bakalia, and Khulshi police station areas. On the other hand, social awareness or ethical education, or religious education were essentially contributing to reducing street crime significantly in the Double Mooring, Chandgaon, and Bayezid police station areas. In this zone, there were presences of huge slums and squatters and also low-income people were living in these areas. As a result, the initiation of proper education and religious institutes play a significant role. It was also found that Kotowali (old CBD and wholesale market), Khulshi (rich people’s residence and large extend of slums & squatters), Pahartali (wholesale and large extend of slums & squatters), and Double Mooring (new CBD and mixed residential areas) police station areas more were prone to hijacking, pickpocketing, and also

various types of a street crime incident. Likewise, boundary wall building and a common entrance and exit gate introduced were found dominant at Double Mooring police station zone and city dwellers admitted that there had been can play an important role in preventing street crime in the Business neighborhood areas in the Chittagong city. Figure 6.29 shows the community-based street crime initiatives in the business neighborhood areas in CC.

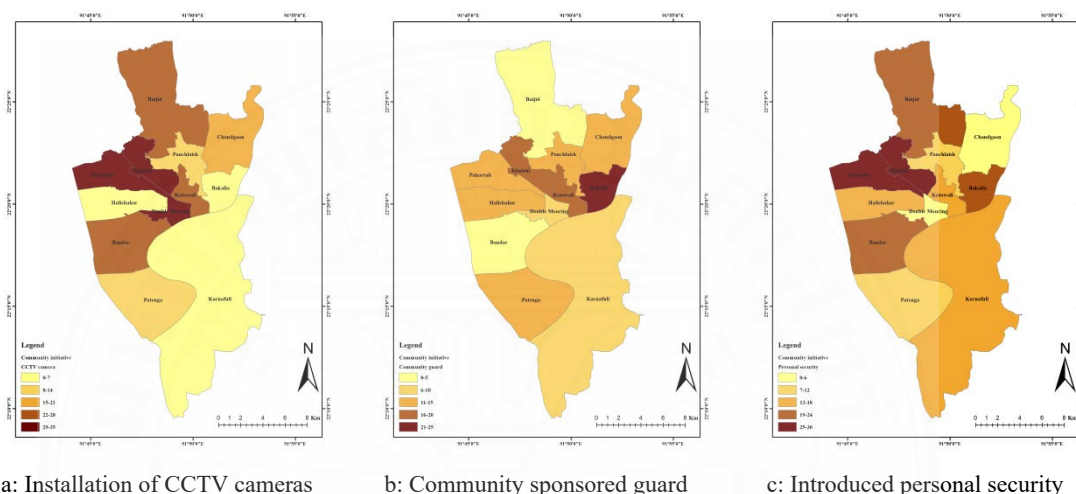


*Figure 6.29* Community-based current street crime initiatives in the business neighborhood in Chittagong city

Accompanied by the business community, the law enforcement personnel also had some initiatives. They had taken numerous footsteps to lessen urban street crime in Chittagong Metropolitan Police (CMP) areas. It had concentrated on police patrolling, strict offender punishment, increased activity of police force, and reduction of crime by enforcing law also added some more initiatives. It was shown that police patrolling performance was high at Kotowali, Bakalia, and Khulshi police station areas. This action also helped to reduce street crime in Chittagong city. On the contrary, it was exposed that lack of proper punishment, offenders were stimulated in committing the crime in their locality. And this was highly exhibited in Chandgaon, Khulshi, and Pahartali police zone areas. City dwellers from Pahartali, Bandar, and Karnafuli police station areas urged for increased law enforcement personnel activity or police force and they felt it was very

crucial to alleviate urban street crime. Figure 6.30 shows the law enforcement agencies' street crime initiatives in the business neighborhood areas in CC.

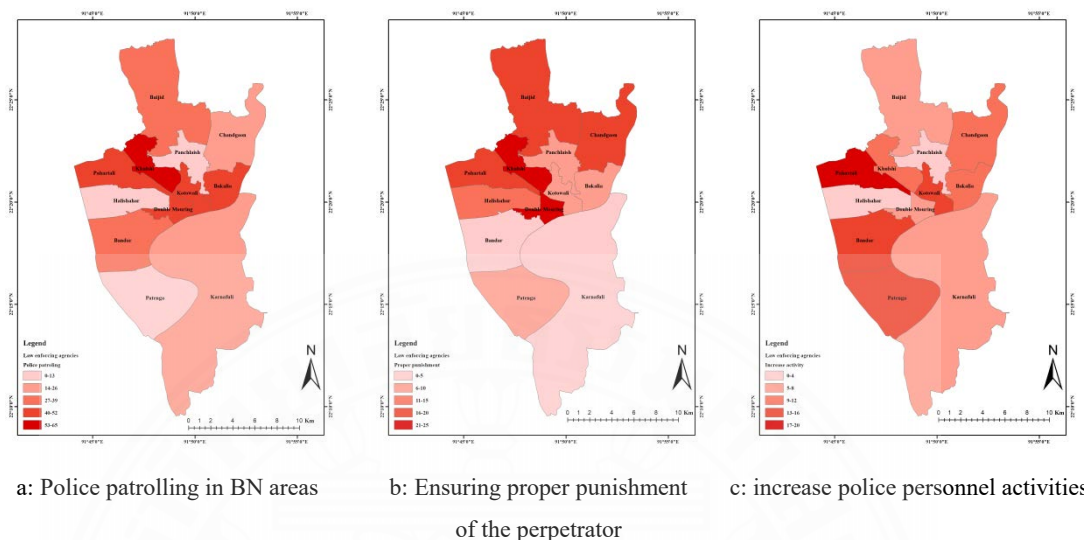


*Figure 6.30* Law enforcement agencies' current street crime initiatives in the business neighborhood areas in Chittagong city

Community planning and development activities play a key role in combating urban street crime. The current activities of urban planning and design approval authority in preventing urban street crime at BN in CC were installation or repairing the urban street light got the highest priority. Assured sufficient street light is directly enhanced in reducing street crime in Kotowali, Khulshi, and Pahartali police station areas due to the street crime incident occurrence were also high at night. Then street widening and new road construction, street repairing, planned road & street design, planned housing and settlement, CCTV camera installations, etc. were some other street crime prevention activities in the BN areas in CC. Increased street lighting or repairing current initiatives were found very high at Double Mooring, Khulshi, and Pahartali police station areas. The planning authority considered the issue of facing various types of street crime incidents in their business activity at night time. And men and women were severely victims of this event. Besides, street widening or repairing also was very active at Khulshi and Pahartali police station areas. Along with these, introducing planned road and street design were very much dynamic at Kotowali, Chandgaon, and Double Mooring PS areas. Furthermore,

emphasized planned housing and settlement significantly to mitigate street crime incidents in the street conferring to Double Mooring, Bayejid, and Pahartali PS areas. Figure 6.31 shows the urban planning design approval authority's street crime initiatives in the business neighborhood areas in CC.



*Figure 6.31* Urban planning design approval authority's present street crime prevention initiatives in the business neighborhood areas in Chittagong city

Likewise residential neighborhood (RN) areas, insufficient street crime prevention initiatives or error in measures, urban street crime prevention may not work properly in business neighborhood (BN) areas now and then. Virtually less than half portion of the defendants granted that the existing crime prevention activities are successful/ effective in the Business neighborhood areas in CC and it was significantly effective at Panchlaish, Halishahar, and Patenga police station areas. On the contrary, the study also exposed that current urban street crime prevention measures in the business neighborhood areas in Chittagong City were not effective. Although most of the law enforcement personnel thought it was quite successful experts (KI) had opined the effectiveness of current street prevention initiatives was very poor. A chi-square ( $\chi^2$ ) test was conducted to determine the relationship between educational qualification and the perception on the effectiveness of the current crime prevention programs by the law enforcement agencies among the household head respondents at business neighborhoods (BN) areas in Chittagong city. Table 6.23

displays the chi-square test results on educational qualification and effectiveness of the current crime prevention programs by the law enforcement agencies at BN areas in Chittagong city.

Table 6.23

*Chi-square test results on educational qualification and effectiveness of current crime prevention program by the law enforcement agencies at BN areas in Chittagong city*

| Analysis                                                                                  | Value               | df | Asymptotic Significance (2-sided) |
|-------------------------------------------------------------------------------------------|---------------------|----|-----------------------------------|
| Pearson Chi-Square                                                                        | 23.964 <sup>a</sup> | 10 | 0.008                             |
| Likelihood Ratio                                                                          | 24.826              | 10 | 0.006                             |
| Linear-by-Linear Association                                                              | 6.369               | 1  | 0.012                             |
| N of Valid Cases                                                                          | 424                 |    |                                   |
| a. 0 cells (0.0%) have an expected count less than 5. The minimum expected count is 9.94. |                     |    |                                   |

The chi-square test results show that the relationship between educational qualification and the perception of the effectiveness of current crime prevention programs by the law enforcement agencies at RN areas in the BN areas had highly significant. It means several levels of educationally qualified people evaluated the effectiveness of the current crime prevention program by the law enforcement agencies at BN areas in Chittagong city and there was a significant deviation among their judgments.

Along with the bivariate analysis (chi-square test), a multivariate logistic regression analysis was conducted to determine the association of effectiveness of current urban street crime prevention by the law enforcement agencies and household heads' sex, educational qualification, house ownership, and marital status in Chittagong city. In logistic regression analysis variables have been included which were found significant in bivariate analysis. Table 6.24 demonstrates the binary logistic regression estimates and relative odds of effectiveness of the current street crime prevention program by the law enforcement agencies in the business neighborhood (BN) areas in Chittagong city.



Table 6.24

*Binary logistic regression estimates and relative odds of effectiveness of current street crime prevention program by the law enforcement agencies in the BN areas in Chittagong city*

| Variables in the Equation                                                                                                                                                                                                                                                      |                            |       |      |        |    |      |        |                     |       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------|------|--------|----|------|--------|---------------------|-------|
| Categorical Variables                                                                                                                                                                                                                                                          |                            | B     | S.E. | Wald   | df | Sig. | Exp(B) | 95% C.I. for EXP(B) |       |
|                                                                                                                                                                                                                                                                                |                            |       |      |        |    |      |        | Lower               | Upper |
| Step 1a                                                                                                                                                                                                                                                                        | Sex (female)               | .079  | .230 | .117   | 1  | .732 | 1.082  | .689                | 1.698 |
|                                                                                                                                                                                                                                                                                | Illiterate                 |       |      | 10.608 | 5  | .060 |        |                     |       |
|                                                                                                                                                                                                                                                                                | Primary                    | .545  | .455 | 1.432  | 1  | .231 | 1.725  | .706                | 4.211 |
|                                                                                                                                                                                                                                                                                | Lower secondary            | .214  | .488 | .191   | 1  | .662 | 1.238  | .476                | 3.222 |
|                                                                                                                                                                                                                                                                                | Secondary                  | .282  | .448 | .394   | 1  | .530 | 1.325  | .550                | 3.191 |
|                                                                                                                                                                                                                                                                                | Higher Secondary           | .285  | .444 | .413   | 1  | .521 | 1.330  | .557                | 3.172 |
|                                                                                                                                                                                                                                                                                | Graduate and above         | -.369 | .412 | .800   | 1  | .371 | .692   | .308                | 1.552 |
|                                                                                                                                                                                                                                                                                | House Ownership (renter)   | -.120 | .216 | .307   | 1  | .580 | .887   | .580                | 1.356 |
|                                                                                                                                                                                                                                                                                | Marital Status (unmarried) | .064  | .226 | .079   | 1  | .779 | 1.066  | .684                | 1.659 |
|                                                                                                                                                                                                                                                                                | Constant                   | -.273 | .409 | .446   | 1  | .504 | .761   |                     |       |
| a. Variable(s) entered on step 1: Sex, Education, House Ownership, Marital Status.                                                                                                                                                                                             |                            |       |      |        |    |      |        |                     |       |
| <b>Model summary: Model <math>\chi^2</math> = 11.692 (.165), -2 Log likelihood = 568.138a, ; and Cox &amp; Snell R Square = 0 .027; and Nagelkerke R Square = 0 .036</b> a. Estimation terminated at iteration number 5 because parameter estimates changed by less than .001. |                            |       |      |        |    |      |        |                     |       |

Multivariate logistic regression analysis results demonstrate that gender (sex) was observed had a significant association of perception on effectiveness of current street crime prevention program by the law enforcement agencies in the business neighborhood areas in Chittagong city. The odds ratios 1.082 for the female suggest that male people are 1.082 times more likely on the effectiveness of current street crime prevention program by the law enforcement agencies in the business neighborhood areas in Chittagong city.

It was also established that the level of educational qualification was observed had a significant association of perception on the effectiveness of current street crime prevention programs by the law enforcement agencies in the business neighborhood areas in Chittagong city. The odds ratios 1.725 for primary educated people, 1.238 for lower secondary educated, 1.325 for secondary educated people, 1.330 for higher secondary educated people, and 0.692 for graduate and above

educated people indicate that primary educated people are 1.725 times, 1.238 times for lower secondary educated people, 1.325 times for secondary educated people; 1.330 times for higher secondary educated and 0.692 times for graduate and above educated people are more likely on the effectiveness of current street crime prevention program by the law enforcement agencies than the illiterate people in the business neighborhood areas in Chittagong city.

The results similarly validate that the house owner was observed had a significant association on the effectiveness of the current street crime prevention program by the law enforcement agencies in the business neighborhood areas in Chittagong city. The odds ratios of 0.887 for house renters imply that house owners are 0.887 times more likely on the effectiveness of the current street crime prevention program by the law enforcement agencies in the business neighborhood areas in Chittagong city.

The analysis results also established that the marital status was observed had a significant association with the effectiveness of the current street crime prevention program by the law enforcement agencies in the business neighborhood areas in Chittagong city. The odds ratios of 1.066 for unmarried people indicate that married people are 1.066 times more likely on the effectiveness of the current street crime prevention program by the law enforcement agencies in the business neighborhood areas in Chittagong city.

The reasons for ineffectiveness were lacking in implementing the urban plan and design, irresponsibility and corruption of law enforcement personnel, political barriers, local influence, dishonest person, etc. At Patenga, Kotowali, and Double Mooring police station areas' law enforcement personnel were found a high rate of irresponsibility and corruption. Dishonesty and lack of monitoring in plan implementation were presented very high at Bakalia, Khulshi, and Patenga police station areas. Table 6.25 demonstrates the current crime prevention activities in the residential neighborhood as well as in business neighborhoods areas in Chittagong city.

Table 6.25

*Current crime prevention activities in the residential and business neighborhood areas in Chittagong City.*

| Community initiatives                      | Residential neighborhood areas           |                                             |                                 | Business neighborhood areas              |                                 |                                             |
|--------------------------------------------|------------------------------------------|---------------------------------------------|---------------------------------|------------------------------------------|---------------------------------|---------------------------------------------|
|                                            | Community guard (21.93%)                 | Personal security (14.67%)                  | Installing CCTV Camera (15.11%) | Installation of CCTV camera (44.44%)     | Community guard (26.37%)        | Personal security (27.56%)                  |
| <b>Law enforcement agencies</b>            | Police patrolling (58.96%)               | Increased activity of police force (27.11%) | Legal punishment (31.56%)       | Police patrolling (68%)                  | Legal punishment (18.81%)       | Increased activity of police force (17.63%) |
| <b>Urban planning and design authority</b> | Street lighting repair/increase (49.33%) | Street widening and repair (22.07%)         | Planned road (14.07%)           | Increase/repair street lighting (48.15%) | Street widening/repair (22.37%) | Planned road and street design (15.41%)     |

Note: Open-ended multiple answers

## 6.6 Needed crime prevention initiatives in Chittagong city

The recent trend of human civilization's pace is very rapid. It is due to modern technological advancement and the swift rate of urbanization. People are very much keen to get benefit from this advancement of civilization. Therefore, unplanned and uncontrolled urban growth creates several types of problems and urban street crime is one of them. As result, urban local governments and other stakeholders sometimes could not ensure the quality of the urban environment and sustainable development. In controlling urban street crime, numerous types of prevention measures were taken by the individual, community, law enforcement agencies as well as urban planning and design approval authority. Sometimes these initiatives do not work properly and as a result quality of urban life worsens and development trends decline. Consequently, the necessity of fresh initiatives and strengthening the conventional measures become crucial to maintain the safety and security of the city dwellers. This dissertation examined the need for urban street crime prevention initiatives in the residential and business neighborhood areas in Chittagong City. The succeeding sections of the discussion were discussed the needed street prevention

measures by the local community, law enforcement agencies as well urban planning and design approval authority in the residential and business neighborhood areas in Chittagong City.

#### **6.6.1 Needed community remedial initiatives of crime prevention at residential neighborhood areas**

In the residential neighborhood area, the community people play a vital role in reducing the crime occurrence directly and indirectly. Their crime prevention activities are more fruitful than others. They could initiate various types of activities to lessen the urban street crime in their residential neighborhood in Chittagong city. This dissertation exposed that cooperation among the residential community was very much urgently needed to remedy the various street crime activities and it was crying demand at Kotowali and Khulshi police station areas. Then launching community awareness programs was the top priority in the formal education programs, socio-cultural and religious institutions. It was a crying need at Kotowali, Double Mooring, and Khulshi police station areas. Besides, social and ethical awareness was urgently desired initiative to bend street crime at Double Mooring, Pahartali, and Bayejid police station areas. These activities could be more fruitful by the community leaders in organizing various meetings in these areas. Along with the installation of CCTV camera was found very essential for observation and detection of the crime incident in the Khulshi, Pahartali, and Chandgaon police station areas. Also, introducing community security was very much imperative at Kotowali, Patenga, and Pahartali police station areas. These police station areas were very open, people could move in any direction. There was no restriction in entrance and exit. People could move easily everywhere and every time. Increasing the community-sponsored security was found very much urgent to bend street crime incidence at Khulshi, Pahartali, and Bandar police station areas. Last but not the least, ensuring the security of eyewitnesses and victims, and sincere effort from local political leaders and public representatives were the vital urge at Bakalia, Double Mooring, and Kotowali police station areas. Fig 6.32 shows the residential community-based needed remedial actions to bend urban street crime in CC.

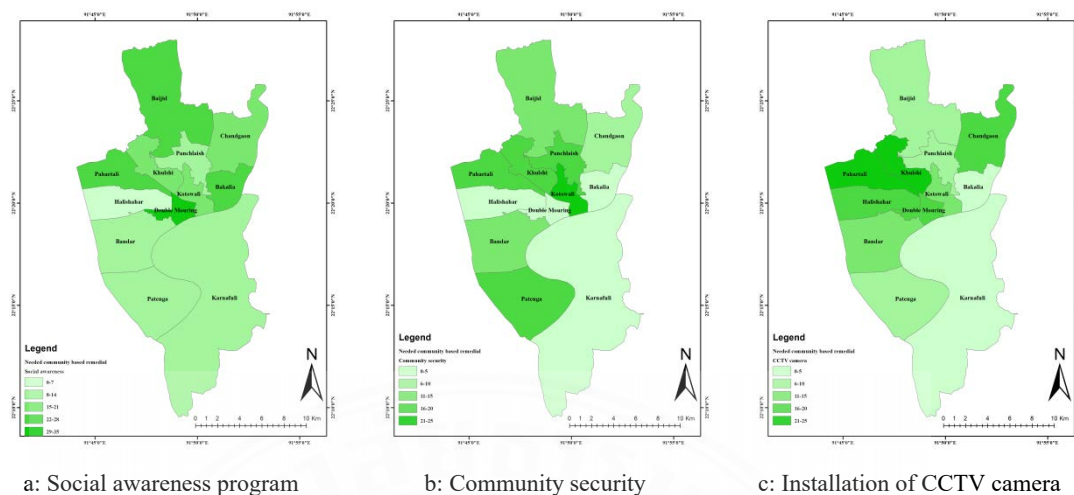


*Figure 6.32* Residential community's needed remedial actions to bend urban street crime in Chittagong city

In modern urban society, law enforcement agencies play a vital role in bending urban street crime. Without law enforcement agencies' initiatives, urban residential neighborhood areas' cannot sustain a way to reduce the street crime incident in Chittagong city. The study found that introducing CCTV cameras in the street crime hotspots was the crying need remedial action. It could help to observe and detect the crime mechanism as well as offenders. Spatially at Kotowali, Khulshi, and Pahartali police station areas people demanded this for their safety. These police station areas were more densely populated, congested settlements, a huge volume of vehicle movement and traffic congestion, etc. The immediately desired initiative was continuous police patrolling and it was very significantly needed in Kotowali, Bayejid, and Khulshi, and Pahartali police station areas. It was an urgent necessity to increase police patrolling in creating a safe environment of mobility among the city dwellers and threatens the offenders. Besides, it was also demanded in ensuring punishment of offending crime. It was a very essential required initiative to reduce street crime at Kotowali, Double Mooring, and Bayejid police station areas. In these PS areas, the street crime rate showed very high and the offenders were easily getting rid of incident crime and they did not afraid of committing a street crime. Therefore, people opined if the criminal didn't get proper punishment they get to encourage and

do more crime. Fig 6.33 shows the law enforcement agencies' needed remedial actions to bend urban street crime in the RN areas in CC.

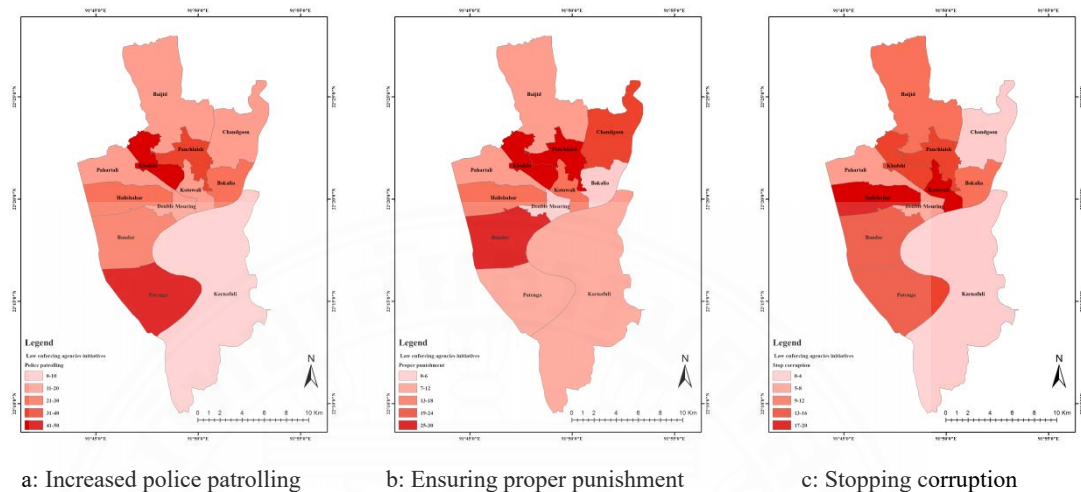


*Figure 6.33* Law enforcement agencies' needed remedial actions to bend urban street crime in the residential neighborhood areas in Chittagong city

Some initial activities were must be taken by the urban local government in reducing the street crime activities in the residential neighborhood areas of Chittagong City (CC). Especially Chittagong Development Authority (CDA) and Chittagong City Corporation (CCC) bear the sole responsibility in creating planned urbanization and a safe & secured environment in the city. For these reasons, urban planning and design were meaningfully indispensable for identity and depict the crime scene. Various remedial actions were urgently required to reduce the street crime incident in Chittagong City. Without proper urban planning and design, a city can't sustain itself and ultimately will face several problems. Especially street crime incidents will be a severe one. The study discovered that in the residential neighborhood areas in Chittagong city installing the provision of enough street lights when a street or a housing estate design was very much essential. It was a crying need at Khulshi, Bakalia, and Pahartali police station areas. At night people in the residential areas were the victim of various street crime incidents when they were alone and also lost their belonging or cash at Khulshi police station areas. Besides, Pahartali PS areas had a lot of natural vegetation-covered areas and various congested



slums. As result, insufficient street lights caused people to the victim of various crimes. Along with these, Bakalia is very much congested settlements with a lack of proper drainage systems and street lights. As a result, a bad road communication system with the lack of street lighting system in the main street and the inner roadside was also another reason. For these reasons, the installation of sufficient street lighting could eradicate urban street crime which initiatives immediately could be taken by the urban planning and design authority (CDA). Well-planned roads and street design were very much essential to reduce urban street crime in Chittagong city. Especially it was instantly needed at Kotowali, Double Mooring, and Patenga police station areas. Street repair and widening also play an important role to reduce street crime. Residents of Khulshi, Bakalia, and Panchlaish police station areas desired this initiative immediately. Besides, ensuring visibility of the main entrance and surrounding of the house and changing housing design considering safety was very important in the Pahartali, Halishahar, and Kotowali police station areas. Well-planned housing design is very important with the house had installed with CCTV camera and barrier wall with limited exit and entrance gates. These types of initiatives could reduce the hiding opportunities of perpetrators and introducing security guards in the exit and entrance gate. Besides, the application of GIS by using GPS, 3D Model for crime mapping was immediately needed the initiative to reduce the crime in the entire city for the sustainable urban environment. Finally, CDA needs to focus on the new direction of urban development in avoiding the current congested city areas considering the land scarcity and natural barriers (hills, lakes, river, sea, etc.) in growing the city. Figure 6.34 shows the urban planning and design authority-based needed remedial actions to bend urban street crime in residential neighborhood areas in CC.

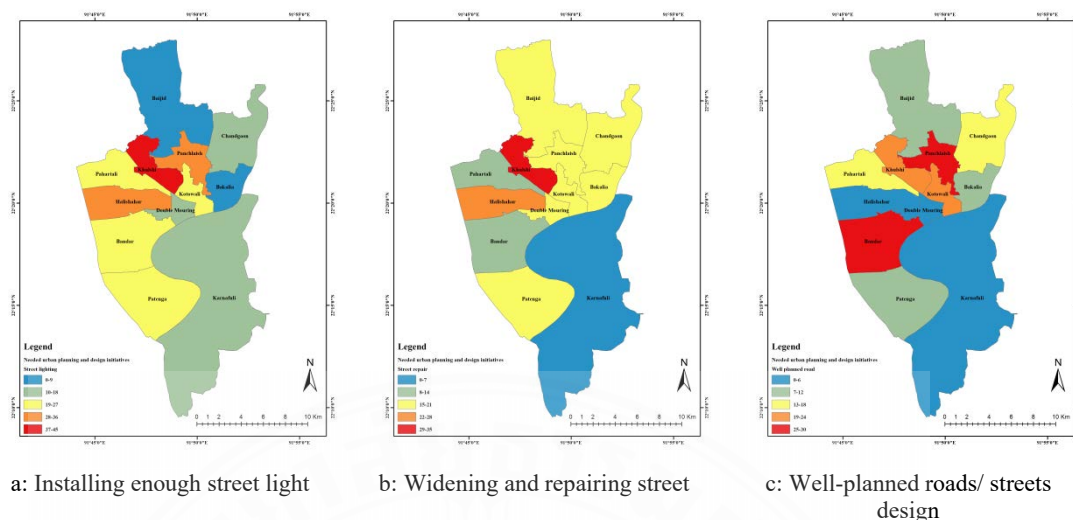


*Figure 6.34* Urban planning and design authority's needed actions to bend urban street crime in RN areas in Chittagong city

### 6.6.2 Needed street crime prevention initiatives at business neighborhood areas in Chittagong city

Nowadays business neighborhood (BN) area is called the engine of urban growth. Hence, ensuring a safe and secured environment in the BN area strong and modern technology-based security systems are very essential for any city. A safe and secured environment in the urban street attracts investment and business growth. In the business neighborhood areas in Chittagong city, the business community could play a major role in bending street crime in their business neighborhood. Initiative taking to increase social awareness and moral education programs was urged as the prime remedial factor of the community-based street crime prevention activities. Spatially it was a crying need at Double Mooring, Chandgaon, and Bayejid police station areas. It was also revealed that without awareness building in the society and religious education, criminal activities cannot reduce or leave these occupations. Moral and religious education creates fear among the perpetrators and parental care and a good environment in the family life could contribute a lot to the community. Along with CCTV camera installation was found another important required initiative to decrease street crime in the business neighborhood area in Chittagong city. By installing CCTV cameras, business community people could easily identify and detect the offenders.

They could take precautions for the next time and become conscious about their activities in the business environment. Sometimes, they could help the law enforcement agencies in providing photographs and video clips. It was a very crucial requirement at Khulshi, Pahartali, and Bandar police station areas.

Besides, introducing personal security was also a necessary initiative to reduce street crime in the BN areas. Business community leaders, big merchants, and shopping mall owners could introduce personal security measures immediately. It could be implemented immediately at Kotowali, Khulshi, and Pahartali police station areas. The promotion of business community cooperation was found another serious need for the spatial reduction of street crime in Kotowali, Khulshi, and Pahartali PS areas. Without strengthening cooperation among the business community, it would be quite difficult to maintain a safe and secured environment as well as improving their business profit and customer satisfaction. In the absence of community cooperation perpetrators will take advantage and will try to find a hole in a window in crime systems and ultimately businessmen and customers will become victims. It was exposed that establishing trade associations to ensure community safety was largely a corrective factor in reducing street crime. It was immediately needed at Kotowali and Khulshi police station areas. Figure 6.35 shows the business community's required remedial actions to bend urban street crime in BN areas in CC.

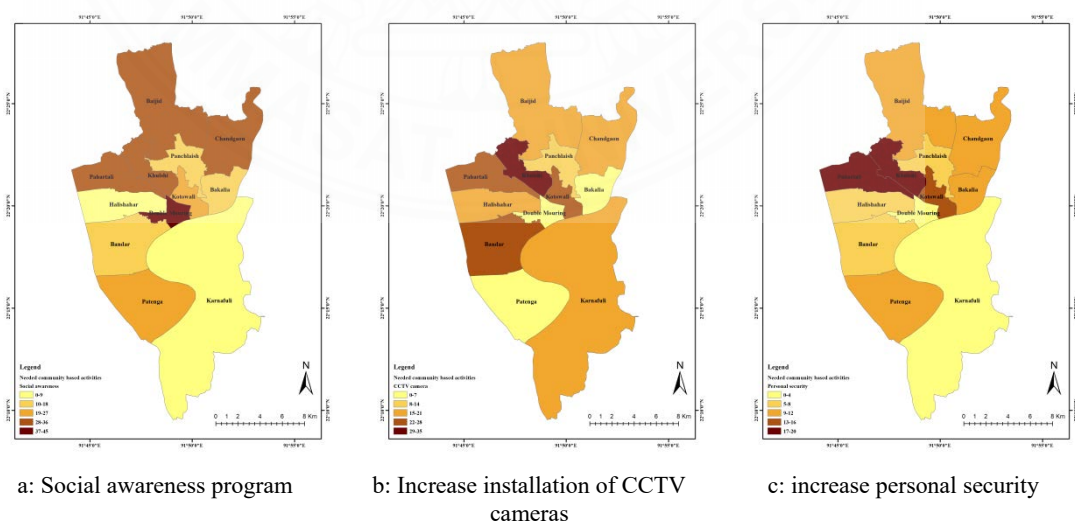


*Figure 6.35* Business community's needed remedial actions to bend urban street crime in the BN areas in CC

Likewise, community people, law enforcement agencies also contribute a lot to bend urban street crime in Chittagong City's business districts. Installation of CCTV cameras at some street crime hotspots was urged immediately indicating at Kotowali, Double Mooring, and Khulshi police stations. It could be very much supportive to observe and display the sights of the vulnerable places for crime occurrence. Nowadays it's a most effective tool to identify the perpetrators as well as to expose the crime occurrence mechanism and its' surrounding environment. Welltrained and equipped frequently police patrolling was very badly needed at Kotowali, Pahartali, and Khulshi police stations in bending urban street crime. There were many super shops, wholesale markets, shopping malls, remote areas, hilly or forest areas those places need more attention and increased police patrolling in reducing street crime. The strong initiative was expected to ensure punishment of in custody perpetrators and catching enlisted offenders in each police station area immediately and should give zero tolerance messages to all criminals and their patronizers. Ensuring the modern equipment and maintaining logistical support to fight against the offenders. It was showed that lack of modern equipment and logistic support, law enforcement personnel could not reach densely populated areas, and long distances and sometimes perpetrators blockade the transport and communication systems. Above all bending corruption will be one of the most urgently needed remedial issues to stop any type of crime because transparency and accuracy are not built up in the law-enforcing agencies without stopping bribery and political influence in law and order enforcement. Figure 6.36 shows the law enforcement agencies' needed remedial actions to bend urban street crime in BN areas in CC.

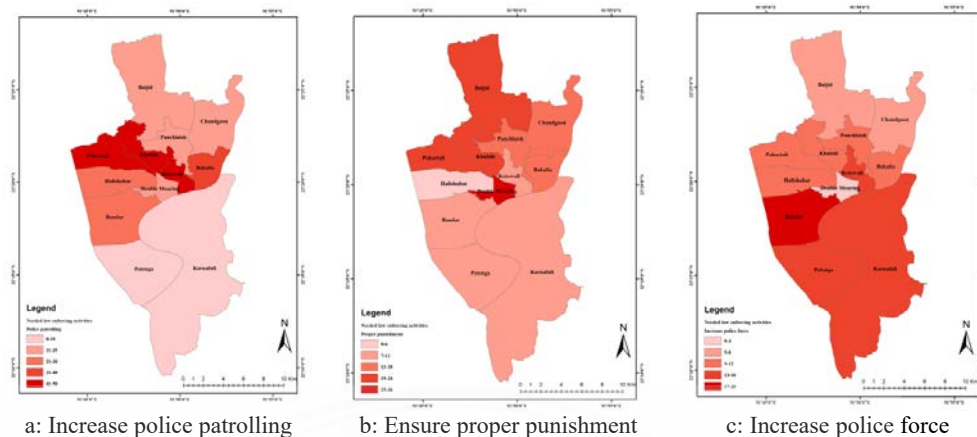


*Figure 6.36* Law enforcement agencies' necessary remedial actions to bend urban street crime in the business neighborhood areas in Chittagong city

Along with community people and law enforcement agencies, urban planning and design authority could initiate several actions to fight against street crime in the business neighborhood areas in Chittagong city. It was found that urban street widening & repairing broken streets and construction of new roads were very urgent needs at Kotowali, Bakalia, Bandar, and Khulshi police station areas to reduce street crime in the city. It will help smooth the flow of vehicles and reduce traffic congestion which will ultimately lessen the street crime opportunity. In street or road designing, it was urged to install sufficient lamp posts in ensuring enough light in the street at night. Insufficient light or in dark people feel more fear in the street. It was crucially needed at Khulshi, Double Mooring, Bakalia, and Karnafuli police station areas. People of these PS areas were suffering badly from the insufficient street light. Besides, very sincere attention was required on transport nodes, traffic intersections, and bus bay design to avoid mass gathering and traffic congestion. It was immediately needed at Kotowali, Khulshi, and Karnafuli police station areas. Similarly, confirming planned road and street design was a very much instantly necessary initiative to reduce crime ward by ward with the application of GIS in crime mapping to know about the street location and crime-prone area. In this regard, it was essential in ensuring the visibility of the main entrance and exit points of any business neighborhood. It could greatly promote the reduction of crime on the street and the surrounding environment. Figure 6.37 shows the urban planning and

design authority's needed remedial actions to bend urban street crime in the BN areas in CC.

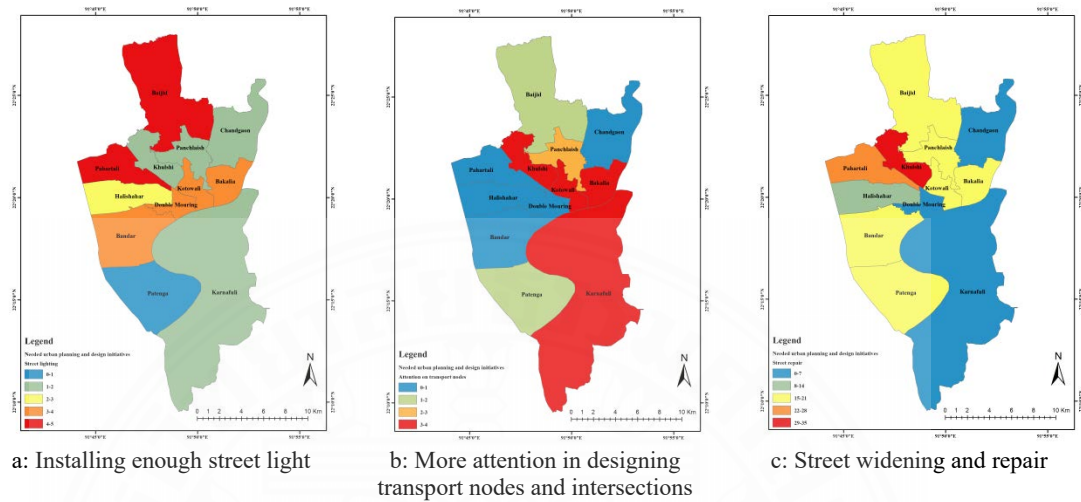
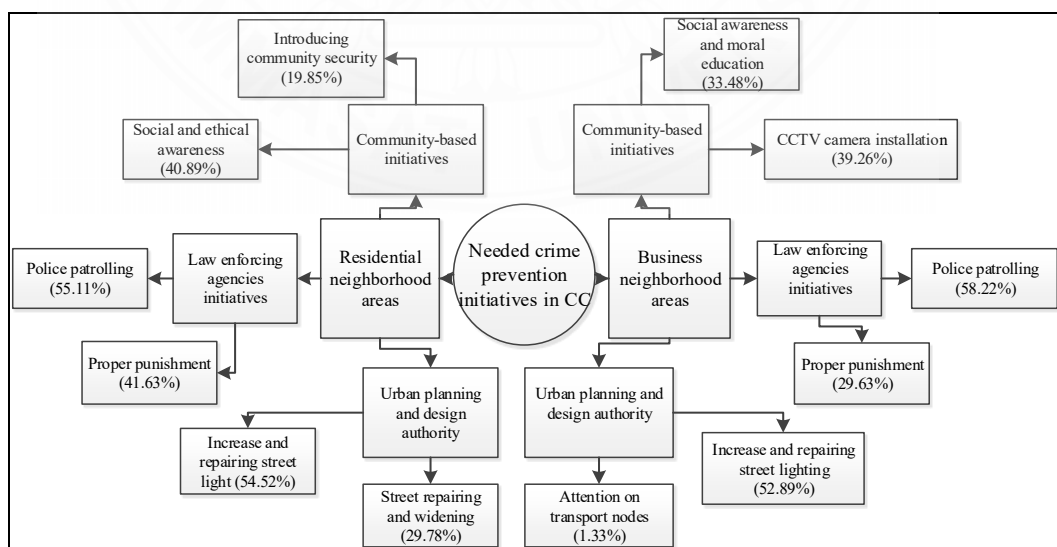


Figure 6.37 Urban planning and design authority's needed actions to bend urban street crime in the BN areas in Chittagong city

In combination with residential neighborhood and business areas in Chittagong city, Figure 6.38 shows the needed street crime prevention initiatives in Chittagong city.



Note: Open-ended multiple answers

Figure 6.38 Needed urban street crime prevention initiatives in Chittagong City



## 6.7 Chapter summary

Urban street crime has a great impact on social and economic life in the residential neighborhood (RN) as well as in the business neighborhood (BN) areas. The discussion based on the findings of the dissertation revealed the nature (snatching, theft, drug addiction and illegal drug dealing, political violence, hijacking, pick-pocketing, eve-teasing, illegal arms dealing, kidnapping, murder, illegal sex business, gambling, etc.), and factors (social, economic, spatial, planning and design, governance, etc.) of urban street crime occurrence in the RN and BN areas in Chittagong city (CC). Young adults and teenagers were most crime-prone due to lack of parental care, poverty, political patronization, and unemployment, etc. Male people and women were the most victims/ target of the offenders. Usually, 7.00 to 9.00 pm was found the most favored time to capture a target and lonely place, and mass people gathered location were the advantageous location in committing a street crime. The nature of crime and factors of urban street crime occurrence showed a spatially significant variation. Most crime-prone socio-economic groups of people in the city were extremely poor and sequentially the least was the rich people. These findings factually support the Nobel Laureate Gary Becker's (1968) 'Economics of criminal behavior'. It states that potential criminals are economically rational and respond significantly to the deterring incentives by the criminal justice system. They compare the gain from committing a crime with the expected cost. Likewise Gary Baker's hypothesis, this dissertation found that poverty and living in slums was the prime cause of committing an urban street crime.

In the spatial perspective of urban street crime, the study found around three hundred seventy plus hotspots in the RN as well BN where people frequently become the victim. The reasons for becoming street crime hotspots in the RN and BN areas in CC were related to some multi-dimensional issues, such as socio-economic, physical environment, urban planning design, and governance, etc. The rate of street crime victims was more than one-third of the city dwellers and the frequency of victimization showed once, twice, and thrice and more. The effects of street crime were immense. Individuals, families, and society as well the whole city suffered from urban street crime, especially psycho-social and economic impacts were the prime. In

specific residents' are more sufferers from social impacts than business neighborhood areas. It was also found that the variables of social impacts were almost similar in the RN and BN areas but the magnitude of impact social life due to street crime was very high in RN areas. Besides, impacts on economic life due to urban street crime were found much higher in the business neighborhood (BN) than residential neighborhood (RN) areas in Chittagong city. The variables of economic impacts in the BN areas were also complex than RN areas in Chittagong city.

Urban street crime prevention's current status showed that community people, law enforcement agencies, and urban planning and design authority together contribute to the RN and BN areas in Chittagong city. The effectiveness of current activities was partially successful. The hindrance of effectiveness was lack of strong community cooperation, poor governance in the public and urban local government administration, and ignorance irresponsible, and unaccountability in the urban planning design authority. To make the city safe and secure and improving the quality of the urban environment, community people, law enforcement agencies' personnel and urban planning design authority immediately need to take some modern technology-based initiatives such as installing CCTV cameras and street lights, gridiron road network systems, community cooperation, good governance, etc. Figure 6.39 displays the summary of the discussion of the dissertation.

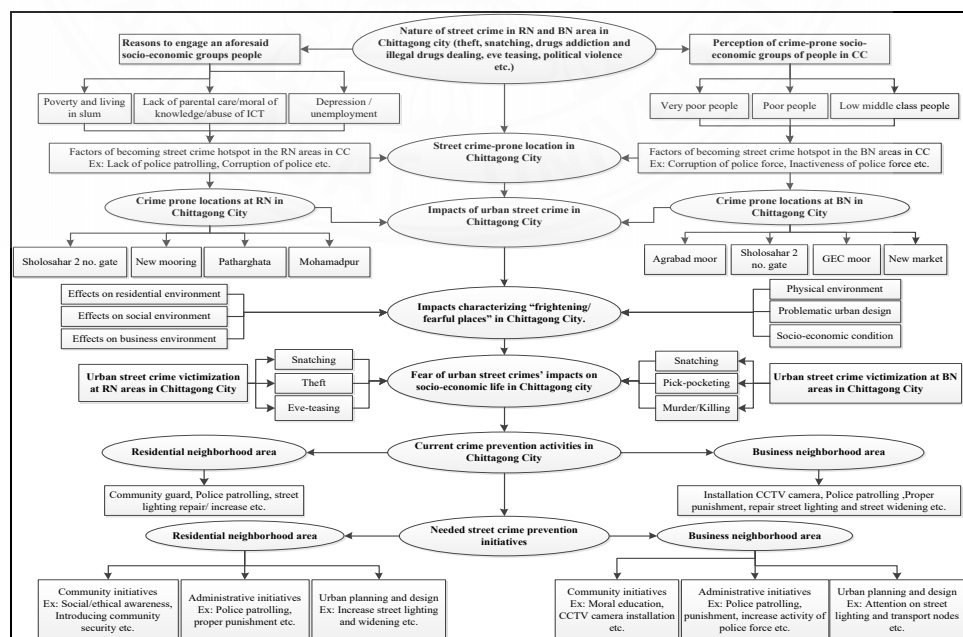


Figure 6.39 Summary of the discussion of the dissertation.

## **CHAPTER 7**

### **CONCLUSIONS AND RECOMMENDATIONS**

The concluding chapter consists of five segments. The first section described the background of the study, problem statement, research question, research hypothesis, and objectives, methodology, and data analysis. The second part of this chapter narrated the major findings of the dissertation. The third segment of the chapter conveyed the validating of the research findings. The fourth portion of this chapter gave a short conclusion of the dissertation. And finally in the fifth section gave some policy recommendations to overcome and bend the urban street crime and its' impacts on social and economic life in Chittagong city.

#### **7.1 Introduction**

The quality of human life and livelihood in a city, safety, and security is a vital factor. Safe movement and secured life attract people to settle and invest in the city. Chittagong is the main seaport and commercial capital of Bangladesh. Unplanned urban growth (vertical, horizontal, increased density) of the city results in many severe problems in the life and livelihoods of city dwellers. The rapid expansion of the economic activities and unplanned urbanization (4.9% annually, BBS, 2011) contribute to crime events in Chittagong city. Chittagong Metropolitan Police (CMP) crime statistics also show a sharp increasing trend. Therefore, the safety and security of the city dwellers is a crucial issue and challenge for the urban local government to maintain the quality of urban life and sustainable development.

Street crime incidence nowadays has become a very severe civic problem. It does wake up with a headache in third world country's big cities; especially densely populated and unplanned urbanized cities like Chittagong city, Bangladesh. Crimes are rising in the alley and panic spread out. It also has a significant difference considering the economic activities and physiographic variation in the city. It was found that sometimes residential neighborhood areas don't face those crimes which are occurring in the business neighborhood areas. Perpetrators who are committing

crimes considering socioeconomic and age-group have found a significant influence. The target or victim of urban street crime shows also similarities concerning criminological theory and concepts. Even there has a difference in the occurrence of time between these two areas.

### **7.1.1 Research gap**

The dissertation literature review indicated that the urban street crime problem had a burning issue in Bangladesh based on spatial and socioeconomic variables' trends and more importantly in Chittagong city, which was one of the vital obstacles to ensure sustainable urban development and quality of life. It revealed that lack of studies related to the urban street crime of Chittagong city in Bangladesh; most of the studies were focused on the capital city of Bangladesh, Dhaka; and to the best of 280 knowledge, no research had been conducted on the growth of street crime patterns in Chittagong city, influencing factors, and its impacts on social and economic life as well as psychological-fear on the urban neighborhood environment. Therefore, an extensive study was needed to visualize the present scenario and to identify and analyze the possible interventions for further improvement to expose the new horizon of prospective studies on this issue.

In viewing the research gap on urban street crime impacts in Chittagong city, this dissertation had investigated the research questions- what are the impacts of street crime on social and economic life on the residential and business neighborhood environment in Chittagong city' And the 'research hypothesis' was- (a) there is no spatial relationship between the street crime pattern & its impacts on the residential and business neighborhood areas in Chittagong city; (b) there are no exceptional impacts of street crime pattern on the residential and business neighborhood areas in Chittagong city.

### **7.1.2 Research approach**

Based on the research questions and hypothesis, the dissertation objectives were (i) to identify the causal factors leading to the creation of street crime patterns in Chittagong City; (ii) to examine the impacts of urban street crime patterns on social and economic life on the residential and business neighborhood communities; (iii) to investigate the relationship between the fear of street crime and

its actual occurrence in Chittagong city; (iv) to analyze the responses of the residential and business neighborhood communities, law enforcing agencies and urban planning design approval authority's in preventing and controlling street crime; and (v) to provide policy recommendations to prevent the growth of street crime patterns in Chittagong City. The study included mixed research methods (qualitative and quantitative) by using primary data gathering from household heads face-to-face inperson interviews, key informants interviews, small group discussions, and in-depth interviews at crime hotspots, police officers, and CDA urban planners at the 12 police stations of CMP. Along with primary data, secondary sources of data in this research were contributed to a vital role to make credible research results. Secondary data was collected from the relevant police station's crime statistics reports from 2001 to 2017, the police department's annual report, human rights organization reports, academic research reports and journal articles, city corporation's annual report, Chittagong Development Authority's (CDA) urban planning developments annual report and Master plan of Chittagong city, etc.

The current study's data and information were analyzed applying various qualitative and quantitative techniques that were very common and acceptable in scientific research. In specific, descriptive, analytic, explanatory, univariate (ANOVA test), bivariate (Chi-square test), multivariate (multivariate logistic regression analysis), etc. methods of data analysis were used to analyze the gathered data and information. Qualitative techniques were used to examine the current research. This analysis technique helped to understand the magnitude of crime problems, factors of creating crime hotspots, level and types of victimization, impacts of street crime victimization on social and 281 economic life, the functional standard of current crime prevention & controlling measures in CMP which were taken by the different stakeholders, and what initiatives were needed to prevent and control the creation of street crime hotspots in CMP. Statistical Package for the Social Sciences (SPSS) software was used for numerical data processing and analysis.

Descriptive statistics were applied to explain frequency, (%), crosstabulation, at least two variables, or more with the response and multiple responses of the respondents. The comparison of the level of frequency and % was used as a tool to interpret the data showing on the crosstab. Bivariate (chi-square test)

and multivariate analyses (Multivariate Logistic regression Analysis) were applied to get the scientifically acceptable result from this study. Analysis of variance analysis (ANOVA), Chi-square test, Multivariate Logistic Regression Analysis, Spatial Auto-correlation, and Weighted Average Index (WAI) analysis was conducted to evaluate the association between street crime occurrence and spatial characteristics in the city. Geographical Information Systems (GIS) techniques were used to show the various variables regarding urban street crime and variation zones in the maps in considering different police stations' administrative areas. In this aspect, QGIS 3.4 software was used for displaying the spatial variations of different variables of this study.

## **7.2 Major Findings of the dissertation**

The dissertation intensively had investigated to identify and determine the spatial variation of urban street crime impacts on the social and economic life on the residential and business neighborhood areas of Chittagong city. The major findings of this dissertation were as follows-

### **7.2.1 Situation of street crime**

Based on the population size and financial importance, Chittagong city is the second-largest city and commercial capital of the country. The dissertation findings on urban street crime patterns and their impacts on the social and economic life especially in the residential and business neighborhood exposed that-

City dwellers most frequently victimized by the urban street crimes in the residential neighborhood areas were theft, snatching, drug addiction, and illegal drug dealing, eve-teasing, pick-pocketing, political violence, hijacking, etc. respectively. The highest number of theft has occurred in the Haliashahar police station (PS) areas and the lowest was in the Patenga PS. Besides, snatching was more prone in the Double Mooring PS and less prone was in Karnafuli PS. Similarly, drug addiction and illegal drug dealing was the maximum occurrence in Bandar PS and the lowest was in Haliashahar PS. Eve teasing and pick-pocketing occurrence were dominant in Haliashahar PS and lowest in Karnafuli PS areas. Political violence was



highest in Bayejid PS and lowest in Bakalia PS. Hijacking occurrence was in Panchlaish PS and the lowest level of occurrence was in Haliashahar PS.

The adolescent and adult population (16 to 30 years) is more prone to criminal activity. The study revealed that male people (45% more likely than the women 282 in the residential neighborhood areas and 50% more likely in the business neighborhood areas) were the most obvious target of the offender in the urban street. Women who were usually going outdoors for shopping or workplace or accompanying their kids to the schools and colleges were the target of offenders. Man and women both were also the main targets of the offenders in the urban streets as well as the students.

Married people are 1.038 times more like the victim of urban street crime than the unmarried people in Chittagong city. House owners are 0.746 times more like the victim of urban street crime than the rented house people in Chittagong city.

Most of the crime occurs at 7.00 pm-9.00 pm in the residential neighborhood area but in the business neighborhood areas mostly happens at 9.00 pm-12.00 am.

### **7.2.2 Causes of committing street crime**

The main causes of committing urban street crime in the residential neighborhood areas were poverty and then lack of parental care, financial gain, and unemployment or depression. Along with these, drug addiction also plays a vital role in committing urban street crime in CMP areas.

The offenders in committing a street crime took advantage of the narrowness of streets, broken conditions, zigzag street patterns, huge traffic jams, and absence of street lights, etc. The study identified nearly 398 (three hundred ninety-eight) crime-prone locations in the residential neighborhood (RN) areas in CMP. It also showed that Dawanhatmoor, Jhawtola, Khulshi, Bohaddarhat, and Pathantuli areas were the most crime-prone in the residential neighborhood areas in Chittagong city.

In the business neighborhoods, Bandar police station (PS) had faced the highest numbers of snatching and theft. On the contrary, Karnafuli PS faced the lowest level of snatching and Double Mooring PS looked the lowest theft. Besides,

drug addiction and illegal drugs dealing were high at Bandar PS and the lowest at Panchlaish PS. Political violence incidence was at a peak at Pahartali PS and Patenga PS faced at the bottom. Along with these, pickpocketing, extortion or illegal toll collection, hijacking, eve-teasing, illegal sex business some other dominant urban street crimes in the business neighborhood areas in CMP.

In this dissertation, some places in the business neighborhood areas were identified as the street crime hotspots. Around 369 (three hundred and sixty-nine) street crime hotspots were recognized in the business neighborhoods areas in Chittagong city and some top-ranked street crime hot spots were Agrabad Moor, Sholoshahar 2 No. Gate, GEC Moor, Newmarket, Bohaddarhat, Tigerpass Moor, Dawanhat Moor, Oxygen Moor, Barek Building Moor, Chawkbazar, Muradpur, Moijjartek, Fakirhat, Kalamia Bazar, etc. Table 7.2 displays the perception of causes of committing the street crime in the residential neighborhood and business neighborhood areas in CMP.

### **7.2.3 Impacts of street crime on social and economic life in the urban neighborhood**

Male people were excessively sufferers from urban street crime in the business neighborhood areas. Then all ages of people faced street crime. At Panchlaish, Khulshi, and Kotowali PS (36.59%) had more risk for businessmen to become a victim. Then women were faced urban street crime severely and the situation is very harsh at Patenga and Panchlaish PS. Pedestrians were most vulnerable at Bakalia, Panchlaish, and Kotowali PS. However, school and college-going girls could move without headache at Karnafuli, and Double Mooring PS.

It was found poverty and people living in the slum as the main causes of committing street crime and it was found dominant cause at Bayejid, Chandgaon, Kotowali, and Double Mooring PS areas. But in the Khulshi, Bandar, and Karnafuli PS areas demonstrated the lack of parental care, presence of very poor people (27.61%) were highly engaged with urban street crime and gradually the trend was declined when the socio-economic condition was uplifted. Besides, lack of moral knowledge, abuse of ICT, bad friends, making fun, curiosity, illiteracy, and lack of awareness or degradation of the social-cultural environment were the major causes of committing an urban street crime.

The study found that the creation of mental panic was the apex impact on the community environment. Feel scared to travel alone was the second top effect. Victim of physical assault/harassment was the third important issue of the community environment. A renter leaves positioned forth in community impact of urban street crime in Chittagong city. The feeling of insecurity in a public place depends on various factors of the socio-physical environment of a city. Especially socio-economic characteristics of the city dwellers and quality of urban governance play a vital role to determine the worth of urban life as well as the fear-free movement of the people. The study found that in public places of people argued that they had felt insecure and the portion was also high in Bandar, Kotowali, Bayejid, and Patenga police stations. On the other hand, the people of Bakalia Halishahar and Double Mooring police stations' felt less insecurity in the public place.

It was identified substantial impacts of urban street crime on social and economic life on the residential and business neighborhood in Chittagong city and the impacts were not evenly distributed. Impacts on social life were found serious in the residential neighborhood and impacts on economic life were much higher in the business neighborhoods areas in Chittagong city.

Community-based crime prevention activities were found more efficient in preventing any types of criminal activities. The study established a huge portion of the business community had introduced CCTV cameras and it gained top-ranked. Besides, community-based security guards playing a vital role in reducing urban street crime which was ranked two. The business community had personal security that was ranked 3<sup>rd</sup>. 'Committee formation and cooperation' was a fruitful initiative and it ranked fourth. Along with these, social awareness/ ethical education/religious education, etc. were also contributing to urban street crime prevention.

Slum areas, the residence of poor, illiterate people's living area, lack of development were overriding had made the place fearful. And it was found massive at Bandar and Bakalia police station areas. Other points like low income and high-income people living together make a place more crime-prone and fearful. It was found very high in the Halishahar police station area. Current research found that lack of sufficient street light installation and bad conditions of streets were the main

problems that had promoted fearful urban streets. Due to insufficient street light installation at Double Mooring, Kotowali, Khulshi, and Halishahar police station areas created various fearful conditions. Besides, narrow streets, zigzag street patterns were also other reasons for creating horror among city dwellers and it was dominant at Bandar and Patenga police stations.

Feeling fear of urban street crime during daytime showed some variation. Fortunately, the study found that at a day time majority of the people didn't feel fear on the perception of being a victim of street crime. In some PS, it was found higher percentage, such as Double Mooring Bakalia and Halishahar police station area. The reasons for feeling fear of urban street crime at day were huge people's gathering and it was very much high in Khulshi, Pahartali, Bandar, and Karnafuli police station areas. Then pick-pocketing and snatching in Panchlaish, Chandgaon, and Bayejid police station areas. Besides in Bandar police station areas due to high traffic congestion also increased the feeling of fear to become a victim of urban street crime.

Lower-middle-income groups of people feel more fear of street crime in Kotowali, Panchlaish, and Bayejid police station areas. High-income groups of people in Halishahar and Patenga police station areas feeling comparatively less fear of crime because of using personal transport and have more security measures. But very poor people in Halishahar and Karnafuli police station areas were felt less fear in their daily events. Lower-middle-income group of people feels more fear in the street but higher middle-income groups of people were also more feared in the urban street crime. The reasons for feeling fear variation among the various income group of people were the assumption of being victimized, cash availability, having luxury accessories, scared to lose property, scared to lose a life. Lack of security was also another main reason for the fear of the middle-income group of people.

#### **7.2.4 Responses needed to street crime prevention**

Currently residential and business neighborhood communities, law enforcement agencies, and urban planning and design approval authority were doing several activities to prevent street crime in CMP areas. With the change of technology and crime mechanism, every society and policymakers need to take necessary measures to update crime prevention mechanism with the socio-economic importance

of the locality and severity of the crime occurrence. As the current study area is the financial capital and main seaport of the country, it urges sophisticated and modern crime prevention initiatives. Table 7.1 displays the current initiatives of street crime prevention in CMP areas.

Table 7.1

*Current initiatives of street crime prevention in the residential and business*

| Residential Neighborhood area                       |                                 |     |       | Business Neighborhood area                          |                              |     |       |
|-----------------------------------------------------|---------------------------------|-----|-------|-----------------------------------------------------|------------------------------|-----|-------|
| Current initiatives of crime prevention initiatives |                                 | f   | %     | Current initiatives of crime prevention initiatives |                              | f   | %     |
| Community people                                    | Community guard                 | 148 | 21.93 | Community people                                    | CCTV camera                  | 300 | 44.44 |
|                                                     | CCTV camera                     | 102 | 15.11 |                                                     | Personal security            | 186 | 27.56 |
|                                                     | Social awareness                | 101 | 14.96 |                                                     | Community guard              | 178 | 26.37 |
| Law enforcement agencies                            | Police patrolling               | 398 | 58.96 | Law enforcement agencies                            | Police patrolling            | 459 | 68.00 |
|                                                     | Proper punishment               | 213 | 31.56 |                                                     | Proper punishment            | 127 | 18.81 |
|                                                     | Increase activity/ police force | 183 | 27.11 |                                                     | Activity police force        | 119 | 17.63 |
| UPD authority                                       | Street lighting                 | 333 | 49.33 | UPD authority                                       | Street lighting              | 325 | 48.15 |
|                                                     | Street widening                 | 149 | 22.07 |                                                     | Street widening              | 151 | 22.37 |
|                                                     | Planned housing & settlement    | 122 | 18.07 |                                                     | Planned road & street design | 104 | 15.41 |

Note: Open-ended multiple answers

Increasing police patrolling in the area of Kotowali, Khulshi, and Pahartali police station areas were very much needed. Along with ensuring punishment of criminals and sponsor of the perpetrator of the various illegal activities was urged in the area of Pahartali, Khulshi, and Double Mooring police station area. Stopping corruption can also play an important role in remedial action in the Bakalia and Bayejid police station areas.

The necessary steps from the law-enforcing agencies revealed that introducing CCTV in the street crime hotspots suggestively in the Kotowali, Double Mooring, and Khulshi police station area. Then increasing police patrolling was the second most urged remedial action from the law enforcing agencies and it was dominant at Kotowali, Pahartali, and Khulshi police station areas. Establishing exemplary criminal punishment was much needed to remedy the urban street crime incident in the business neighborhood areas in the Kotowali, Bakalia, and Khulshi police station areas in Chittagong city.

The street widening was the top recommendation in avoiding traffic congestion and it was the leading perception at Kotowali, Bakalia, and Khulshi police stations. Then ensuring sufficient street light (daylight and electric light) by the action of urban planning and design authority in the Pahartali, Double Mooring, and the Kotowali police station areas. Special attention on transport nodes was also cooperative for preventing street crime in the city and the perception was dominant in the Bakalia, Double Mooring, and Kotowali police station areas. Ensuring visibility of the main entrance and surrounding of the house was very supportive in reducing street crime and the perceptions were leading at Khulshi, Kotowali, and Panchlaish police station areas. Besides, introducing gated housing (common entrance and exist) was recommended for Kotowali and Khulshi police station areas in bending urban street crime in CC. Table 7.2 demonstrates the needed initiatives of street crime prevention in the RN and BN areas in CMP.

Table 7.2

*Needed initiatives of street crime prevention in the residential and business neighborhood areas in CMP*

| Residential Neighborhood Area                 |                                           |          |       | Business Neighborhood Area                    |                                           |          |       |
|-----------------------------------------------|-------------------------------------------|----------|-------|-----------------------------------------------|-------------------------------------------|----------|-------|
| Needed initiatives of street crime prevention |                                           | <i>f</i> | %     | Needed initiatives of street crime prevention |                                           | <i>f</i> | %     |
| Community people                              | Social and ethical awareness              | 276      | 40.89 | Community people                              | Installing CCTV camera                    | 265      | 39.26 |
|                                               | Installing CCTV camera                    | 227      | 33.63 |                                               | Social awareness and moral education      | 226      | 33.48 |
|                                               | Community cooperation and security system | 160      | 23.70 |                                               | Local committee formation and cooperation | 210      | 31.11 |
| Law enforcement agencies                      | Police patrolling                         | 372      | 55.11 | Law enforcement agencies                      | Police patrolling                         | 393      | 58.22 |
|                                               | Proper punishment                         | 281      | 41.63 |                                               | Proper punishment                         | 200      | 29.63 |
|                                               | Enforcing law and stop corruption         | 145      | 21.48 |                                               | Increase activity of police force         | 148      | 21.93 |
| UPD authority                                 | Increasing street lighting                | 368      | 54.52 | UPD authority                                 | Increasing street lighting                | 357      | 52.89 |
|                                               | Street widening                           | 201      | 29.78 |                                               | Street widening                           | 228      | 33.78 |
|                                               | Well planned road & street design         | 143      | 21.19 |                                               | Well planned road & street design         | 145      | 21.48 |

Note: Open-ended multiple answers



### 7.3 Validating research findings

Primary sources of all types of data were triangulated in comparing with six individual categories of respondents' field survey data (household head respondents, key informants, and small group discussants, in-depth interview at crime hot spots with local people, in-depth interview with CMP police officers, and in-depth interview with CDA planners). Then the analysis of the dissertation findings on the nature of urban street crime and the major urban crime patterns in Chittagong city was compared with Chittagong Metropolitan Police (CMP) crime statistics (see Chapters 5 and 6) which was the prime source of valid data. Hence, the dissertation findings and CMP crime statistics alike obviously validate the current results.

The examination of impacts of urban street crime on social life and economic life of city dwellers discovered that along with other consequences, women and young adult women were severely victimized, and even sometimes they were not allowed to travel alone in the residential and business neighborhood areas. Similar results were found in another research results were conducted by Mannan and Ahmed (2014). Their study found due to mobility risk, boys are sent to faraway schools that are good, but girls are sent to schools that are not as good but are closer to home. Such discrimination affects their current education and future potential fear of harassment/violence. They also found women usually return home before dark, which adversely affects their productivity and empowerment. Many school mothers have to walk with their children to school, and as such, they cannot perform their household tasks on time.

The dissertation found that the perception on most crime-prone socioeconomic groups of people in Chittagong city was extremely poor and sequentially the least were the rich people. These findings factually support the Nobel Laureate Gary Becker's (1968) *—Economics of criminal behavior*. It states that potential criminals are economically rational and respond significantly to the deterring incentives by the criminal justice system. They compare the gain from committing a crime with the expected cost. Likewise Gary Baker's hypothesis, this dissertation found that poverty and living in slums was the prime cause of committing an urban street crime.

The street crime hotspots in the residential and business neighborhood areas in Chittagong city also matched with the 80–20 rule which tells us crime is highly concentrated among offenders, victims, or places. About 5% of the street segments cause half of the crimes in cities. Small numbers of offenders (20%) (16-25 years old people) are responsible for a large number (80%) of the crimes; or, 20% of the victims (male and female) may account for 80% of the victimizations; or, 20% of places (around four hundred places) are the locations for 80% of the crimes. These percentages differ depending on a particular problem, but the rule is important because crime is highly concentrated on particular people, places, and things (Felson & Boivin, 2015).

The distribution of street crime hotspots in the residential and business neighborhood areas in Chittagong city similarly matched with the crime pattern theory that explains the level of spatial correlation of urban street crime (Briggs, 2010). The theory defined that hotspot of crime is a place where the risk of victimization is higher than the average risk of victimization in a certain area (Merigan, 2013). The dissertation identified more than four hundred street crime hotspots in Chittagong city where city dwellers were frequently visiting to perform their daily activities and they become victimized.

## **7.4 Conclusion**

Urban areas in any country are the engine of economic growth and symbol of development. In some countries, it exposes the cultural heritages and origin of cultural diffusion. Hence, to ensure safe and secure city life, necessary measures are required in every city. Without taking proper actions by the city dwellers, urban local government, and urban planning and development authorities, it would very difficult to maintain a safe life and livelihood in any city. Along with many other challenges in sustainable urban development in ensuring the quality of life, urban street crime is one of the foremost hindrances in Chittagong city. The incidences of urban street crime were found much diversified and its effects in the community people, social environment as well as in the business neighborhood were immense. Over time, the trend was found gradually increasing. Adult men and women were

found the most victim of urban street crime. The psychophysical victim and financial loss were the major effects of urban street crime. Perpetrators feel comfort to commit street crimes in some places where city dwellers are frequently victimized.

The fear of street crime has found immense effects. It was found people did not feel interested to go outside their house after 10.00 pm or unknown places. At night time people feel more fear. Even in day time people also feel fear at crowded places, dark streets, traffic jams, etc. The socio-physical characteristics of the place create the magnitude of fear in the street. Sometimes qualities of the urban governance also play a vital role in feeling the fear of urban street crime in Chittagong city. Adult and educated people feel more fear for urban street crime and businessmen was found severely victim of it. The prevention measures of street crime in Chittagong city were found very much diversified. Individual, community people, law enforcement agencies and urban planning departments take various initiatives to save their lives and livelihoods. Significant street crime prevention measures were personal security, installation of CCTV cameras, community guards, police patrolling, street lighting, etc. City dwellers urged to increase community cooperation and community-sponsored security systems, frequently police patrolling, ensuring punishment of perpetrators, installing CCTV cameras in the crime hotspots, street widening, and sufficient street light, etc. In concluding remarks, neighborhood communities first need to come forward and find out the mechanism of how to make their community safe and secure from street crime. Besides, law enforcement agencies were needed to be modernized and cope with the mindset of citizen-centric service delivery. Along with city planning and development authority also need to think about the issue of safety and security of the city dwellers when they make the neighborhood and detail area plans of the city in ensuring the quality of urban life.

## **7.5 Recommendations**

Chittagong city is the second-largest based on the population size and financial capital of Bangladesh. Around 90% of national export and import occur in this port city. More than 11% of the national GDP also contributes to this city. Besides, it is one of the fast-growing cities in Bangladesh and around 6 million people

currently live in this city. Therefore, the safe and secure movement of the city dwellers is a crying need. In this background, this dissertation recommends the following issues to consider in making the city safe and secure for sustainable urban development-

**(1) Policy level:** The government's plan and policy concerning urban development and sustainable urban economic growth play a vital role. Therefore, national policy-level initiatives were urged. In specific-

- Urban sector policy needs to consider the decentralization of development and administration to ensure the balance of regional and local level urbanization & development
- Safety and security prerequisites to be incorporated and more emphasis are required in urban design especially following the CPTED concepts.
- Sufficient manpower and logistic support need to ensure by the national government to bend urban crime
- Enough financial budget and technological availability are required from the central government
- Forming a national-level committee to monitor and evaluate the quality of safety and security condition of the cities and provision of awarding best performing city.
- Assuring transparency, accountability, responsibility, rule of law, people's participation in the urban governance, and above all recruiting honest and competent personnel to provide service to the city dwellers.

**(2) Institutional:** In the urban local governments, individual institution plays an important role to make the city functioning and improving the quality of the urban environment. In this background, several institutions need to come forward to do their duties and responsibilities properly. Especially-

- Public representatives of urban local government (City Corporation) should do their duties and responsibilities according to their commitments to their people.
- Bureaucrats of urban local governments need to perform their duties and responsibilities accordingly and bringing transparency and accountability in their activities.
- Judiciary needs to be transparent, accountable, and corruption-free to ensure the punishment of perpetrators.

- Law enforcement personnel needs to be competent, responsible, transparent, and accountable.

- Using modern technology and equipment is essential to install in some crime hotspots and vulnerable places to monitor the places continuously and taking lessons from other cities at home and abroad how they are working in bending their urban street crime.

- Intelligence and counterintelligence are required to monitor the corruption and bending the trend among the law enforcement personnel.

- City planning and development authority are essential to recruiting enough manpower to monitor the development activities in the city and strengthen the capacity to execute the plan that approved the planning authority.

**(3) Community:** Unity is strength. An urban neighborhood person is a key person who could contribute a vital role in preventing urban street crime. In developed countries, especially it was found that community people work more than sixty percent to solve their community development issues like building social institutions, eradicating social problems, disaster mitigation, etc. In bending urban street crime, similarly, community people could come forward to solve their neighborhood street crime problem. In particular

- Making houses, offices, and shops following the building codes and taking actions if any community member break the building codes

- Helping city planning authority to design and build urban streets according to the urban design and plan. Forming community organizations and introducing community-sponsored security systems in their neighborhood

- Introducing social awareness programs in the social and religious institutions concerning the cause and effect of street crime

- Onlooker/bystanders ought to come forward to save the victim and try to catch the perpetrators

- Taking community initiatives to rehabilitate the vulnerable people and keep a close eye if anyone derailed and engaging with any criminal activities.

**(4) Individual:** People of each individual can protect him/her. To save individual lives and properties, in every society people take personal security

measures. In the urban street in Chittagong city as well as in other cities at home or abroad, individual or personal level security measures to keep safe oneself might be-

- Keeping mentally and physically alert at all times to protect self from the perpetrators
- Based on the affordability of person's installing CCTV cameras or personal security to make life & property safe.
- Taking training on self-defense at an early age of life how to safe oneself from perpetrators, etc.

Figure 7.1 shows the perception of street crime in Chittagong city.

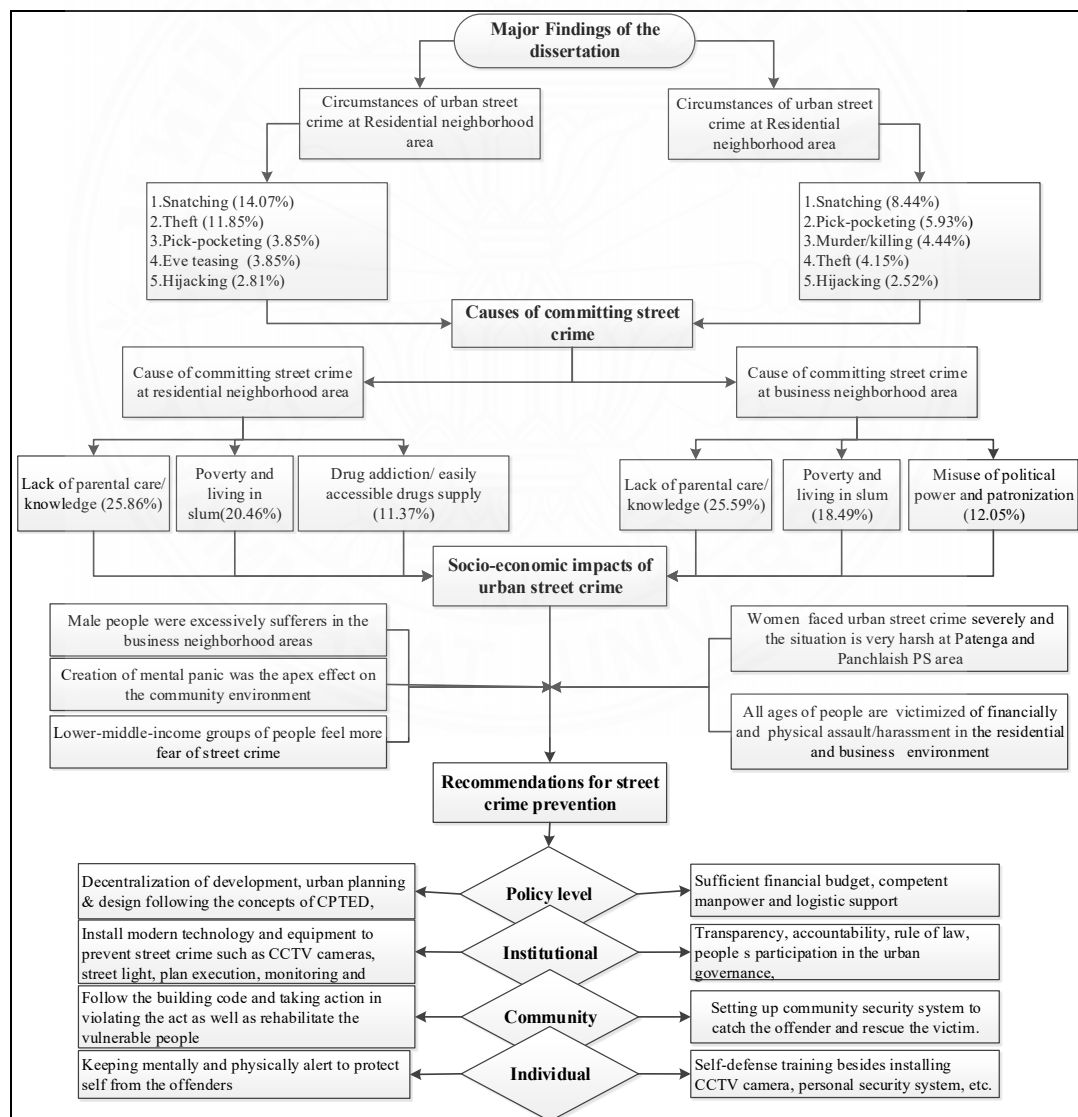


Figure 7.1 Perception of street crime in Chittagong city



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The image features a large, faint, circular watermark of the Thammasat University seal in the background. The seal contains the university's name in Thai script at the top and 'THAMMASAT UNIVERSITY' in English at the bottom, surrounding a central emblem.

## APPENDICES



# APPENDIX A

## Household Questionnaire Survey

On

“Spatial Analysis of the Socio-Economic Impacts of Street Crime in the Urban Neighborhoods of Bangladesh: A Case Study of Chittagong City”

Dissertation work in partial fulfillment of the requirements for the degree of Doctor of Philosophy

Integrated Science of Built Environment

Faculty of Architecture and Planning

Thammasat University

Thailand

[Collected information will be used only for research purposes and will be never disclosed]

Name of interviewer: ..... Date: .....

A.1. General information of respondents:

|                                                                                                                                                         |                                  |                                                  |                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------|--------------------------------------------------|
| i. Name: .....                                                                                                                                          | ii. Sex<br>1. Male;<br>2. Female | iii. Age (Years)<br>.....                        | viii. Marital status<br>1. Married; 2. Unmarried |
| iv. Education: 1. Illiterate 2. Primary 3. Lower Secondary 4. Secondary (SSC) 5. HSC<br>6. Graduate and above                                           |                                  |                                                  |                                                  |
| v. Occupation: 1. Farming, 2. Business (Specify) ..... 3. Services (Specify).....<br>4. Housewife, 5. Student (Specify): ..... 6. Other (Specify) ..... |                                  |                                                  |                                                  |
| vi. House type: 1. Pucca, (If Pucca, 1.1 Single storied; 1.2 Multi-storied), 2. Semi-pucca, 3. Kutcha                                                   |                                  |                                                  |                                                  |
| vii. House ownership: 1. Own, 2. Rental (Rent per month:.....TK.), 3. Other (Specify):.....                                                             |                                  |                                                  |                                                  |
| ix. Monthly income*: 1. 100,000+, 2. 50,000-100,000, 3. 20,000-50,000, 4. 10,000-20,000, 5. 10,000≤                                                     |                                  |                                                  |                                                  |
| x. GPS value of the place of the interview:.....                                                                                                        |                                  | xi. Name of the residential police station:..... |                                                  |
| xi. Origin of the home district (where your father and mother were born): .....                                                                         |                                  |                                                  |                                                  |

\*Income in local currency (BD Tk.)

A1.2. Family Status of the Respondent:

| SL No. | Relation to respondent | Sex | Age | Education | Marital status | Occupation | Monthly income | Comments |
|--------|------------------------|-----|-----|-----------|----------------|------------|----------------|----------|
| 1      |                        |     |     |           |                |            |                |          |
| 2      |                        |     |     |           |                |            |                |          |
| 3      |                        |     |     |           |                |            |                |          |
| 4      |                        |     |     |           |                |            |                |          |
| 5      |                        |     |     |           |                |            |                |          |
| 6      |                        |     |     |           |                |            |                |          |
| 7      |                        |     |     |           |                |            |                |          |

Note: \*Sex: 1= Male, 2 = Female

\*Education: 1=Illiterate, 2 = Primary, 3 = Lower Secondary, 4 = Secondary (SSC), 5 = HSC, 6 = Graduate and above.

\* Housing: 1 = Pucca, (If Pucca, 1.1 Single storied; 1.2 Multi-storied), 2 = Semi-pucca, 3 = Kutcha

\*House ownership: 1 = Own, 2 = Rental (If rental, how much you have to pay per month:...TK.), 3 = Other (Specify)

\* Marital status: 1 = Married, 2 = Unmarried,

\* Occupation: 1 = Farming, 2 = Business (Specify), 3 = Services (Specify), 4 = Housewife, 5 = Student, 6 = Other (Specify)

\*Relation: 1 = Father, 2 = Mother, 3 = Brother, 4 = Sister, 5 = Wife, 6 = Son, 7 = Daughter, 8 = Other (Specify.)

\*Street crime is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur *frequently in the urban streets at day and night*(Chowdhury, 2009 & EU, 2013).

B. Socio-economic and spatial factors in the occurrence of crime in Chittagong City.

B.1. How long are you staying in your current residential area and Chittagong city?

Current residence: .....years Chittagong City: .....Years

B. 2. According to your information, what is the crime occurrence frequency in your residential neighborhood areas?

i. Very High (Everyday occurs)

ii. High (at least one occurrence in a week)

iii. Moderate (at least one occurrence within a month last three months)  
occurrence within one year)

iv. Low (at least one occurrence within  
v. Very Low (at least one

B. 3. According to your information, please provide some statistics on a very common top five street crime incident in your residential neighborhood areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/ abduction                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
|                                              |                |        |                   |      |       |      |

| Nature of crime          | Offender's age | Victim | Causes           | Time | Place | Rank |
|--------------------------|----------------|--------|------------------|------|-------|------|
| ix. Eve-teasing          |                |        | i.<br>ii.<br>iii |      |       |      |
| x. Pick-pocketing        |                |        | i.<br>ii.<br>iii |      |       |      |
| xi. Illegal arms dealing |                |        | i.<br>ii.<br>iii |      |       |      |
| xii. Others...           |                |        | i.<br>ii.        |      |       |      |

B. 4. According to your information, please provide some statistics on very common top five street crime incidents in the business neighborhood areas in your resident police station areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/abduction                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        |                   |      |       |      |

| Nature of crime          | Offender's age | Victim | Causes           | Time | Place | Rank |
|--------------------------|----------------|--------|------------------|------|-------|------|
|                          |                |        | i.<br>ii.<br>iii |      |       |      |
| x. Pick-pocketing        |                |        | i.<br>ii.<br>iii |      |       |      |
| xi. Illegal arms dealing |                |        | i.<br>ii.<br>iii |      |       |      |
| xii. Others...           |                |        | i.<br>ii.        |      |       |      |

B. 5. According to your information, which socio-economic groups of people are more prone to engage in committing a street crime from the given variables in Chittagong City?

| Types of Socio-economic Group of people    | Rich people /Upper Class | Higher Middle-Class people | Lower Middle-Class people | Poor people   | Very Poor People/ Slum-dwellers |
|--------------------------------------------|--------------------------|----------------------------|---------------------------|---------------|---------------------------------|
| Average monthly HH income (Local currency) | 100,000+                 | (50,000-100,000)           | 20,000-50,000             | 10,000-20,000 | 10,000<                         |
| Rank                                       |                          |                            |                           |               |                                 |

*N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies (Rahman, H.Z. 2017)*

B. 6. According to your information, what are the reasons to engage an aforesaid socio-economic group of people committing a street crime in Chittagong City?

i..... ii..... iii.....

B. 7. Please identify the top five causal factors to engage people committing a street crime and make a rank accordingly from the given variables in Chittagong City.

| Causal factors to engage committing a street crime | Rank | Causal factors to engage committing a street crime                | Rank |
|----------------------------------------------------|------|-------------------------------------------------------------------|------|
| i. Living in poverty                               |      | vi. Local environmental influence (Living in slum)                |      |
| ii. Drugs addition                                 |      | vii. Abuse of information technology                              |      |
| iii. Unemployment and frustration                  |      | viii. Lack of legal actions against the offenders                 |      |
| iv. Political patronization and local influence    |      | ix. Inadequate state supports for the vulnerable groups of people |      |
| v. Lack of parental care                           |      | x. Lack of awareness and mass illiteracy                          |      |

### C. Street crime-prone location in Chittagong City

C.1.1 According to your information, please mention at least five street crime-prone locations; make their rank and causal factors of becoming crime-prone locations in your residential neighborhood police station areas?

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.1.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variable in your residential neighborhood areas.

| Causal factors of street crime hotspots               | Rank | Causal factors of street crime hotspots           | Rank |
|-------------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station              |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                         |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force                 |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                              |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                        |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets                   |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                          |      | xv. Others: (Specify).....                        |      |
| viii. Escaping/hiding opportunity in the nearest slum |      |                                                   |      |

C. 2.1. According to your information, please mention at least five most street crime-prone locations, make their rank, and causal factors of becoming street crime-prone locations in the business neighborhood areas in your residential police station areas.

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.2.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variables in the business neighborhood areas in your residential police station areas.

| Causal factors of street crime hotspots        | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station       |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                  |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force          |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                       |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                 |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets            |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                   |      | xvi. Others: (Specify):                           |      |
| viii. Escaping opportunity in the nearest slum |      |                                                   |      |

#### D. Effects of Street Crime Hotspots in Chittagong City

D.1.1. Did you ever victimize any type of street crime in your residential neighborhood area in Chittagong City?

i. Yes. ii. No

D.1.2. If yes, please mentions the frequency of victimization, type of crime, location name, and types of victimization from your personal experience in your residential neighborhood area in Chittagong City:

| Variables                       | Victimization of street crime in residential neighborhood area (Lifetime in CMP)                                              |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....location name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical    ii. Mental (Fear)    iii. Financial    iv. Assets                                                              |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.2.1. Did you ever change your residence due to street crime victimization?    i. Yes      ii. No

D.2.2. If yes, how many times did you change?      i. Once      ii. Twice      iii. Multiple

D.3.1. Do you think, there have some local location advantages for the criminals to commit a street crime in your residential neighborhood areas?    i. Yes      ii. No,    if yes, mention the types of local location advantages and make a rank

| Types of local location advantages | Rank | Types of local location advantages | Rank |
|------------------------------------|------|------------------------------------|------|
| i.                                 |      | iii.                               |      |
| ii.                                |      | iv.                                |      |



D.4. Do you think the plan & design of the street & housing of your neighborhood areas facilitates/helps/supports the offenders to commit a street crime?

- i. Yes    ii. No;                      If yes, how?  
i.....ii.....

D.5. Do you think city planning authorities consider the security issues of citizens in residential and business neighborhood areas planning and design in Chittagong City?

- i. Yes    ii. No;                      If yes, how?  
i.....ii.....

If no, why?    i.....ii.....iii.

D.6. Do you think the current police station location is suitable to access all classes of people to take security support?

- i. Yes    ii. No;                      If yes, how?    i.....  
ii.....

If no, why?    i.....ii.....iii.

D. 7. Did you ever victimize any type of street crime in the business neighborhood areas in your residential police station areas?    i. Yes                      ii. No,

D.7.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in business neighborhood area (Lifetime in CMP)                                                 |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once                      ii. Twice                      iii. Thrice                      iv. Multiple                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical                      ii. Mental (Fear)                      iii. Financial                      iv. Assets        |
| Details of victimization        | No. of fatality:.... Physical injuries:..... Value of property damage:.....                                                   |

D.8. Did you ever see any other people victimized by any types of street crime in Chittagong city?

- i. Yes    ii. No

D.8.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in Chittagong city area (Lifetime in CMP)                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once                      ii. Twice                      iii. Thrice                      iv. Multiple                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical                      ii. Mental (Fear)                      iii. Financial                      iv. Assets        |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.9. According to your information, what types of effects (consequence) of street crime hotspots do you observe in your residential neighborhood areas?

| Residential Community Environment Effects | RRank | Social Environment Effects | RRank |
|-------------------------------------------|-------|----------------------------|-------|
| i.                                        |       | i.                         |       |
| ii.                                       |       | ii.                        |       |
| iii.                                      |       | iii.                       |       |
| iv.                                       |       | iv.                        |       |
| v.                                        |       | v.                         |       |

D.9.1 According to your information, identify the top five effects of street crime hotspots on the residential neighborhood communities in your residential police station areas from the given variables and make a rank among them.

| Effects on the residential neighborhoods environment    |      |                                                 |      |
|---------------------------------------------------------|------|-------------------------------------------------|------|
| Types of effects                                        | Rank | Types of effects                                | Rank |
| i. Create mental panic                                  |      | viii. More scared of young-adult family members |      |
| ii. Victim of physical assault/harassment               |      | ix. Create a bad image of the area to others    |      |
| iii. Victim of giving an illegal toll                   |      | x. Infectious to young adult                    |      |
| iv. Land value reduce                                   |      | xi. Increase drug addiction                     |      |
| v. Renter leave                                         |      | xii. Increase theft                             |      |
| vi. Feel scared to travel alone                         |      | xiii. Increase pick-pocketing                   |      |
| vii. Hamper/Stopping young adult woman's alone movement |      | xiv. Increase robbery                           |      |

D. 10. According to your information, what types of effects (consequence) of street crime hotspots do you observe on the business neighborhood areas in your residential police station areas?

| Business environmental effects | Rank | Social environmental effects | Rank |
|--------------------------------|------|------------------------------|------|
| i.                             |      | i.                           |      |
| ii.                            |      | ii.                          |      |
| iii.                           |      | iii.                         |      |

10.1 According to your information identify the top five effects of street crime hotspots on the neighborhood business areas in your residential neighborhood police station areas from the given variables and make a rank among them.

| Effects on the business neighborhoods environment |      |                                               |      |
|---------------------------------------------------|------|-----------------------------------------------|------|
| Types of effects                                  | Rank | Types of effects                              | Rank |
| i. Create mental panic                            |      | viii. Scared to keep cash in the shop         |      |
| ii. Victim of physical assault/harassment         |      | ix. Business clients scared to visit the shop |      |
| iii. Victim of giving an illegal toll             |      | x. Business investment reduce                 |      |
| iv. Income reduce                                 |      | xi. Development programs hamper               |      |
| v. Business quit                                  |      | xii. Create a bad image of the area to others |      |
| vi. Land value reduce                             |      | xiii. People usually avoid traveling the area |      |
| vii. Renter leave                                 |      | xiv. Others (Specify) .....                   |      |

11. According to your information, what types of effects (consequence) due to street crime hotspots do you observe in Chittagong City?

| Residential community environment effects | Social environment effects | Business environment effects |
|-------------------------------------------|----------------------------|------------------------------|
| i.                                        | i.                         | i.                           |
| ii.                                       | ii.                        | ii.                          |
| iii.                                      | iii.                       | iii.                         |

E. Spatial relationship between the fear of street crime and its actual occurrence in the city

[There are six types of crime to be distinguished while fear of crime may be subdivided into three categories. • Burglary (residential/commercial); • vandalism (including graffiti); • street violence: assault/robbery; fighting/assaults; sexual or indecent assaults; • car crime: theft of the car; theft from the car; arson of a car; • theft: shoplifting; pickpocketing; theft of bikes, mopeds, etc.; • arson. \* Fear of crime: [(a) Locations with fear generating functions or features, such as streets or areas of prostitution, or locations with certain types of entertainment or activity that attract individuals who also generate fear in other individuals. Crimes against the person are more likely to occur in such areas. (b) Locations, which are neglected or badly maintained, can give an impression of danger because lack of occupancy can be a signal for a socially disorganized neighborhood. (c) Locations with a problematic urban design like lack of surveillance, isolation or lack of visibility by others, poor lighting or the lack of possibilities for orientation and last but not least the possible lack of alternative routes.]

E.1. Do you feel insecure being on the street/ open space/ public space? i. Yes ii. No

If yes, why? i).....ii) ..... iii) .....

E. 2. What are the degrees of fear/ feeling of insecurity of you due to street crime?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.2.1. According to your information, why do people feel insecure being on the street/open space/public space?

i)..... ii).....iii) .....

E.3. According to your information, what are the level/scale of fear/ feeling of insecurity due to the street crime of a person in your residential police station area?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.4.What are the factors characterizing “Frightening/fearful” places from the given indicators?

(a) Physical environment: i)..... ii).....iii) .....

(b) Socio-economic condition of the area: i).....ii) .....iii).....

(c) Problematic urban design: i)..... ii).....iii) .....

E.5. Do you feel the fear of street crime at night? i) Yes, ii) No; if yes, why?

i)..... ii) ..... iii) .....

E.6. Do you feel the fear of street crime during the daytime? i) Yes, ii) No; if yes, why?

i)..... ii) ..... iii) .....

E.7. When do you feel more fear of street crime for day versus night? i) Day ii) Night, and why? i) ..... ii) ..... iii) .....

E.8. Do you think personal networks affect fear of crime between night and day? i) Yes, ii) No;

E.8.1. If yes, how do personal networks affect fear of crime between night and day?

i) ..... ii) ..... iii) .....

E.9. Evaluate the relationship between the physical environment and feelings of insecurity or fear of street crime and identify the top five indicators of the feeling of insecurity and make a rank accordingly.

| Indicator of the feeling of insecurity | Rank | Indicator of the feeling of insecurity | Rank |
|----------------------------------------|------|----------------------------------------|------|
| i. Congested settlement (housing)      |      | vii. Narrow street                     |      |
| ii. Huge public gathering              |      | viii. No street light                  |      |
| iii. Unplanned settlement              |      | ix. Insufficient street light          |      |
| iv. Presence of slums & squatters      |      | x. Rough street                        |      |
| v. Invisible public movement           |      | xi. Remote street                      |      |
| vi. Invisibility of street             |      | xii. Other (specify.....)              |      |

E.10. According to your information please mentions five more fearful urban streets in your residential neighborhood area and business area in your residential neighborhood police station areas respectively.

| Most fearful urban streets in a residential neighborhood | Rank | Most fearful urban streets in the business neighborhood | Rank |
|----------------------------------------------------------|------|---------------------------------------------------------|------|
| i.                                                       |      | i.                                                      |      |
| ii.                                                      |      | ii.                                                     |      |
| iii.                                                     |      | iii.                                                    |      |
| iv.                                                      |      | iv.                                                     |      |
| v.                                                       |      | v.                                                      |      |

E.11. "Thinking about the city of Chittagong, do you consider that the chance of having your bag or wallet taken is:

i) Very high (80-100%) ii) High (60-80%) iii) Moderate (40-60%) iv. Low (40-20%) v. Very low (> 20%)

E.12. "If you had to walk at 10 p.m. in your residential neighborhood area, how you would feel?"

i. Very safe (1); ii. Safe (2); iii. Moderate safe (3); iv. Unsafe (4); (v) Very unsafe (5).

E.13. According to your information which sex group of people feels more fear of street crime?

i) Male ii) Female,

E.13.1 According to your information, why aforesaid sex group of people feels more fear of street crime?

i).....ii) .....iii) .....

E.14. According to your information, which age group of people feels more fear of street crime?

i) Old people (60 year +) ii) Old adult people (40-60 years) iii) Adult (30-40 years)

iv) Young adult (20-30 years) v) Teenager (13 -19 years)

E.14.1 According to your information, why an aforesaid aged group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.15. According to your information, who feels (based on the level of educated) more fear of street crime?

i) Educated people (Literate)      ii) Uneducated people (Illiterate people)

E.15.1 If uneducated people, why do uneducated people feel more fear of street crime?

i).....      ii) .....      iii) .....

E.15.2 If educated people, which level of educated people feels more fear of street crime?

(i) Primary (Class V), (ii) Lower Secondary (Class VIII), (iii) Secondary (SSC), (iv) HSC, (v) Graduate and above

E.15.3 Why do the aforesaid level of educated people feels more fear of street crime?

i).....      ii) .....      iii) .....

E.16. According to your information, which occupational group of people feels more fear of street crime?

(i) Street vendor,      (ii) Big merchant      (iii) Businessman (Specify .....),  
(iv) Services holder (Specify.....), (v) Housewife,      (vi) Student, (Specify .....)  
(vii) Other (Specify .....)

16.1 According to your information, why an aforesaid occupational group of people feels more fear of street crime?

i).....      ii) .....      iii) .....

E.17. According to your information, which income group of people feels more fear of street crime?

i. High income people (100,000+      ii. Higher Middle income people (50,000-100,000)

iii. Lower Middle income people (20,000 – 50,000)      iv. Poor income people (10000 – 20,000)

v. Very Poor income people ( $\geq 10,000$ )

E.17.1 According to your information, why aforesaid income group of people feels more fear of street crime?

i).....      ii).....      iii).....

## F. Current Crime Prevention Activities

F.1. According to your information, what are existing crime prevention activities are visible in your residential neighborhood areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |
| iv.                                 |      | iv.                                            |      | iv.                                 |      |
| v.                                  |      | v.                                             |      | v.                                  |      |

F.1.1 According to your information, do the existing crime prevention activities are successful/effective in your residential neighborhood areas? i. Yes ii. No

F.1.2. If no, please mention the reasons: i. ....ii. ....iii. ....

F. 2. Do you know your residential neighborhood police station's cell phone/ telephone number? i. Yes ii. No

F.2.1 if yes, did you ever call them? i. Yes ii. No F.2.2. If yes, please explain your experience: .....  
.....

F.2.2 Please identify the top five actions and make a rank accordingly of the following given types of actions usually the police are taken after a street crime incidence in your residential neighborhood areas.

| Types of police actions                                                                              | Rank | Types of police actions                                 | Rank |
|------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------|------|
| i. Offender is caught and taken into custody                                                         |      | vi. Police wants bribe to take action                   |      |
| ii. Offender is caught but released after a very short time due to political pressure (assumption)   |      | vii. Police take bribes but no visible action was taken |      |
| iii. Offender is caught but released after a very short period due to bribe negotiation (assumption) |      | viii. Police harass the victim                          |      |
| iv. Police patrolling increase                                                                       |      | ix. No action was taken at all                          |      |
| v. Got back lost properties                                                                          |      | x. Others: (Specify).....                               |      |

F.3. Please identify the top five actions and make a rank accordingly from the given community-based street crime prevention activities usually are taken in your residential neighborhood communities.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.4. Please identify the top five actions and make a rank accordingly from the given urban planning and designed-based crime prevention activities usually were taken in your residential neighborhood areas.

| Types of actions                                                                                                          | Rank | Types of actions                                                         | Rank |
|---------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary)                                           |      | vi. Pedestrian-friendly pavement design                                  |      |
| ii. Wider gridiron street design                                                                                          |      | vii. Assured sufficient street light                                     |      |
| iii. Street design based on land use                                                                                      |      | viii. Fences in streets                                                  |      |
| iv. Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. |      | ix. Not allowing trees and shrubbery in the streets for freeing eye view |      |
| v. Assured more consistent stream of eyes on the street                                                                   |      | x. Suitable location of the police station                               |      |



F.5. According to your information, what are existing street crime prevention activities are visible in the business neighborhood areas of your residential police station areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |

F.6 According to your information, do the existing crime prevention activities are successful/effective in the business neighborhood areas of your residential police station areas?

- i. Yes  
ii. No

F.6.1. If no, please mention the reasons: i. ....ii. ....

F.7. According to your information identifies the top five actions usually are taken by the business neighborhood communities to prevent street crime in their business neighborhood of your residential police station areas and make a rank.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.8. According to your information, identify the top five actions and make a rank accordingly from the current street crime prevention measures are taken by the urban planning and designed authority in the business neighborhood areas in your residential police station areas.

| Types of actions                                                                | Rank | Types of actions                                                      | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design                               |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light                                  |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                                               |      |
| iv. Customer' friendly parking lot design                                       |      | ix. Not allowing trees and shrubbery in the streets for free eye view |      |
| v. Assured more consistent stream of ' eyes on the street                       |      | x. Suitable location for security forces                              |      |

G. Needed Crime Prevention Initiatives in Chittagong City

G.1. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in your residential neighborhood area?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Types of activities                                | Rank | Types of activities            | Rank | Types of activities       | Rank |
| i                                                  |      | i                              |      | i                         |      |
| ii                                                 |      | ii                             |      | ii                        |      |
| iii                                                |      | iii                            |      | iii                       |      |

G.2. According to your information, identify the top five needed remedial actions by the community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Needed community-based street crime prevention activities                                                       | Rank | Needed community-based street crime prevention activities                       | Rank |
|-----------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------|------|
| i. Community cooperation                                                                                        |      | v. Forming community association to assure community security                   |      |
| ii. Ensuring the security of eyewitnesses and victims                                                           |      | vi. Need sincere effort from local political leaders and public representatives |      |
| iii. Launching effective community awareness program in education, social, cultural, and religious institutions |      | vii. Others (Specify): .....                                                    |      |
| iv. Initiation of community sponsored security system                                                           |      |                                                                                 |      |

G.3. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood areas.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                          | Rank |
|----------------------------------------------------|------|-----------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                |      |
| ii. Sufficient police patrolling                   |      | vi. Rewarding honest, sincere, and competent police law enforcing personnel |      |
| iii. Ensuring logistic support for police force    |      | vii. Others (Specify): .....                                                |      |
| iv. Increase the example of criminal punishment    |      |                                                                             |      |

G.4. According to your information, identify the top five needed remedial actions by the urban planning and design authority from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

G.5. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime is in the business neighborhood areas of your residential police station?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Variables                                          | Rank | Variables                      | Rank | Variables                 | Rank |
| i.                                                 |      | i.                             |      | i.                        |      |
| ii.                                                |      | ii.                            |      | ii.                       |      |
| iii.                                               |      | iii.                           |      | iii.                      |      |

G.6. According to your information, identify the top five needed remedial actions by the business community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood police station areas.

| Business community-based street crime prevention activities                                                            | Rank | Business community-based street crime prevention activities                                           | Rank |
|------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------|------|
| i. Strengthening business community cooperation                                                                        |      | vi. Initiation of business community sponsored security system                                        |      |
| ii. Forming business community association to assure community security                                                |      | vii. Introducing CCTV at the surrounding of the shopping mall                                         |      |
| iii. Ensuring the security of eyewitnesses and victims                                                                 |      | viii. Introducing an internal link (hidden) security alarm system among the business community member |      |
| iv. Launching effective business community awareness program in social, cultural, and religious meetings and functions |      | ix. Need sincere effort from local political leaders and public representatives                       |      |
| v. Designing business shopping malls considering security issues                                                       |      | x. Others (specify).....                                                                              |      |

G.7. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                             | Rank |
|----------------------------------------------------|------|--------------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                   |      |
| ii. Enough police patrolling                       |      | vi. Rewarding honest, sincere, and competent police personnel                  |      |
| iii. Ensuring logistic support for police force    |      | vii. Need to trained police force regarding urban planning and security issues |      |
| iv. Increase the example of criminal punishment    |      | viii. Others (Specify): .....                                                  |      |

G.8. According to your information, identify the top five needed remedial actions to business neighborhood planning and design from the given variables and make a rank accordingly to prevent street crime in your residential police station areas.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

Thank you very much for your cooperation.

## APPENDIX B

### Checklist for Key Informants Interview

On

Dissertation Topic: Spatial Analysis of the Socio-Economic Impacts of Street Crime in the Urban Neighborhoods of Bangladesh: A Case Study of Chittagong City

Dissertation work in partial fulfillment of the requirements for the degree of Doctor of Philosophy

Integrated Science of Built Environment

Faculty of Architecture and Planning

Thammasat University

Thailand

[Collected information will be used only for research purposes and will be never disclosed]

A. General Information about respondent: vi. Date of interview: .....

i. Name of respondent : .....

ii. Education : .....

iii. Responsibility/ Position : .....

iv. Name of organization : .....

v. Mail/ phone number : .....

vi. GPS value of the place of the interview : .....

vii. Police Station name (Thana) : .....

\*Street crime is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur *frequently in the urban streets at day and night*(Chowdhury, 2009 & EU, 2013).

B. Socio-economic and spatial factors in the occurrence of crime in Chittagong City.

B.1. How long are you staying in your current residential area and Chittagong city?

Current residence: .....years Chittagong City: .....Years

B. 2. According to your information, what is the crime occurrence frequency in your residential neighborhood areas?

i. Very High (Everyday occurs)

ii. High (at least one occurrence in a week)

iii. Moderate (at least one occurrence within a month three months)

iv. Low (at least one occurrence within last

occurrence within one year)

v. Very Low (at least one

B. 3. According to your information, please provide some statistics on a very common top five street crime incident in your residential neighborhood areas.

| Nature of crime | Offender's age | Victim | Causes           | Time | Place | Rank |
|-----------------|----------------|--------|------------------|------|-------|------|
| i. Snatching    |                |        | i.<br>ii.<br>iii |      |       |      |
| ii. Hijacking   |                |        | i.<br>ii.<br>iii |      |       |      |

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii. |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii. |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii. |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii. |      |       |      |
| ii. Kidnapping/ abduction                    |                |        | i.<br>ii.<br>iii. |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        | i.<br>ii.<br>iii. |      |       |      |
| x. Pick-pocketing                            |                |        | i.<br>ii.<br>iii. |      |       |      |
| xi. Illegal arms dealing                     |                |        | i.<br>ii.<br>iii. |      |       |      |
| xii. Others...                               |                |        | i.<br>ii.         |      |       |      |

B. 4. According to your information, please provide some statistics on very common top five street crime incidents in the business neighborhood areas in your resident police station areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii. |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii. |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii. |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii. |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii. |      |       |      |

| Nature of crime              | Offender's age | Victim | Causes            | Time | Place | Rank |
|------------------------------|----------------|--------|-------------------|------|-------|------|
| vii. Political violence      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/<br>abduction |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing     |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...               |                |        | i.<br>ii.         |      |       |      |

B. 5. According to your information, which socio-economic groups of people are more prone to engage in committing a street crime from the given variables in Chittagong City?

| Types of Socio-economic Group of people    | Rich people /Upper Class | Higher Middle-Class people | Lower Middle-Class people | Poor people   | Very Poor People/ Slum-dwellers |
|--------------------------------------------|--------------------------|----------------------------|---------------------------|---------------|---------------------------------|
| Average monthly HH income (Local currency) | 100,000+                 | (50,000-100,000)           | 20,000-50,000             | 10,000-20,000 | 10,000<                         |
| Rank                                       |                          |                            |                           |               |                                 |

*N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies (Rahman, H.Z. 2017)*

B. 6. According to your information, what are the reasons to engage an aforesaid socio-economic group of people committing a street crime in Chittagong City?

i..... ii.....iii.....

B. 7. Please identify the top five causal factors to engage people committing a street crime and make a rank accordingly from the given variables in Chittagong City.

| Causal factors to engage committing a street crime | Rank | Causal factors to engage committing a street crime                | Rank |
|----------------------------------------------------|------|-------------------------------------------------------------------|------|
| i. Living in poverty                               |      | vi. Local environmental influence (Living in slum)                |      |
| ii. Drugs addition                                 |      | vii. Abuse of information technology                              |      |
| iii. Unemployment and frustration                  |      | viii. Lack of legal actions against the offenders                 |      |
| iv. Political patronization and local influence    |      | ix. Inadequate state supports for the vulnerable groups of people |      |
| v. Lack of parental care                           |      | x. Lack of awareness and mass illiteracy                          |      |



### C. Street crime-prone location in Chittagong City

C.1.1 According to your information, please mention at least five street crime-prone locations; make their rank and causal factors of becoming crime-prone locations in your residential neighborhood police station areas?

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.1.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variable in your residential neighborhood areas.

| Causal factors of street crime hotspots               | Rank | Causal factors of street crime hotspots           | Rank |
|-------------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station              |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                         |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force                 |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                              |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                        |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets                   |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                          |      | xv. Others: (Specify).....                        |      |
| viii. Escaping/hiding opportunity in the nearest slum |      |                                                   |      |

C. 2.1. According to your information, please mention at least five most street crime-prone locations, make their rank, and causal factors of becoming street crime-prone locations in the business neighborhood areas in your residential police station areas.

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.2.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variables in the business neighborhood areas in your residential police station areas.

| Causal factors of street crime hotspots        | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station       |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                  |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force          |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                       |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                 |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets            |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                   |      | xvi. Others: (Specify):                           |      |
| viii. Escaping opportunity in the nearest slum |      |                                                   |      |

### D. Effects of Street Crime Hotspots in Chittagong City

D.1.1. Did you ever victimize any type of street crime in your residential neighborhood area in Chittagong City?

i. Yes. ii. No

D.1.2. If yes, please mentions the frequency of victimization, type of crime, location name, and types of victimization from your personal experience in your residential neighborhood area in Chittagong City:

| Variables                       | Victimization of street crime in residential neighborhood area (Lifetime in CMP)                                              |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....location name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical    ii. Mental (Fear)    iii. Financial    iv. Assets                                                              |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.2.1. Did you ever change your residence due to street crime victimization? i. Yes      ii. No

D.2.2. If yes, how many times did you change? i. Once      ii. Twice      iii. Multiple

D.3.1. Do you think, there have some local location advantages for the criminals to commit a street crime in your residential neighborhood areas? i. Yes      ii. No, if yes, mention the types of local location advantages and make a rank

| Types of local location advantages | Rank | Types of local location advantages | Rank |
|------------------------------------|------|------------------------------------|------|
| i.                                 |      | iii.                               |      |
| ii.                                |      | iv.                                |      |

D.4. Do you think the plan & design of the street & housing of your neighborhood areas facilitates/helps/supports the offenders to commit a street crime?

i. Yes    ii. No;      If yes, how?  
i.....ii.....

D.5. Do you think city planning authorities consider the security issues of citizens in residential and business neighborhood areas planning and design in Chittagong City?

i. Yes    ii. No;      If yes, how?    i.....  
ii.....

If no, why?    i.....      ii.....iii.

D.6. Do you think the current police station location is suitable to access all classes of people to take security support?

i. Yes    ii. No;      If yes, how?    i.....  
ii.....

If no, why?    i.....ii.....iii.

D. 7. Did you ever victimize any type of street crime in the business neighborhood areas in your residential police station areas? i. Yes      ii. No,

D.7.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in business neighborhood area (Lifetime in CMP)                                                  |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                      |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:..... Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                         |
| Details of victimization        | No. of fatality:.... Physical injuries:..... Value of property damage:.....                                                    |

D.8. Did you ever see any other people victimized by any types of street crime in Chittagong city?

i. Yes    ii. No

D.8.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in Chittagong city area (Lifetime in CMP)                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                        |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.9. According to your information, what types of effects (consequence) of street crime hotspots do you observe in your residential neighborhood areas?

| Residential Community Environment Effects | RRank | Social Environment Effects | RRank |
|-------------------------------------------|-------|----------------------------|-------|
| i.                                        |       | i.                         |       |
| ii.                                       |       | ii.                        |       |
| iii.                                      |       | iii.                       |       |
| iv.                                       |       | iv.                        |       |
| v                                         |       | v.                         |       |

D.9.1 According to your information, identify the top five effects of street crime hotspots on the residential neighborhood communities in your residential police station areas from the given variables and make a rank among them.

| Effects on the residential neighborhoods environment    |      |                                                 |      |
|---------------------------------------------------------|------|-------------------------------------------------|------|
| Types of effects                                        | Rank | Types of effects                                | Rank |
| i. Create mental panic                                  |      | viii. More scared of young-adult family members |      |
| ii. Victim of physical assault/harassment               |      | ix. Create a bad image of the area to others    |      |
| iii. Victim of giving an illegal toll                   |      | x. Infectious to young adult                    |      |
| iv. Land value reduce                                   |      | xi. Increase drug addiction                     |      |
| v. Renter leave                                         |      | xii. Increase theft                             |      |
| vi. Feel scared to travel alone                         |      | xiii. Increase pick-pocketing                   |      |
| vii. Hamper/Stopping young adult woman's alone movement |      | xiv. Increase robbery                           |      |

D. 10. According to your information, what types of effects (consequence) of street crime hotspots do you observe on the business neighborhood areas in your residential police station areas?

| Business environmental effects | Rank | Social environmental effects | Rank |
|--------------------------------|------|------------------------------|------|
| i.                             |      | i.                           |      |
| ii.                            |      | ii.                          |      |
| iii.                           |      | iii.                         |      |

10.1 According to your information identify the top five effects of street crime hotspots on the neighborhood business areas in your residential neighborhood police station areas from the given variables and make a rank among them.

| Effects on the business neighborhoods environment |      |                                               |      |
|---------------------------------------------------|------|-----------------------------------------------|------|
| Types of effects                                  | Rank | Types of effects                              | Rank |
| i. Create mental panic                            |      | viii. Scared to keep cash in the shop         |      |
| ii. Victim of physical assault/harassment         |      | ix. Business clients scared to visit the shop |      |
| iii. Victim of giving an illegal toll             |      | x. Business investment reduce                 |      |
| iv. Income reduce                                 |      | xi. Development programs hamper               |      |
| v. Business quit                                  |      | xii. Create a bad image of the area to others |      |
| vi. Land value reduce                             |      | xiii. People usually avoid traveling the area |      |
| vii. Renter leave                                 |      | xiv. Others (Specify) .....                   |      |

11. According to your information, what types of effects (consequence) due to street crime hotspots do you observe in Chittagong City?

| Residential community environment effects | Social environment effects | Business environment effects |
|-------------------------------------------|----------------------------|------------------------------|
| i.                                        | i.                         | i.                           |
| ii.                                       | ii.                        | ii.                          |
| iii.                                      | iii.                       | iii.                         |

E. Spatial relationship between the fear of street crime and its actual occurrence in the city

[There are six types of crime to be distinguished while fear of crime may be subdivided into three categories. • Burglary (residential/commercial); • vandalism (including graffiti); • street violence: assault/robbery; fighting/assaults; sexual or indecent assaults; • car crime: theft of the car; theft from the car; arson of a car; • theft: shoplifting; pickpocketing; theft of bikes, mopeds, etc.; • arson. \* Fear of crime: [(a) Locations with fear generating functions or features, such as streets or areas of prostitution, or locations with certain types of entertainment or activity that attract individuals who also generate fear in other individuals. Crimes against the person are more likely to occur in such areas. (b) Locations, which are neglected or badly maintained, can give an impression of danger because lack of occupancy can be a signal for a socially disorganized neighborhood. (c) Locations with a problematic urban design like lack of surveillance, isolation or lack of visibility by others, poor lighting or the lack of possibilities for orientation and last but not least the possible lack of alternative routes.]

E.1. Do you feel insecure being on the street/ open space/ public space? i. Yes ii. No

If yes, why? i).....ii) ..... iii) .....

E. 2. What are the degrees of fear/ feeling of insecurity of you due to street crime?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.2.1. According to your information, why do people feel insecure being on the street/open space/public space?

i)..... ii) ..... iii) .....

E.3. According to your information, what are the level/scale of fear/ feeling of insecurity due to the street crime of a person in your residential police station area?

i) Very high (5)      ii) High (4)      iii) Moderate (3)      iv. Low (2)      v. Very low (1)

E.4.What are the factors characterizing “Frightening/fearful” places from the given indicators?

(a) Physical environment: i)..... ii) ..... iii)

.....  
(b) Socio-economic condition of the area: i).....ii)  
.....iii).....

(c) Problematic urban design: i)..... ii)..... iii)  
.....

E.5. Do you feel the fear of street crime at night?      i) Yes,      ii) No;      if yes, why?

i)..... ii) ..... iii) .....

E.6. Do you feel the fear of street crime during the daytime?      i) Yes,      ii) No;      if yes, why?

i)..... ii) ..... iii) .....

E.7. When do you feel more fear of street crime for day versus night?      i) Day      ii) Night,  
and why? i) .....ii) .....iii) .....

E.8. Do you think personal networks affect fear of crime between night and day? i) Yes,      ii) No;

E.8.1. If yes, how do personal networks affect fear of crime between night and day?

i) ..... ii) ..... iii)  
.....

E.9. Evaluate the relationship between the physical environment and feelings of insecurity or fear of street crime and identify the top five indicators of the feeling of insecurity and make a rank accordingly.

| Indicator of the feeling of insecurity | Rank | Indicator of the feeling of insecurity | Rank |
|----------------------------------------|------|----------------------------------------|------|
| i. Congested settlement (housing)      |      | vii. Narrow street                     |      |
| ii. Huge public gathering              |      | viii. No street light                  |      |
| iii. Unplanned settlement              |      | ix. Insufficient street light          |      |
| iv. Presence of slums & squatters      |      | x. Rough street                        |      |
| v. Invisible public movement           |      | xi. Remote street                      |      |
| vi. Invisibility of street             |      | xii. Other<br>(specify.....)           |      |

E.10. According to your information please mentions five more fearful urban streets in your residential neighborhood area and business area in your residential neighborhood police station areas respectively.

| Most fearful urban streets in a residential neighborhood | Rank | Most fearful urban streets in the business neighborhood | Rank |
|----------------------------------------------------------|------|---------------------------------------------------------|------|
| i.                                                       |      | i.                                                      |      |
| ii.                                                      |      | ii.                                                     |      |
| iii.                                                     |      | iii.                                                    |      |
| iv.                                                      |      | iv.                                                     |      |
| v.                                                       |      | v.                                                      |      |

E.11. “Thinking about the city of Chittagong, do you consider that the chance of having your bag or wallet taken is:

i) Very high (80-100%) ii) High (60-80%) iii) Moderate (40-60%) iv. Low (40-20%) v. Very low (> 20%)

E.12. “If you had to walk at 10 p.m. in your residential neighborhood area, how you would feel?”

i. Very safe ii. Safe; iii. Moderate safe; iv. Unsafe; (v) Very unsafe.

E.13. According to your information which sex group of people feels more fear of street crime?

i) Male ii) Female,

E.13.1 According to your information, why aforesaid sex group of people feels more fear of street crime?

i).....ii) .....iii) .....

E.14. According to your information, which age group of people feels more fear of street crime?

i) Old people (60 year +) ii) Old adult people (40-60 years) iii) Adult (30-40 years)

iv) Young adult (20-30 years) v) Teenager (13 -19 years)

E.14.1 According to your information, why an aforesaid aged group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.15. According to your information, who feels (based on the level of educated) more fear of street crime?

i) Educated people (Literate) ii) Uneducated people (Illiterate people)

E.15.1 If uneducated people, why do uneducated people feel more fear of street crime?

i)..... ii) ..... iii) .....

E.15.2 If educated people, which level of educated people feels more fear of street crime?

(i) Primary (Class V), (ii) Lower Secondary (Class VIII), (iii) Secondary (SSC), (iv) HSC, (v) Graduate and above

E.15.3 Why do the aforesaid level of educated people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.16. According to your information, which occupational group of people feels more fear of street crime?

(i) Street vendor, (ii) Big merchant (iii) Businessman (Specify .....),  
(iv) Services holder (Specify.....), (v) Housewife, (vi) Student, (Specify ....)(vii) Other (Specify ...)



16.1 According to your information, why an aforesaid occupational group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.17. According to your information, which income group of people feels more fear of street crime?

i. High income people (100,000+ ..... ii. Higher Middle income people (50,000-100,000)

iii. Lower Middle income people (20,000 – 50,000) ..... iv. Poor income people (10000 – 20,000)

v. Very Poor income people ( $\geq 10,000$ )

E.17.1 According to your information, why aforesaid income group of people feels more fear of street crime?

i).....ii) .....iii) .....

## F. Current Crime Prevention Activities

F.1. According to your information, what are existing crime prevention activities are visible in your residential neighborhood areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |
| iv.                                 |      | iv.                                            |      | iv.                                 |      |
| v.                                  |      | v.                                             |      | v.                                  |      |

F.1.1 According to your information, do the existing crime prevention activities are successful/effective in your residential neighborhood areas? i. Yes ii. No

F.1.2. If no, please mention the reasons: i. ....ii. ....iii. ....

F. 2. Do you know your residential neighborhood police station's cell phone/ telephone number?

i. Yes ii. No

F.2.1 if yes, did you ever call them? i. Yes ii. No F.2.2. If yes, please explain your experience:

.....  
.....

F.2.2 Please identify the top five actions and make a rank accordingly of the following given types of actions usually the police are taken after a street crime incidence in your residential neighborhood areas.

| Types of police actions                                                                              | Rank | Types of police actions                                 | Rank |
|------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------|------|
| i. Offender is caught and taken into custody                                                         |      | vi. Police wants bribe to take action                   |      |
| ii. Offender is caught but released after a very short time due to political pressure (assumption)   |      | vii. Police take bribes but no visible action was taken |      |
| iii. Offender is caught but released after a very short period due to bribe negotiation (assumption) |      | viii. Police harass the victim                          |      |
| iv. Police patrolling increase                                                                       |      | ix. No action was taken at all                          |      |
| v. Got back lost properties                                                                          |      | x. Others: (Specify).....                               |      |

F.3. Please identify the top five actions and make a rank accordingly from the given community-based street crime prevention activities usually are taken in your residential neighborhood communities.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.4. Please identify the top five actions and make a rank accordingly from the given urban planning and designed-based crime prevention activities usually were taken in your residential neighborhood areas.

| Types of actions                                                                                                          | Rank | Types of actions                                                         | Rank |
|---------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary)                                           |      | vi. Pedestrian-friendly pavement design                                  |      |
| ii. Wider gridiron street design                                                                                          |      | vii. Assured sufficient street light                                     |      |
| iii. Street design based on land use                                                                                      |      | viii. Fences in streets                                                  |      |
| iv. Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. |      | ix. Not allowing trees and shrubbery in the streets for freeing eye view |      |
| v. Assured more consistent stream of 'eyes on the street'                                                                 |      | x. Suitable location of the police station                               |      |

F.5. According to your information, what are existing street crime prevention activities are visible in the business neighborhood areas of your residential police station areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |

F.6 According to your information, do the existing crime prevention activities are successful/effective in the business neighborhood areas of your residential police station areas?

ii. No

F.6.1. If no, please mention the reasons: i. ....ii.

.....

F.7. According to your information identifies the top five actions usually are taken by the business neighborhood communities to prevent street crime in their business neighborhood of your residential police station areas and make a rank.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.8. According to your information, identify the top five actions and make a rank accordingly from the current street crime prevention measures are taken by the urban planning and designed authority in the business neighborhood areas in your residential police station areas.

| Types of actions                                                                | Rank | Types of actions                                                      | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design                               |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light                                  |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                                               |      |
| iv. Customer' friendly parking lot design                                       |      | ix. Not allowing trees and shrubbery in the streets for free eye view |      |
| v. Assured more consistent stream of 'eyes on the street                        |      | x. Suitable location for security forces                              |      |

### G. Needed Crime Prevention Initiatives in Chittagong City

G.1. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in your residential neighborhood area?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Types of activities                                | Rank | Types of activities            | Rank | Types of activities       | Rank |
| i                                                  |      | i                              |      | i                         |      |
| ii                                                 |      | ii                             |      | ii                        |      |
| iii                                                |      | iii                            |      | iii                       |      |

G.2. According to your information, identify the top five needed remedial actions by the community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Needed community-based street crime prevention activities                                                       | Rank | Needed community-based street crime prevention activities                       | Rank |
|-----------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------|------|
| i. Community cooperation                                                                                        |      | v. Forming community association to assure community security                   |      |
| ii. Ensuring the security of eyewitnesses and victims                                                           |      | vi. Need sincere effort from local political leaders and public representatives |      |
| iii. Launching effective community awareness program in education, social, cultural, and religious institutions |      | vii. Others (Specify): .....                                                    |      |
| iv. Initiation of community sponsored security system                                                           |      |                                                                                 |      |

G.3. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood areas.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                          | Rank |
|----------------------------------------------------|------|-----------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                |      |
| ii. Sufficient police patrolling                   |      | vi. Rewarding honest, sincere, and competent police law enforcing personnel |      |
| iii. Ensuring logistic support for police force    |      | vii. Others (Specify): .....                                                |      |
| iv. Increase the example of criminal punishment    |      |                                                                             |      |

G.4. According to your information, identify the top five needed remedial actions by the urban planning and design authority from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

G.5. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in the business neighborhood areas of your residential police station?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Variables                                          | Rank | Variables                      | Rank | Variables                 | Rank |
| i.                                                 |      | i.                             |      | i.                        |      |
| ii.                                                |      | ii.                            |      | ii.                       |      |
| iii.                                               |      | iii.                           |      | iii.                      |      |

G.6. According to your information, identify the top five needed remedial actions by the business community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood police station areas.

| Business community-based street crime prevention activities             | Rank | Business community-based street crime prevention activities                                    | Rank |
|-------------------------------------------------------------------------|------|------------------------------------------------------------------------------------------------|------|
| i. Strengthening business community cooperation                         |      | vi. Initiation of business community sponsored security system                                 |      |
| ii. Forming business community association to assure community security |      | vii. Introducing CCTV at the surrounding of the shopping mall                                  |      |
| iii. Ensuring the security of eyewitnesses and victims                  |      | viii. Introducing an internal link (hidden) security alarm system among the business community |      |

|                                                                                                                        |  |                                                                                 |  |
|------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------|--|
|                                                                                                                        |  | member                                                                          |  |
| iv. Launching effective business community awareness program in social, cultural, and religious meetings and functions |  | ix. Need sincere effort from local political leaders and public representatives |  |
| v. Designing business shopping malls considering security issues                                                       |  | x. Others (specify).....                                                        |  |

G.7. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                             | Rank |
|----------------------------------------------------|------|--------------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                   |      |
| ii. Enough police patrolling                       |      | vi. Rewarding honest, sincere, and competent police personnel                  |      |
| iii. Ensuring logistic support for police force    |      | vii. Need to trained police force regarding urban planning and security issues |      |
| iv. Increase the example of criminal punishment    |      | viii. Others (Specify): .....                                                  |      |

G.8. According to your information, identify the top five needed remedial actions to business neighborhood planning and design from the given variables and make a rank accordingly to prevent street crime in your residential police station areas.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

Thank you very much for your cooperation.

## APPENDIX C

### Checklist for Small Group Discussion (SGD)

On

Dissertation Topic: Spatial Analysis of the Socio-Economic Impacts of Street Crime in the Urban Neighborhoods of Bangladesh: A Case Study of Chittagong City

Dissertation work in partial fulfillment of the requirements for the degree of Doctor of Philosophy  
Integrated Science of Built Environment

Faculty of Architecture and Planning  
Thammasat University  
Thailand

[Collected information will be used only for research purposes and will be never disclosed]

A. General information about respondents'

Date of discussion: .....

| Name of Participants<br>(year) | Position/Occupation | Duration of living in this city |
|--------------------------------|---------------------|---------------------------------|
| 1. ....                        | .....               | .....                           |
| 2. ....                        | .....               | .....                           |
| 3. ....                        | .....               | .....                           |
| 4. ....                        | .....               | .....                           |
| 5. ....                        | .....               | .....                           |
| 6. ....                        | .....               | .....                           |
| 7. ....                        | .....               | .....                           |
| 8. ....                        | .....               | .....                           |
| 9. ....                        | .....               | .....                           |
| 10. ....                       | .....               | .....                           |

GPS value of the place of the interview:.....Name of Police Station (Thana).....

\*Street crime is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur *frequently in the urban streets at day and night*(Chowdhury, 2009 & EU, 2013).

B. Socio-economic and spatial factors in the occurrence of crime in Chittagong City.

B.1. How long are you staying in your current residential area and Chittagong city?

Current residence: .....years Chittagong City: .....Years



B. 2. According to your information, what is the crime occurrence frequency in your residential neighborhood areas?

i. Very High (Everyday occurs)  
week)

ii. High (at least one occurrence in a

iii. Moderate (at least one occurrence within a month)  
last three months)  
occurrence within one year)

iv. Low (at least one occurrence within  
v. Very Low (at least one

B. 3. According to your information, please provide some statistics on a very common top five street crime incident in your residential neighborhood areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/ abduction                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing                            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing                     |                |        | i.<br>ii.<br>iii  |      |       |      |

| Nature of crime | Offender's age | Victim | Causes    | Time | Place | Rank |
|-----------------|----------------|--------|-----------|------|-------|------|
| xii. Others...  |                |        | i.<br>ii. |      |       |      |

B. 4. According to your information, please provide some statistics on very common top five street crime incidents in the business neighborhood areas in your resident police station areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/abduction                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing                            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...                               |                |        | i.<br>ii.         |      |       |      |

B. 5. According to your information, which socio-economic groups of people are more prone to engage in committing a street crime from the given variables in Chittagong City?

| Types of Socio-economic Group of people    | Rich people /Upper Class | Higher Middle-Class people | Lower Middle-Class people | Poor people   | Very Poor People/ Slum-dwellers |
|--------------------------------------------|--------------------------|----------------------------|---------------------------|---------------|---------------------------------|
| Average monthly HH income (Local currency) | 100,000+                 | (50,000-100,000)           | 20,000-50,000             | 10,000-20,000 | 10,000<                         |
| Rank                                       |                          |                            |                           |               |                                 |

*N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies (Rahman, H.Z. 2017)*

B. 6. According to your information, what are the reasons to engage an aforesaid socio-economic group of people committing a street crime in Chittagong City?

i..... ii.....iii.....

B. 7. Please identify the top five causal factors to engage people committing a street crime and make a rank accordingly from the given variables in Chittagong City.

| Causal factors to engage committing a street crime | Rank | Causal factors to engage committing a street crime                | Rank |
|----------------------------------------------------|------|-------------------------------------------------------------------|------|
| i. Living in poverty                               |      | vi. Local environmental influence (Living in slum)                |      |
| ii. Drugs addition                                 |      | vii. Abuse of information technology                              |      |
| iii. Unemployment and frustration                  |      | viii. Lack of legal actions against the offenders                 |      |
| iv. Political patronization and local influence    |      | ix. Inadequate state supports for the vulnerable groups of people |      |
| v. Lack of parental care                           |      | x. Lack of awareness and mass illiteracy                          |      |

C. Street crime-prone location in Chittagong City

C.1.1 According to your information, please mention at least five street crime-prone locations; make their rank and causal factors of becoming crime-prone locations in your residential neighborhood police station areas?

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.1.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variable in your residential neighborhood areas.

| Causal factors of street crime hotspots  | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling            |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force    |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                 |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets           |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets      |      | xiv. Residence of poor/slum people                |      |

|                                                       |  |                            |  |
|-------------------------------------------------------|--|----------------------------|--|
| vii. Lack of street lighting                          |  | xv. Others: (Specify)..... |  |
| viii. Escaping/hiding opportunity in the nearest slum |  |                            |  |

C. 2.1. According to your information, please mention at least five most street crime-prone locations, make their rank, and causal factors of becoming street crime-prone locations in the business neighborhood areas in your residential police station areas.

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.2.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variables in the business neighborhood areas in your residential police station areas.

| Causal factors of street crime hotspots        | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station       |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                  |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force          |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                       |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                 |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets            |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                   |      | xvi. Others: (Specify):                           |      |
| viii. Escaping opportunity in the nearest slum |      |                                                   |      |

## D. Effects of Street Crime Hotspots in Chittagong City

D.1.1. Did you ever victimize any type of street crime in your residential neighborhood area in Chittagong City?

i. Yes. ii. No

D.1.2. If yes, please mentions the frequency of victimization, type of crime, location name, and types of victimization from your personal experience in your residential neighborhood area in Chittagong City:

| Variables                       | Victimization of street crime in residential neighborhood area (Lifetime in CMP)                                              |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....location name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical    ii. Mental (Fear)    iii. Financial    iv. Assets                                                              |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.2.1. Did you ever change your residence due to street crime victimization? i. Yes      ii. No

D.2.2. If yes, how many times did you change? i. Once      ii. Twice      iii. Multiple

D.3.1. Do you think, there have some local location advantages for the criminals to commit a street crime in your residential neighborhood areas? i. Yes ii. No, if yes, mention the types of local location advantages and make a rank

| Types of local location advantages | Rank | Types of local location advantages | Rank |
|------------------------------------|------|------------------------------------|------|
| i.                                 |      | iii.                               |      |
| ii.                                |      | iv.                                |      |

D.4. Do you think the plan & design of the street & housing of your neighborhood areas facilitates/helps/supports the offenders to commit a street crime?

i. Yes ii. No; If yes, how?  
i.....ii.....

D.5. Do you think city planning authorities consider the security issues of citizens in residential and business neighborhood areas planning and design in Chittagong City?

i. Yes ii. No; If yes, how? i.....ii.....

If no, why? i.....ii.....iii.....

D.6. Do you think the current police station location is suitable to access all classes of people to take security support?

i. Yes ii. No; If yes, how? i.....  
ii.....

If no, why? i.....ii.....iii.....

D. 7. Did you ever victimize any type of street crime in the business neighborhood areas in your residential police station areas? i. Yes ii. No,

D.7.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in business neighborhood area (Lifetime in CMP)                                                 |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once ii. Twice iii. Thrice iv. Multiple                                                                                    |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical ii. Mental (Fear) iii. Financial iv. Assets                                                                       |
| Details of victimization        | No. of fatality:.... Physical injuries:..... Value of property damage:.....                                                   |

D.8. Did you ever see any other people victimized by any types of street crime in Chittagong city?

i. Yes ii. No

D.8.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in Chittagong city area (Lifetime in CMP)                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once ii. Twice iii. Thrice iv. Multiple                                                                                    |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical ii. Mental (Fear) iii. Financial iv. Assets                                                                       |
|                                 | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

|                          |  |
|--------------------------|--|
| Details of victimization |  |
|--------------------------|--|

D.9. According to your information, what types of effects (consequence) of street crime hotspots do you observe in your residential neighborhood areas?

| Residential Community Environment Effects | RRank | Social Environment Effects | RRank |
|-------------------------------------------|-------|----------------------------|-------|
| i.                                        |       | i.                         |       |
| ii.                                       |       | ii.                        |       |
| iii.                                      |       | iii.                       |       |
| iv.                                       |       | iv.                        |       |
| v.                                        |       | v.                         |       |

D.9.1 According to your information, identify the top five effects of street crime hotspots on the residential neighborhood communities in your residential police station areas from the given variables and make a rank among them.

| Effects on the residential neighborhoods environment    |      |                                                 |      |
|---------------------------------------------------------|------|-------------------------------------------------|------|
| Types of effects                                        | Rank | Types of effects                                | Rank |
| i. Create mental panic                                  |      | viii. More scared of young-adult family members |      |
| ii. Victim of physical assault/harassment               |      | ix. Create a bad image of the area to others    |      |
| iii. Victim of giving an illegal toll                   |      | x. Infectious to young adult                    |      |
| iv. Land value reduce                                   |      | xi. Increase drug addiction                     |      |
| v. Renter leave                                         |      | xii. Increase theft                             |      |
| vi. Feel scared to travel alone                         |      | xiii. Increase pick-pocketing                   |      |
| vii. Hamper/Stopping young adult woman's alone movement |      | xiv. Increase robbery                           |      |

D. 10. According to your information, what types of effects (consequence) of street crime hotspots do you observe on the business neighborhood areas in your residential police station areas?

| Business environmental effects | Rank | Social environmental effects | Rank |
|--------------------------------|------|------------------------------|------|
| i.                             |      | i.                           |      |
| ii.                            |      | ii.                          |      |
| iii.                           |      | iii.                         |      |

10.1 According to your information identify the top five effects of street crime hotspots on the neighborhood business areas in your residential neighborhood police station areas from the given variables and make a rank among them.

| Effects on the business neighborhoods environment |      |                                               |      |
|---------------------------------------------------|------|-----------------------------------------------|------|
| Types of effects                                  | Rank | Types of effects                              | Rank |
| i. Create mental panic                            |      | viii. Scared to keep cash in the shop         |      |
| ii. Victim of physical assault/harassment         |      | ix. Business clients scared to visit the shop |      |
| iii. Victim of giving an illegal toll             |      | x. Business investment reduce                 |      |
| iv. Income reduce                                 |      | xi. Development programs hamper               |      |
| v. Business quit                                  |      | xii. Create a bad image of the area to others |      |
| vi. Land value reduce                             |      | xiii. People usually avoid traveling the area |      |
| vii. Renter leave                                 |      | xiv. Others (Specify) .....                   |      |

11. According to your information, what types of effects (consequence) due to street crime hotspots do you observe in Chittagong City?

| Residential community environment effects | Social environment effects | Business environment effects |
|-------------------------------------------|----------------------------|------------------------------|
| i.                                        | i.                         | i.                           |
| ii.                                       | ii.                        | ii.                          |
| iii.                                      | iii.                       | iii.                         |

E. Spatial relationship between the fear of street crime and its actual occurrence in the city



[There are six types of crime to be distinguished while fear of crime may be subdivided into three categories. • Burglary (residential/commercial); • vandalism (including graffiti); • street violence: assault/robbery; fighting/assaults; sexual or indecent assaults; • car crime: theft of the car; theft from the car; arson of a car; • theft: shoplifting; pickpocketing; theft of bikes, mopeds, etc.; • arson. \* Fear of crime: [(a) Locations with fear generating functions or features, such as streets or areas of prostitution, or locations with certain types of entertainment or activity that attract individuals who also generate fear in other individuals. Crimes against the person are more likely to occur in such areas. (b) Locations, which are neglected or badly maintained, can give an impression of danger because lack of occupancy can be a signal for a socially disorganized neighborhood. (c) Locations with a problematic urban design like lack of surveillance, isolation or lack of visibility by others, poor lighting or the lack of possibilities for orientation and last but not least the possible lack of alternative routes.]

E.1. Do you feel insecure being on the street/ open space/ public space? i. Yes ii. No

If yes, why? i).....ii)..... iii)  
.....

E. 2. What are the degrees of fear/ feeling of insecurity of you due to street crime?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.2.1. According to your information, why do people feel insecure being on the street/open space/public space?

i)..... ii)..... iii)  
.....

E.3. According to your information, what are the level/scale of fear/ feeling of insecurity due to the street crime of a person in your residential police station area?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.4.What are the factors characterizing “Frightening/fearful” places from the given indicators?

(a) Physical environment: i)..... ii).....iii)  
.....

(b) Socio-economic condition of the area: i).....ii)  
.....iii).....

(c) Problematic urban design: i)..... ii).....iii)  
.....

E.5. Do you feel the fear of street crime at night? i) Yes, ii) No; if yes, why?

i)..... i) ..... iii) .....

E.6. Do you feel the fear of street crime during the daytime? i) Yes, ii) No; if yes, why?

i)..... i) ..... iii) .....

E.7. When do you feel more fear of street crime for day versus night? i) Day ii) Night,  
and why? i) ..... ii) ..... iii)

.....

E.8. Do you think personal networks affect fear of crime between night and day?i) Yes, ii)  
No;

E.8.1. If yes, how do personal networks affect fear of crime between night and day?

i) ..... ii) ..... iii)  
.....

E.9. Evaluate the relationship between the physical environment and feelings of insecurity or fear of street crime and identify the top five indicators of the feeling of insecurity and make a rank accordingly.

| Indicator of the feeling of insecurity | Rank | Indicator of the feeling of insecurity | Rank |
|----------------------------------------|------|----------------------------------------|------|
| i. Congested settlement (housing)      |      | vii. Narrow street                     |      |
| ii. Huge public gathering              |      | viii. No street light                  |      |
| iii. Unplanned settlement              |      | ix. Insufficient street light          |      |
| iv. Presence of slums & squatters      |      | x. Rough street                        |      |
| v. Invisible public movement           |      | xi. Remote street                      |      |
| vi. Invisibility of street             |      | xii. Other<br>(specify.....)           |      |

E.10. According to your information please mentions five more fearful urban streets in your residential neighborhood area and business area in your residential neighborhood police station areas respectively.

| Most fearful urban streets in a residential neighborhood | Rank | Most fearful urban streets in the business neighborhood | Rank |
|----------------------------------------------------------|------|---------------------------------------------------------|------|
| i.                                                       |      | i.                                                      |      |
| ii.                                                      |      | ii.                                                     |      |
| iii.                                                     |      | iii.                                                    |      |
| iv.                                                      |      | iv.                                                     |      |
| v.                                                       |      | v.                                                      |      |

E.11. “Thinking about the city of Chittagong, do you consider that the chance of having your bag or wallet taken is:

i) Very high (80-100%) ii) High (60-80%) iii) Moderate (40-60%) iv. Low (40-20%) v. Very low (> 20%)

E.12. “If you had to walk at 10 p.m. in your residential neighborhood area, how you would feel?”

i. Very safe (1); ii. Safe (2); iii. Moderate safe (3); iv. Unsafe (4); (v) Very unsafe (5).

E.13. According to your information which sex group of people feels more fear of street crime? i) Male ii) Female,

E.13.1 According to your information, why aforesaid sex group of people feels more fear of street crime?

i).....ii) .....iii) .....

E.14. According to your information, which age group of people feels more fear of street crime?

i) Old people (60 year +) ii) Old adult people (40-60 years) iii) Adult (30-40 years)

iv) Young adult (20-30 years) v) Teenager (13 -19 years)

E.14.1 According to your information, why an aforesaid aged group of people feels more fear of street crime?

i)..... ii) ..... iii)  
.....

E.15. According to your information, who feels (based on the level of educated) more fear of street crime?

- i) Educated people (Literate)      ii) Uneducated people (Illiterate people)

E.15.1 If uneducated people, why do uneducated people feel more fear of street crime?

- i)..... ii) ..... iii) .....

E.15.2 If educated people, which level of educated people feels more fear of street crime?

- (i) Primary (Class V), (ii) Lower Secondary (Class VIII), (iii) Secondary (SSC), (iv) HSC, (v) Graduate and above

E.15.3 Why do the aforesaid level of educated people feels more fear of street crime?

- i)..... ii) ..... iii) .....

E.16. According to your information, which occupational group of people feels more fear of street crime?

- (i) Street vendor, (ii) Big merchant (iii) Businessman (Specify .....),  
(iv) Services holder (Specify.....), (v) Housewife, (vi) Student, (Specify .....)  
(vii) Other (Specify .....)

16.1 According to your information, why an aforesaid occupational group of people feels more fear of street crime?

- i)..... ii) ..... iii. ....

E.17. According to your information, which income group of people feels more fear of street crime?

- i. High income people (100,000+ ii. Higher Middle income people (50,000-100,000)

- iii. Lower Middle income people (20,000 – 50,000) iv. Poor income people (10000 – 20,000)

- v. Very Poor income people ( $\geq 10,000$ )

E.17.1 According to your information, why aforesaid income group of people feels more fear of street crime?

- i)..... ii) ..... iii. ....

## F. Current Crime Prevention Activities

F.1. According to your information, what are existing crime prevention activities are visible in your residential neighborhood areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |
| iv.                                 |      | iv.                                            |      | iv.                                 |      |
| v.                                  |      | v.                                             |      | v.                                  |      |

F.1.1 According to your information, do the existing crime prevention activities are successful/effective in your residential neighborhood areas?

- i. Yes      ii. No

F.1.2. If no, please mention the reasons: i. ....ii. ....iii.  
.....

F. 2. Do you know your residential neighborhood police station's cell phone/ telephone number? i. Yes ii. No

F.2.1 if yes, did you ever call them? i. Yes ii. No F.2.2. If yes, please explain your experience:

.....  
.....

F.2.2 Please identify the top five actions and make a rank accordingly of the following given types of actions usually the police are taken after a street crime incidence in your residential neighborhood areas.

| Types of police actions                                                                              | Rank | Types of police actions                                 | Rank |
|------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------|------|
| i. Offender is caught and taken into custody                                                         |      | vi. Police wants bribe to take action                   |      |
| ii. Offender is caught but released after a very short time due to political pressure (assumption)   |      | vii. Police take bribes but no visible action was taken |      |
| iii. Offender is caught but released after a very short period due to bribe negotiation (assumption) |      | viii. Police harass the victim                          |      |
| iv. Police patrolling increase                                                                       |      | ix. No action was taken at all                          |      |
| v. Got back lost properties                                                                          |      | x. Others: (Specify).....                               |      |

F.3. Please identify the top five actions and make a rank accordingly from the given community-based street crime prevention activities usually are taken in your residential neighborhood communities.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.4. Please identify the top five actions and make a rank accordingly from the given urban planning and designed-based crime prevention activities usually were taken in your residential neighborhood areas.

| Types of actions                                                                                                          | Rank | Types of actions                                                         | Rank |
|---------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary)                                           |      | vi. Pedestrian-friendly pavement design                                  |      |
| ii. Wider gridiron street design                                                                                          |      | vii. Assured sufficient street light                                     |      |
| iii. Street design based on land use                                                                                      |      | viii. Fences in streets                                                  |      |
| iv. Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. |      | ix. Not allowing trees and shrubbery in the streets for freeing eye view |      |
| v. Assured more consistent stream of 'eyes on the street'                                                                 |      | x. Suitable location of the police station                               |      |

F.5. According to your information, what are existing street crime prevention activities are visible in the business neighborhood areas of your residential police station areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |

F.6 According to your information, do the existing crime prevention activities are successful/effective in the business neighborhood areas of your residential police station areas?  
 i. Yes  
 ii. No

F.6.1. If no, please mention the reasons: i. ....ii.

F.7. According to your information identifies the top five actions usually are taken by the business neighborhood communities to prevent street crime in their business neighborhood of your residential police station areas and make a rank.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.8. According to your information, identify the top five actions and make a rank accordingly from the current street crime prevention measures are taken by the urban planning and designed authority in the business neighborhood areas in your residential police station areas.

| Types of actions                                                                | Rank | Types of actions                                                      | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design                               |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light                                  |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                                               |      |
| iv. Customer' friendly parking lot design                                       |      | ix. Not allowing trees and shrubbery in the streets for free eye view |      |
| v. Assured more consistent stream of ' eyes on the street                       |      | x. Suitable location for security forces                              |      |

## G. Needed Crime Prevention Initiatives in Chittagong City

G.1. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in your residential neighborhood area?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Types of activities                                | Rank | Types of activities            | Rank | Types of activities       | Rank |
| i                                                  |      | i                              |      | i                         |      |
| ii                                                 |      | ii                             |      | ii                        |      |
| iii                                                |      | iii                            |      | iii                       |      |

G.2. According to your information, identify the top five needed remedial actions by the community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Needed community-based street crime prevention activities                                                       | Rank | Needed community-based street crime prevention activities                       | Rank |
|-----------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------|------|
| i. Community cooperation                                                                                        |      | v. Forming community association to assure community security                   |      |
| ii. Ensuring the security of eyewitnesses and victims                                                           |      | vi. Need sincere effort from local political leaders and public representatives |      |
| iii. Launching effective community awareness program in education, social, cultural, and religious institutions |      | vii. Others (Specify): .....                                                    |      |
| iv. Initiation of community sponsored security system                                                           |      |                                                                                 |      |

G.3. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood areas.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                          | Rank |
|----------------------------------------------------|------|-----------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                |      |
| ii. Sufficient police patrolling                   |      | vi. Rewarding honest, sincere, and competent police law enforcing personnel |      |
| iii. Ensuring logistic support for police force    |      | vii. Others (Specify): .....                                                |      |
| iv. Increase the example of criminal punishment    |      |                                                                             |      |

G.4. According to your information, identify the top five needed remedial actions by the urban planning and design authority from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

G.5. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime is in the business neighborhood areas of your residential police station?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Variables                                          | Rank | Variables                      | Rank | Variables                 | Rank |
| i.                                                 |      | i.                             |      | i.                        |      |
| ii.                                                |      | ii.                            |      | ii.                       |      |
| iii.                                               |      | iii.                           |      | iii.                      |      |

G.6. According to your information, identify the top five needed remedial actions by the business community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood police station areas.

| Business community-based street crime prevention activities             | Rank | Business community-based street crime prevention activities                                           | Rank |
|-------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------|------|
| i. Strengthening business community cooperation                         |      | vi. Initiation of business community sponsored security system                                        |      |
| ii. Forming business community association to assure community security |      | vii. Introducing CCTV at the surrounding of the shopping mall                                         |      |
| iii. Ensuring the security of eyewitnesses and victims                  |      | viii. Introducing an internal link (hidden) security alarm system among the business community member |      |
| iv. Launching effective business community                              |      | ix. Need sincere effort from local                                                                    |      |



|                                                                             |  |                                              |  |
|-----------------------------------------------------------------------------|--|----------------------------------------------|--|
| awareness program in social, cultural, and religious meetings and functions |  | political leaders and public representatives |  |
| v. Designing business shopping malls considering security issues            |  | x. Others (specify).....                     |  |

G.7. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                             | Rank |
|----------------------------------------------------|------|--------------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                   |      |
| ii. Enough police patrolling                       |      | vi. Rewarding honest, sincere, and competent police personnel                  |      |
| iii. Ensuring logistic support for police force    |      | vii. Need to trained police force regarding urban planning and security issues |      |
| iv. Increase the example of criminal punishment    |      | viii. Others (Specify): .....                                                  |      |

G.8. According to your information, identify the top five needed remedial actions to business neighborhood planning and design from the given variables and make a rank accordingly to prevent street crime in your residential police station areas.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

Thank you very much for your cooperation.

## APPENDIX D

### Checklist for In-depth Interview at Crime Hotspots

On

“Spatial Analysis of the Socio-Economic Impacts of Street Crime in the Urban Neighborhoods of Bangladesh: A Case Study of Chittagong City”

Dissertation work in partial fulfillment of the requirements for the degree of Doctor of Philosophy

Integrated Science of Built Environment

Faculty of Architecture and Planning

Thammasat University

Thailand

[Collected information will be used only for research purposes and will be never disclosed]

A. General Information about respondent: vi. Date of interview: .....

i. Name of respondent : .....

ii. Education : .....

iii. Responsibility/ Position : .....

iv. Name of organization : .....

v. Mail/ phone number : .....

vi. GPS value of the place of the interview : .....

vii. Police Station name (Thana) : .....

\*Street crime is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur *frequently in the urban streets at day and night*(Chowdhury, 2009 & EU, 2013).

B. Socio-economic and spatial factors in the occurrence of crime in Chittagong City.

B.1. How long are you staying in your current residential area and Chittagong city?

Current residence: .....years Chittagong City: .....Years

B. 2. According to your information, what is the crime occurrence frequency in your residential neighborhood areas?

i. Very High (Everyday occurs)  
week)

ii. High (at least one occurrence in a

iii. Moderate (at least one occurrence within a month)  
last three months)

iv. Low (at least one occurrence within

occurrence within one year)

v. Very Low (at least one

B. 3. According to your information, please provide some statistics on a very common top five street crime incident in your residential neighborhood areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/ abduction                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing                            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...                               |                |        | i.<br>ii.         |      |       |      |

B. 4. According to your information, please provide some statistics on very common top five street crime incidents in the business neighborhood areas in your resident police station areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/abduction                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing                            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...                               |                |        | i.<br>ii.         |      |       |      |

B. 5. According to your information, which socio-economic groups of people are more prone to engage in committing a street crime from the given variables in Chittagong City?

| Types of Socio-economic Group of people    | Rich people /Upper Class | Higher Middle-Class people | Lower Middle-Class people | Poor people   | Very Poor People/ Slum-dwellers |
|--------------------------------------------|--------------------------|----------------------------|---------------------------|---------------|---------------------------------|
| Average monthly HH income (Local currency) | 100,000+                 | (50,000-100,000)           | 20,000-50,000             | 10,000-20,000 | 10,000<                         |
| Rank                                       |                          |                            |                           |               |                                 |

*N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies (Rahman, H.Z. 2017)*

B. 6. According to your information, what are the reasons to engage an aforesaid socio-economic group of people committing a street crime in Chittagong City?

i..... ii..... iii.....

B. 7. Please identify the top five causal factors to engage people committing a street crime and make a rank accordingly from the given variables in Chittagong City.

| Causal factors to engage committing a street crime | Rank | Causal factors to engage committing a street crime                | Rank |
|----------------------------------------------------|------|-------------------------------------------------------------------|------|
| i. Living in poverty                               |      | vi. Local environmental influence (Living in slum)                |      |
| ii. Drugs addition                                 |      | vii. Abuse of information technology                              |      |
| iii. Unemployment and frustration                  |      | viii. Lack of legal actions against the offenders                 |      |
| iv. Political patronization and local influence    |      | ix. Inadequate state supports for the vulnerable groups of people |      |
| v. Lack of parental care                           |      | x. Lack of awareness and mass illiteracy                          |      |

### C. Street crime-prone location in Chittagong City

C.1.1 According to your information, please mention at least five street crime-prone locations; make their rank and causal factors of becoming crime-prone locations in your residential neighborhood police station areas?

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.1.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variable in your residential neighborhood areas.

| Causal factors of street crime hotspots               | Rank | Causal factors of street crime hotspots           | Rank |
|-------------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station              |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                         |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force                 |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                              |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                        |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets                   |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                          |      | xv. Others: (Specify).....                        |      |
| viii. Escaping/hiding opportunity in the nearest slum |      |                                                   |      |

C. 2.1. According to your information, please mention at least five most street crime-prone locations, make their rank, and causal factors of becoming street crime-prone locations in the business neighborhood areas in your residential police station areas.

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.2.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variables in the business neighborhood areas in your residential police station areas.

| Causal factors of street crime hotspots        | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station       |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                  |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force          |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                       |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                 |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets            |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                   |      | xvi. Others: (Specify):                           |      |
| viii. Escaping opportunity in the nearest slum |      |                                                   |      |

#### D. Effects of Street Crime Hotspots in Chittagong City

D.1.1. Did you ever victimize any type of street crime in your residential neighborhood area in Chittagong City?

i. Yes. ii. No



D.1.2. If yes, please mentions the frequency of victimization, type of crime, location name, and types of victimization from your personal experience in your residential neighborhood area in Chittagong City:

| Variables                       | Victimization of street crime in residential neighborhood area (Lifetime in CMP)                                              |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....location name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical    ii. Mental (Fear)    iii. Financial    iv. Assets                                                              |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.2.1. Did you ever change your residence due to street crime victimization?    i. Yes      ii. No

D.2.2. If yes, how many times did you change?      i. Once      ii. Twice      iii. Multiple

D.3.1. Do you think, there have some local location advantages for the criminals to commit a street crime in your residential neighborhood areas?    i. Yes      ii. No, if yes, mention the types of local location advantages and make a rank

| Types of local location advantages | Rank | Types of local location advantages | Rank |
|------------------------------------|------|------------------------------------|------|
| i.                                 |      | iii.                               |      |
| ii.                                |      | iv.                                |      |

D.4. Do you think the plan & design of the street & housing of your neighborhood areas facilitates/helps/supports the offenders to commit a street crime?

i. Yes    ii. No;      If yes, how?  
i.....ii.....

D.5. Do you think city planning authorities consider the security issues of citizens in residential and business neighborhood areas planning and design in Chittagong City?

i. Yes    ii. No;      If yes, how?    i.....  
ii.....

If no, why?    i.....    ii.....iii.

D.6. Do you think the current police station location is suitable to access all classes of people to take security support?

i. Yes    ii. No;      If yes, how?    i.....  
ii.....

If no, why?    i.....ii.....iii.....

D. 7. Did you ever victimize any type of street crime in the business neighborhood areas in your residential police station areas?    i. Yes      ii. No,

D.7.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in business neighborhood area (Lifetime in CMP)                                                 |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                        |
| Details of victimization        | No. of fatality:.... Physical injuries:..... Value of property damage:.....                                                   |

D.8. Did you ever see any other people victimized by any types of street crime in Chittagong city? i. Yes      ii. No

D.8.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in Chittagong city area (Lifetime in CMP)                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                        |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.9. According to your information, what types of effects (consequence) of street crime hotspots do you observe in your residential neighborhood areas?

| Residential Community Environment Effects | RRank | Social Environment Effects | RRank |
|-------------------------------------------|-------|----------------------------|-------|
| i.                                        |       | i.                         |       |
| ii.                                       |       | ii.                        |       |
| iii.                                      |       | iii.                       |       |
| iv.                                       |       | iv.                        |       |
| v.                                        |       | v.                         |       |

D.9.1 According to your information, identify the top five effects of street crime hotspots on the residential neighborhood communities in your residential police station areas from the given variables and make a rank among them.

| Effects on the residential neighborhoods environment    |      |                                                 |      |
|---------------------------------------------------------|------|-------------------------------------------------|------|
| Types of effects                                        | Rank | Types of effects                                | Rank |
| i. Create mental panic                                  |      | viii. More scared of young-adult family members |      |
| ii. Victim of physical assault/harassment               |      | ix. Create a bad image of the area to others    |      |
| iii. Victim of giving an illegal toll                   |      | x. Infectious to young adult                    |      |
| iv. Land value reduce                                   |      | xi. Increase drug addiction                     |      |
| v. Renter leave                                         |      | xii. Increase theft                             |      |
| vi. Feel scared to travel alone                         |      | xiii. Increase pick-pocketing                   |      |
| vii. Hamper/Stopping young adult woman's alone movement |      | xiv. Increase robbery                           |      |

D. 10. According to your information, what types of effects (consequence) of street crime hotspots do you observe on the business neighborhood areas in your residential police station areas?

| Business environmental effects | Rank | Social environmental effects | Rank |
|--------------------------------|------|------------------------------|------|
| i.                             |      | i.                           |      |
| ii.                            |      | ii.                          |      |
| iii.                           |      | iii.                         |      |

10.1 According to your information identify the top five effects of street crime hotspots on the neighborhood business areas in your residential neighborhood police station areas from the given variables and make a rank among them.

| Effects on the business neighborhoods environment |      |                                               |      |
|---------------------------------------------------|------|-----------------------------------------------|------|
| Types of effects                                  | Rank | Types of effects                              | Rank |
| i. Create mental panic                            |      | viii. Scared to keep cash in the shop         |      |
| ii. Victim of physical assault/harassment         |      | ix. Business clients scared to visit the shop |      |
| iii. Victim of giving an illegal toll             |      | x. Business investment reduce                 |      |
| iv. Income reduce                                 |      | xi. Development programs hamper               |      |
| v. Business quit                                  |      | xii. Create a bad image of the area to others |      |
| vi. Land value reduce                             |      | xiii. People usually avoid traveling the area |      |
| vii. Renter leave                                 |      | xiv. Others (Specify) .....                   |      |

11. According to your information, what types of effects (consequence) due to street crime hotspots do you observe in Chittagong City?

| Residential community environment effects | Social environment effects | Business environment effects |
|-------------------------------------------|----------------------------|------------------------------|
| i.                                        | i.                         | i.                           |
| ii.                                       | ii.                        | ii.                          |
| iii.                                      | iii.                       | iii.                         |

E. Spatial relationship between the fear of street crime and its actual occurrence in the city  
 [There are six types of crime to be distinguished while fear of crime may be subdivided into three categories. • Burglary (residential/commercial); • vandalism (including graffiti); • street violence: assault/robbery; fighting/assaults; sexual or indecent assaults; • car crime: theft of the car; theft from the car; arson of a car; • theft: shoplifting; pickpocketing; theft of bikes, mopeds, etc.; • arson. \* Fear of crime: [(a) Locations with fear generating functions or features, such as streets or areas of prostitution, or locations with certain types of entertainment or activity that attract individuals who also generate fear in other individuals. Crimes against the person are more likely to occur in such areas. (b) Locations, which are neglected or badly maintained, can give an impression of danger because lack of occupancy can be a signal for a socially disorganized neighborhood. (c) Locations with a problematic urban design like lack of surveillance, isolation or lack of visibility by others, poor lighting or the lack of possibilities for orientation and last but not least the possible lack of alternative routes.]

E.1. Do you feel insecure being on the street/ open space/ public space? i. Yes ii. No

If yes, why? i).....ii) ..... iii) .....

E. 2. What are the degrees of fear/ feeling of insecurity of you due to street crime?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.2.1. According to your information, why do people feel insecure being on the street/open space/public space?

i)..... ii) ..... iii) .....

E.3. According to your information, what are the level/scale of fear/ feeling of insecurity due to the street crime of a person in your residential police station area?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.4. What are the factors characterizing “Frightening/fearful” places from the given indicators?

(a) Physical environment: i)..... ii) ..... iii) .....

(b) Socio-economic condition of the area: i).....ii) .....iii).....

(c) Problematic urban design: i)..... ii) ..... iii) .....

E.5. Do you feel the fear of street crime at night? i) Yes, ii) No; if yes, why?

i)..... ii) ..... iii) .....

E.6. Do you feel the fear of street crime during the daytime? i) Yes, ii) No; if yes, why?

i)..... ii) ..... iii) .....

E.7. When do you feel more fear of street crime for day versus night? i) Day ii) Night, and why? i) ..... ii) ..... iii) .....

E.8. Do you think personal networks affect fear of crime between night and day? i) Yes, ii) No;

E.8.1. If yes, how do personal networks affect fear of crime between night and day?

i) ..... ii) ..... iii) .....

E.9. Evaluate the relationship between the physical environment and feelings of insecurity or fear of street crime and identify the top five indicators of the feeling of insecurity and make a rank accordingly.

| Indicator of the feeling of insecurity | Rank | Indicator of the feeling of insecurity | Rank |
|----------------------------------------|------|----------------------------------------|------|
| i. Congested settlement (housing)      |      | vii. Narrow street                     |      |
| ii. Huge public gathering              |      | viii. No street light                  |      |
| iii. Unplanned settlement              |      | ix. Insufficient street light          |      |
| iv. Presence of slums & squatters      |      | x. Rough street                        |      |
| v. Invisible public movement           |      | xi. Remote street                      |      |
| vi. Invisibility of street             |      | xii. Other (specify.....)              |      |

E.10. According to your information please mentions five more fearful urban streets in your residential neighborhood area and business area in your residential neighborhood police station areas respectively.

| Most fearful urban streets in a residential neighborhood | Rank | Most fearful urban streets in the business neighborhood | Rank |
|----------------------------------------------------------|------|---------------------------------------------------------|------|
| i.                                                       |      | i.                                                      |      |
| ii.                                                      |      | ii.                                                     |      |
| iii.                                                     |      | iii.                                                    |      |
| iv.                                                      |      | iv.                                                     |      |
| v.                                                       |      | v.                                                      |      |

E.11. "Thinking about the city of Chittagong, do you consider that the chance of having your bag or wallet taken is:

- i) Very high (80-100%)    ii) High (60-80%)    iii) Moderate (40-60%)    iv. Low (40-20%)    v. Very low (> 20%)

E.12. "If you had to walk at 10 p.m. in your residential neighborhood area, how you would feel?"

- i. Very safe (1);    ii. Safe (2);    iii. Moderate safe (3);    iv. Unsafe (4);    (v) Very unsafe (5).

E.13. According to your information which sex group of people feels more fear of street crime? i) Male    ii) Female,

E.13.1 According to your information, why aforesaid sex group of people feels more fear of street crime?

- i).....ii) .....iii) .....

E.14. According to your information, which age group of people feels more fear of street crime?

- i) Old people (60 year +)    ii) Old adult people (40-60 years)    iii) Adult (30-40 years)

- iv) Young adult (20-30 years)    v) Teenager (13 -19 years)

E.14.1 According to your information, why an aforesaid aged group of people feels more fear of street crime?

- i).....    ii) .....    iii) .....

E.15. According to your information, who feels (based on the level of educated) more fear of street crime?

- i) Educated people (Literate)    ii) Uneducated people (Illiterate people)

E.15.1 If uneducated people, why do uneducated people feel more fear of street crime?

- i).....    ii) .....    iii) .....

E.15.2 If educated people, which level of educated people feels more fear of street crime?

- (i) Primary (Class V), (ii) Lower Secondary (Class VIII), (iii) Secondary (SSC), (iv) HSC, (v) Graduate and above

E.15.3 Why do the aforesaid level of educated people feels more fear of street crime?

- i).....    ii) .....    iii) .....

E.16. According to your information, which occupational group of people feels more fear of street crime?

- (i) Street vendor,    (ii) Big merchant    (iii) Businessman (Specify .....),  
(iv) Services holder (Specify.....), (v) Housewife,    (vi) Student, (Specify .....)  
(vii) Other (Specify .....)

16.1 According to your information, why an aforesaid occupational group of people feels more fear of street crime?

- i).....    ii) .....    iii) .....

E.17. According to your information, which income group of people feels more fear of street crime?

- i. High income people (100,000+    ii. Higher Middle income people (50,000-100,0000)

- iii. Lower Middle income people (20,000 – 50,000)      iv. Poor income people (10000 – 20,000)
- v. Very Poor income people ( $\geq 10,000$ )

E.17.1 According to your information, why aforesaid income group of people feels more fear of street crime?

- i)..... ii) ..... iii.  
.....

## F. Current Crime Prevention Activities

F.1. According to your information, what are existing crime prevention activities are visible in your residential neighborhood areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |
| iv.                                 |      | iv.                                            |      | iv.                                 |      |
| v.                                  |      | v.                                             |      | v.                                  |      |

F.1.1 According to your information, do the existing crime prevention activities are successful/effective in your residential neighborhood areas? i. Yes ii. No

F.1.2. If no, please mention the reasons: i. ....ii. ....iii.  
.....

F. 2. Do you know your residential neighborhood police station's cell phone/ telephone number? i. Yes ii. No

F.2.1 if yes, did you ever call them? i. Yes ii. No F.2.2. If yes, please explain your experience:

.....

F.2.2 Please identify the top five actions and make a rank accordingly of the following given types of actions usually the police are taken after a street crime incidence in your residential neighborhood areas.

| Types of police actions                                                                              | Rank | Types of police actions                                 | Rank |
|------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------|------|
| i. Offender is caught and taken into custody                                                         |      | vi. Police wants bribe to take action                   |      |
| ii. Offender is caught but released after a very short time due to political pressure (assumption)   |      | vii. Police take bribes but no visible action was taken |      |
| iii. Offender is caught but released after a very short period due to bribe negotiation (assumption) |      | viii. Police harass the victim                          |      |
| iv. Police patrolling increase                                                                       |      | ix. No action was taken at all                          |      |
| v. Got back lost properties                                                                          |      | x. Others: (Specify).....                               |      |



F.3. Please identify the top five actions and make a rank accordingly from the given community-based street crime prevention activities usually are taken in your residential neighborhood communities.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.4. Please identify the top five actions and make a rank accordingly from the given urban planning and designed-based crime prevention activities usually were taken in your residential neighborhood areas.

| Types of actions                                                                                                          | Rank | Types of actions                                                         | Rank |
|---------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary)                                           |      | vi. Pedestrian-friendly pavement design                                  |      |
| ii. Wider gridiron street design                                                                                          |      | vii. Assured sufficient street light                                     |      |
| iii. Street design based on land use                                                                                      |      | viii. Fences in streets                                                  |      |
| iv. Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. |      | ix. Not allowing trees and shrubbery in the streets for freeing eye view |      |
| v. Assured more consistent stream of 'eyes on the street'                                                                 |      | x. Suitable location of the police station                               |      |

F.5. According to your information, what are existing street crime prevention activities are visible in the business neighborhood areas of your residential police station areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |

F.6 According to your information, do the existing crime prevention activities are successful/effective in the business neighborhood areas of your residential police station areas?

ii. No

i. Yes

F.6.1. If no, please mention the reasons: i. ....ii.

.....

F.7. According to your information identifies the top five actions usually are taken by the business neighborhood communities to prevent street crime in their business neighborhood of your residential police station areas and make a rank.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.8. According to your information, identify the top five actions and make a rank accordingly from the current street crime prevention measures are taken by the urban planning and designed authority in the business neighborhood areas in your residential police station areas.

| Types of actions                                                                | Rank | Types of actions                        | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light    |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                 |      |

|                                                           |  |                                                                       |  |
|-----------------------------------------------------------|--|-----------------------------------------------------------------------|--|
| iv. Customer' friendly parking lot design                 |  | ix. Not allowing trees and shrubbery in the streets for free eye view |  |
| v. Assured more consistent stream of ' eyes on the street |  | x. Suitable location for security forces                              |  |

### G. Needed Crime Prevention Initiatives in Chittagong City

G.1.What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in your residential neighborhood area?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Types of activities                                | Rank | Types of activities            | Rank | Types of activities       | Rank |
| i                                                  |      | i                              |      | i                         |      |
| ii                                                 |      | ii                             |      | ii                        |      |
| iii                                                |      | iii                            |      | iii                       |      |

G.2. According to your information, identify the top five needed remedial actions by the community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Needed community-based street crime prevention activities                                                       | Rank | Needed community-based street crime prevention activities                       | Rank |
|-----------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------|------|
| i. Community cooperation                                                                                        |      | v. Forming community association to assure community security                   |      |
| ii. Ensuring the security of eyewitnesses and victims                                                           |      | vi. Need sincere effort from local political leaders and public representatives |      |
| iii. Launching effective community awareness program in education, social, cultural, and religious institutions |      | vii. Others (Specify): .....                                                    |      |
| iv. Initiation of community sponsored security system                                                           |      |                                                                                 |      |

G.3. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood areas.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                          | Rank |
|----------------------------------------------------|------|-----------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                |      |
| ii. Sufficient police patrolling                   |      | vi. Rewarding honest, sincere, and competent police law enforcing personnel |      |
| iii. Ensuring logistic support for police force    |      | vii. Others (Specify): .....                                                |      |
| iv. Increase the example of criminal punishment    |      |                                                                             |      |

G.4. According to your information, identify the top five needed remedial actions by the urban planning and design authority from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities         | Rank |
|-----------------------------------------------------------------------|------|------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                 |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design            |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas               |      |
| v. Introducing gated housing (common                                  |      | xii. Application of GIS by using GPS, 3D                   |      |

|                                                          |  |                                                                                                             |  |
|----------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------|--|
| entrance and exist)                                      |  | Model for crime mapping.                                                                                    |  |
| vi. Emphasizing sectoral and dual land use               |  | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |  |
| vii. Avoiding mixed land use if high population density. |  | xiv. Others (Specify): .....                                                                                |  |

G.5. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in the business neighborhood areas of your residential police station?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Variables                                          | Rank | Variables                      | Rank | Variables                 | Rank |
| i.                                                 |      | i.                             |      | i.                        |      |
| ii.                                                |      | ii.                            |      | ii.                       |      |
| iii.                                               |      | iii.                           |      | iii.                      |      |

G.6. According to your information, identify the top five needed remedial actions by the business community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood police station areas.

| Business community-based street crime prevention activities                                                            | Rank | Business community-based street crime prevention activities                                           | Rank |
|------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------|------|
| i. Strengthening business community cooperation                                                                        |      | vi. Initiation of business community sponsored security system                                        |      |
| ii. Forming business community association to assure community security                                                |      | vii. Introducing CCTV at the surrounding of the shopping mall                                         |      |
| iii. Ensuring the security of eyewitnesses and victims                                                                 |      | viii. Introducing an internal link (hidden) security alarm system among the business community member |      |
| iv. Launching effective business community awareness program in social, cultural, and religious meetings and functions |      | ix. Need sincere effort from local political leaders and public representatives                       |      |
| v. Designing business shopping malls considering security issues                                                       |      | x. Others (specify).....                                                                              |      |

G.7. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                             | Rank |
|----------------------------------------------------|------|--------------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                   |      |
| ii. Enough police patrolling                       |      | vi. Rewarding honest, sincere, and competent police personnel                  |      |
| iii. Ensuring logistic support for police force    |      | vii. Need to trained police force regarding urban planning and security issues |      |
| iv. Increase the example of criminal punishment    |      | viii. Others (Specify): .....                                                  |      |

G.8. According to your information, identify the top five needed remedial actions to business neighborhood planning and design from the given variables and make a rank accordingly to prevent street crime in your residential police station areas.

| Community-based street crime prevention activities                 | Rank | Community-based street crime prevention activities         | Rank |
|--------------------------------------------------------------------|------|------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                     |      | viii. Special attention on transport nodes                 |      |
| ii. Ensuring sufficient street light (daylight and electric light) |      | ix. Spatially redesign in the planning of the neighborhood |      |
| iii. Changing housing design considering safety                    |      | x. Priority for a pedestrian in pavement design            |      |
| iv. Ensuring visibility of main entrance and                       |      | xi. Design of public space of business areas               |      |

|                                                          |  |                                                                                                             |  |
|----------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------|--|
| surrounding of the house                                 |  |                                                                                                             |  |
| v. Introducing gated housing (common entrance and exist) |  | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |  |
| vi. Emphasizing sectoral and dual land use               |  | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |  |
| vii. Avoiding mixed land use if high population density. |  | xiv. Others (Specify): .....                                                                                |  |

Thank you very much for your cooperation.



## APPENDIX E

On  
Checklist for In-depth Interview with the Police officer  
“Spatial Analysis of the Socio-Economic Impacts of Street Crime in the Urban Neighborhoods of  
Bangladesh: A Case Study of Chittagong City”  
Thesis work in partial fulfillment of the requirements for the degree of Doctor of Philosophy  
Integrated Science of Built Environment  
Faculty of Architecture and Planning  
Thammasat University  
Thailand

[Collected information will be used only for research purposes and will be never disclosed]

A. General Information about respondent: vi. Date of interview: .....

i. Name of respondent : .....

ii. Education : .....

iii. Responsibility/ Position : .....

iv. Name of organization : .....

v. Mail/ phone number : .....

vi. GPS value of the place of the interview : .....

vii. Police Station name (Thana) : .....

\*Street crime is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur *frequently in the urban streets at day and night*(Chowdhury, 2009 & EU, 2013).

B. Socio-economic and spatial factors in the occurrence of crime in Chittagong City.

B.1. How long are you staying in your current residential area and Chittagong city?

Current residence: .....years Chittagong City: .....Years

B. 2. According to your information, what is the crime occurrence frequency in your residential neighborhood areas?

i. Very High (Everyday occurs)  
week)

ii. High (at least one occurrence in a

iii. Moderate (at least one occurrence within a month)  
last three months)  
occurrence within one year)

iv. Low (at least one occurrence within  
v. Very Low (at least one

B. 3. According to your information, please provide some statistics on a very common top five street crime incident in your residential neighborhood areas.

| Nature of crime | Offender's age | Victim | Causes           | Time | Place | Rank |
|-----------------|----------------|--------|------------------|------|-------|------|
| i. Snatching    |                |        | i.<br>ii.<br>iii |      |       |      |

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/ abduction                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business                           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing                              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing                            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing                     |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...                               |                |        | i.<br>ii.         |      |       |      |

B. 4. According to your information, please provide some statistics on very common top five street crime incidents in the business neighborhood areas in your resident police station areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |



| Nature of crime              | Offender's age | Victim | Causes            | Time | Place | Rank |
|------------------------------|----------------|--------|-------------------|------|-------|------|
| vi. Theft                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/<br>abduction |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing          |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business           |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing              |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing            |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing     |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...               |                |        | i.<br>ii.         |      |       |      |

B. 5. According to your information, which socio-economic groups of people are more prone to engage in committing a street crime from the given variables in Chittagong City?

| Types of Socio-economic Group of people    | Rich people /Upper Class | Higher Middle-Class people | Lower Middle-Class people | Poor people   | Very Poor People/ Slum-dwellers |
|--------------------------------------------|--------------------------|----------------------------|---------------------------|---------------|---------------------------------|
| Average monthly HH income (Local currency) | 100,000+                 | (50,000-100,000)           | 20,000-50,000             | 10,000-20,000 | 10,000<                         |
| Rank                                       |                          |                            |                           |               |                                 |

N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies (Rahman, H.Z. 2017)

B. 6. According to your information, what are the reasons to engage an aforesaid socio-economic group of people committing a street crime in Chittagong City?

i..... ii.....iii.....

B. 7. Please identify the top five causal factors to engage people committing a street crime and make a rank accordingly from the given variables in Chittagong City.

| Causal factors to engage committing a street crime | Rank | Causal factors to engage committing a street crime                | Rank |
|----------------------------------------------------|------|-------------------------------------------------------------------|------|
| i. Living in poverty                               |      | vi. Local environmental influence (Living in slum)                |      |
| ii. Drugs addition                                 |      | vii. Abuse of information technology                              |      |
| iii. Unemployment and frustration                  |      | viii. Lack of legal actions against the offenders                 |      |
| iv. Political patronization and local influence    |      | ix. Inadequate state supports for the vulnerable groups of people |      |
| v. Lack of parental care                           |      | x. Lack of awareness and mass illiteracy                          |      |

### C. Street crime-prone location in Chittagong City

C.1.1 According to your information, please mention at least five street crime-prone locations; make their rank and causal factors of becoming crime-prone locations in your residential neighborhood police station areas?

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.1.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variable in your residential neighborhood areas.

| Causal factors of street crime hotspots               | Rank | Causal factors of street crime hotspots           | Rank |
|-------------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station              |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                         |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force                 |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                              |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                        |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets                   |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                          |      | xv. Others: (Specify).....                        |      |
| viii. Escaping/hiding opportunity in the nearest slum |      |                                                   |      |

C. 2.1. According to your information, please mention at least five most street crime-prone locations, make their rank, and causal factors of becoming street crime-prone locations in the business neighborhood areas in your residential police station areas.

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.2.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variables in the business neighborhood areas in your residential police station areas.

| Causal factors of street crime hotspots        | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station       |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                  |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force          |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                       |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                 |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets            |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                   |      | xvi. Others: (Specify):                           |      |
| viii. Escaping opportunity in the nearest slum |      |                                                   |      |

### D. Effects of Street Crime Hotspots in Chittagong City

D.1.1. Did you ever victimize any type of street crime in your residential neighborhood area in Chittagong City?

i. Yes. ii. No

D.1.2. If yes, please mentions the frequency of victimization, type of crime, location name, and types of victimization from your personal experience in your residential neighborhood area in Chittagong City:

| Variables                       | Victimization of street crime in residential neighborhood area (Lifetime in CMP)                                              |                   |                |              |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------|--------------|
| Frequency of victimization      | i. Once                                                                                                                       | ii. Twice         | iii. Thrice    | iv. Multiple |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....location name:.....<br>iii) Crime name:.....Location Name:..... |                   |                |              |
| Types of victimization          | i. Physical                                                                                                                   | ii. Mental (Fear) | iii. Financial | iv. Assets   |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |                   |                |              |

D.2.1. Did you ever change your residence due to street crime victimization? i. Yes ii. No

D.2.2. If yes, how many times did you change? i. Once ii. Twice iii. Multiple

D.3.1. Do you think, there have some local location advantages for the criminals to commit a street crime in your residential neighborhood areas? i. Yes ii. No, if yes, mention the types of local location advantages and make a rank

| Types of local location advantages | Rank | Types of local location advantages | Rank |
|------------------------------------|------|------------------------------------|------|
| i.                                 |      | iii.                               |      |
| ii.                                |      | iv.                                |      |

D.4. Do you think the plan & design of the street & housing of your neighborhood areas facilitates/helps/supports the offenders to commit a street crime?

i. Yes ii. No; If yes, how?  
i.....ii.....

D.5. Do you think city planning authorities consider the security issues of citizens in residential and business neighborhood areas planning and design in Chittagong City?

i. Yes ii. No; If yes, how? i.....  
ii.....

If no, why? i..... ii.....iii.....

D.6. Do you think the current police station location is suitable to access all classes of people to take security support?

i. Yes ii. No; If yes, how? i.....  
ii.....

If no, why? i.....ii.....iii.....

D. 7. Did you ever victimize any type of street crime in the business neighborhood areas in your residential police station areas? i. Yes ii. No,

D.7.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in business neighborhood area (Lifetime in CMP)                                                 |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                        |
| Details of victimization        | No. of fatality:.... Physical injuries:..... Value of property damage:.....                                                   |

D.8. Did you ever see any other people victimized by any types of street crime in Chittagong city?

i. Yes    ii. No

D.8.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in Chittagong city area (Lifetime in CMP)                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                        |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.9. According to your information, what types of effects (consequence) of street crime hotspots do you observe in your residential neighborhood areas?

| Residential Community Environment Effects | RRank | Social Environment Effects | RRank |
|-------------------------------------------|-------|----------------------------|-------|
| i.                                        |       | i.                         |       |
| ii.                                       |       | ii.                        |       |
| iii.                                      |       | iii.                       |       |
| iv.                                       |       | iv.                        |       |
| v.                                        |       | v.                         |       |

D.9.1 According to your information, identify the top five effects of street crime hotspots on the residential neighborhood communities in your residential police station areas from the given variables and make a rank among them.

| Effects on the residential neighborhoods environment    |      |                                                 |      |
|---------------------------------------------------------|------|-------------------------------------------------|------|
| Types of effects                                        | Rank | Types of effects                                | Rank |
| i. Create mental panic                                  |      | viii. More scared of young-adult family members |      |
| ii. Victim of physical assault/harassment               |      | ix. Create a bad image of the area to others    |      |
| iii. Victim of giving an illegal toll                   |      | x. Infectious to young adult                    |      |
| iv. Land value reduce                                   |      | xi. Increase drug addiction                     |      |
| v. Renter leave                                         |      | xii. Increase theft                             |      |
| vi. Feel scared to travel alone                         |      | xiii. Increase pick-pocketing                   |      |
| vii. Hamper/Stopping young adult woman's alone movement |      | xiv. Increase robbery                           |      |

D. 10. According to your information, what types of effects (consequence) of street crime hotspots do you observe on the business neighborhood areas in your residential police station areas?

| Business environmental effects | Rank | Social environmental effects | Rank |
|--------------------------------|------|------------------------------|------|
| i.                             |      | i.                           |      |
| ii.                            |      | ii.                          |      |
| iii.                           |      | iii.                         |      |

10.1 According to your information identify the top five effects of street crime hotspots on the neighborhood business areas in your residential neighborhood police station areas from the given variables and make a rank among them.

| Types of effects                          | Rank | Types of effects                              | Rank |
|-------------------------------------------|------|-----------------------------------------------|------|
| i. Create mental panic                    |      | viii. Scared to keep cash in the shop         |      |
| ii. Victim of physical assault/harassment |      | ix. Business clients scared to visit the shop |      |
| iii. Victim of giving an illegal toll     |      | x. Business investment reduce                 |      |
| iv. Income reduce                         |      | xi. Development programs hamper               |      |
| v. Business quit                          |      | xii. Create a bad image of the area to others |      |
| vi. Land value reduce                     |      | xiii. People usually avoid traveling the area |      |
| vii. Renter leave                         |      | xiv. Others (Specify) .....                   |      |

11. According to your information, what types of effects (consequence) due to street crime hotspots do you observe in Chittagong City?

| Residential community environment effects | Social environment effects | Business environment effects |
|-------------------------------------------|----------------------------|------------------------------|
| i.                                        | i.                         | i.                           |
| ii.                                       | ii.                        | ii.                          |
| iii.                                      | iii.                       | iii.                         |

E. Spatial relationship between the fear of street crime and its actual occurrence in the city

[There are six types of crime to be distinguished while fear of crime may be subdivided into three categories. • Burglary (residential/commercial); • vandalism (including graffiti); • street violence: assault/robbery; fighting/assaults; sexual or indecent assaults; • car crime: theft of the car; theft from the car; arson of a car; • theft: shoplifting; pickpocketing; theft of bikes, mopeds, etc.; • arson. \* Fear of crime: [(a) Locations with fear generating functions or features, such as streets or areas of prostitution, or locations with certain types of entertainment or activity that attract individuals who also generate fear in other individuals. Crimes against the person are more likely to occur in such areas. (b) Locations, which are neglected or badly maintained, can give an impression of danger because lack of occupancy can be a signal for a socially disorganized neighborhood. (c) Locations with a problematic urban design like lack of surveillance, isolation or lack of visibility by others, poor lighting or the lack of possibilities for orientation and last but not least the possible lack of alternative routes.]

E.1. Do you feel insecure being on the street/ open space/ public space? i. Yes ii. No

If yes, why? i).....ii) .....iii)

.....

E. 2. What are the degrees of fear/ feeling of insecurity of you due to street crime?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.2.1. According to your information, why do people feel insecure being on the street/open space/public space?

i)..... ii) ..... iii) .....

E.3. According to your information, what are the level/scale of fear/ feeling of insecurity due to the street crime of a person in your residential police station area?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.4.What are the factors characterizing “Frightening/fearful” places from the given indicators?

(a) Physical environment: i)..... ii) ..... iii) .....

(b) Socio-economic condition of the area: i)..... ii) ..... iii).....

(c) Problematic urban design: i)..... ii)..... iii).....

.....

E.5. Do you feel the fear of street crime at night? i) Yes, ii) No; if yes, why?

i)..... i) ..... iii) .....

E.6. Do you feel the fear of street crime during the daytime? i) Yes, ii) No; if yes, why?

i)..... i) ..... iii) .....

E.7. When do you feel more fear of street crime for day versus night? i) Day ii) Night, and why? i) ..... ii) ..... iii) .....

E.8. Do you think personal networks affect fear of crime between night and day? i) Yes, ii) No;

E.8.1. If yes, how do personal networks affect fear of crime between night and day?

i) ..... ii) ..... iii) .....

E.9. Evaluate the relationship between the physical environment and feelings of insecurity or fear of street crime and identify the top five indicators of the feeling of insecurity and make a rank accordingly.

| Indicator of the feeling of insecurity | Rank | Indicator of the feeling of insecurity | Rank |
|----------------------------------------|------|----------------------------------------|------|
| i. Congested settlement (housing)      |      | vii. Narrow street                     |      |
| ii. Huge public gathering              |      | viii. No street light                  |      |
| iii. Unplanned settlement              |      | ix. Insufficient street light          |      |
| iv. Presence of slums & squatters      |      | x. Rough street                        |      |
| v. Invisible public movement           |      | xi. Remote street                      |      |
| vi. Invisibility of street             |      | xii. Other (specify.....)              |      |

E.10. According to your information please mentions five more fearful urban streets in your residential neighborhood area and business area in your residential neighborhood police station areas respectively.

| Most fearful urban streets in a residential neighborhood | Rank | Most fearful urban streets in the business neighborhood | Rank |
|----------------------------------------------------------|------|---------------------------------------------------------|------|
| i.                                                       |      | i.                                                      |      |
| ii.                                                      |      | ii.                                                     |      |
| iii.                                                     |      | iii.                                                    |      |
| iv.                                                      |      | iv.                                                     |      |
| v.                                                       |      | v.                                                      |      |

E.11. "Thinking about the city of Chittagong, do you consider that the chance of having your bag or wallet taken is:

i) Very high (80-100%) ii) High (60-80%) iii) Moderate (40-60%) iv. Low (40-20%) v. Very low (> 20%)

E.12. "If you had to walk at 10 p.m. in your residential neighborhood area, how you would feel?"

i. Very safe (1); ii. Safe (2); iii. Moderate safe (3); iv. Unsafe (4); (v) Very unsafe (5).

E.13. According to your information which sex group of people feels more fear of street crime? i) Male ii) Female,



E.13.1 According to your information, why aforesaid sex group of people feels more fear of street crime?

i).....ii) .....iii) .....

E.14. According to your information, which age group of people feels more fear of street crime?

i) Old people (60 year +)                      ii) Old adult people (40-60 years)                      iii) Adult (30-40 years)

iv) Young adult (20-30 years)                      v) Teenager (13 -19 years)

E.14.1 According to your information, why an aforesaid aged group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.15. According to your information, who feels (based on the level of educated) more fear of street crime?

i) Educated people (Literate)                      ii) Uneducated people (Illiterate people)

E.15.1 If uneducated people, why do uneducated people feel more fear of street crime?

i)..... ii) ..... iii) .....

E.15.2 If educated people, which level of educated people feels more fear of street crime?

(i) Primary (Class V), (ii) Lower Secondary (Class VIII), (iii) Secondary (SSC), (iv) HSC, (v) Graduate and above

E.15.3 Why do the aforesaid level of educated people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.16. According to your information, which occupational group of people feels more fear of street crime?

(i) Street vendor,                      (ii) Big merchant                      (iii) Businessman (Specify

.....),

(iv) Services holder (Specify.....), (v) Housewife,                      (vi) Student, (Specify

.....)

(vii) Other (Specify .....

16.1 According to your information, why an aforesaid occupational group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.17. According to your information, which income group of people feels more fear of street crime?

i. High income people (100,000+                      ii. Higher Middle income people (50,000-100,000)

iii. Lower Middle income people (20,000 – 50,000)                      iv. Poor income people (10000 – 20,000)

v. Very Poor income people ( $\geq 10,000$ )

E.17.1 According to your information, why aforesaid income group of people feels more fear of street crime?

i)..... ii) ..... iii. ....

## F. Current Crime Prevention Activities

F.1. According to your information, what are existing crime prevention activities are visible in your residential neighborhood areas?

| Community initiatives               |      | Law enforcing agencies actions      |      | Urban planning and design           |      |
|-------------------------------------|------|-------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                  |      | i.                                  |      |
| ii.                                 |      | ii.                                 |      | ii.                                 |      |
| iii.                                |      | iii.                                |      | iii.                                |      |
| iv.                                 |      | iv.                                 |      | iv.                                 |      |
| v.                                  |      | v.                                  |      | v.                                  |      |

F.1.1 According to your information, do the existing crime prevention activities are successful/effective in your residential neighborhood areas? i. Yes ii. No

F.1.2. If no, please mention the reasons: i. ....ii. ....iii. ....

F. 2. Do you know your residential neighborhood police station's cell phone/ telephone number? i. Yes ii. No

F.2.1 if yes, did you ever call them? i. Yes ii. No F.2.2. If yes, please explain your experience: .....  
.....

F.2.2 Please identify the top five actions and make a rank accordingly of the following given types of actions usually the police are taken after a street crime incidence in your residential neighborhood areas.

| Types of police actions                                                                              | Rank | Types of police actions                                 | Rank |
|------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------|------|
| i. Offender is caught and taken into custody                                                         |      | vi. Police wants bribe to take action                   |      |
| ii. Offender is caught but released after a very short time due to political pressure (assumption)   |      | vii. Police take bribes but no visible action was taken |      |
| iii. Offender is caught but released after a very short period due to bribe negotiation (assumption) |      | viii. Police harass the victim                          |      |
| iv. Police patrolling increase                                                                       |      | ix. No action was taken at all                          |      |
| v. Got back lost properties                                                                          |      | x. Others: (Specify).....                               |      |

F.3. Please identify the top five actions and make a rank accordingly from the given community-based street crime prevention activities usually are taken in your residential neighborhood communities.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.4. Please identify the top five actions and make a rank accordingly from the given urban planning and designed-based crime prevention activities usually were taken in your residential neighborhood areas.

| Types of actions                                                                | Rank | Types of actions                        | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light    |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                 |      |

|                                                                                                                           |  |                                                                          |  |
|---------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------|--|
| iv. Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. |  | ix. Not allowing trees and shrubbery in the streets for freeing eye view |  |
| v. Assured more consistent stream of 'eyes on the street'                                                                 |  | x. Suitable location of the police station                               |  |

F.5. According to your information, what are existing street crime prevention activities are visible in the business neighborhood areas of your residential police station areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |

F.6 According to your information, do the existing crime prevention activities are successful/effective in the business neighborhood areas of your residential police station areas?

- i. Yes  
ii. No

F.6.1. If no, please mention the reasons: i. ....ii.

.....

F.7. According to your information identifies the top five actions usually are taken by the business neighborhood communities to prevent street crime in their business neighborhood of your residential police station areas and make a rank.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.8. According to your information, identify the top five actions and make a rank accordingly from the current street crime prevention measures are taken by the urban planning and designed authority in the business neighborhood areas in your residential police station areas.

| Types of actions                                                                | Rank | Types of actions                                                      | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design                               |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light                                  |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                                               |      |
| iv. Customer' friendly parking lot design                                       |      | ix. Not allowing trees and shrubbery in the streets for free eye view |      |
| v. Assured more consistent stream of 'eyes on the street'                       |      | x. Suitable location for security forces                              |      |

## G. Needed Crime Prevention Initiatives in Chittagong City

G.1. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in your residential neighborhood area?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Types of activities                                | Rank | Types of activities            | Rank | Types of activities       | Rank |
| i                                                  |      | i                              |      | i                         |      |
| ii                                                 |      | ii                             |      | ii                        |      |
| iii                                                |      | iii                            |      | iii                       |      |

G.2. According to your information, identify the top five needed remedial actions by the community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Needed community-based street crime prevention activities                                                       | Rank | Needed community-based street crime prevention activities                       | Rank |
|-----------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------|------|
| i. Community cooperation                                                                                        |      | v. Forming community association to assure community security                   |      |
| ii. Ensuring the security of eyewitnesses and victims                                                           |      | vi. Need sincere effort from local political leaders and public representatives |      |
| iii. Launching effective community awareness program in education, social, cultural, and religious institutions |      | vii. Others (Specify): .....                                                    |      |
| iv. Initiation of community sponsored security system                                                           |      |                                                                                 |      |

G.3. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood areas.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                          | Rank |
|----------------------------------------------------|------|-----------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                |      |
| ii. Sufficient police patrolling                   |      | vi. Rewarding honest, sincere, and competent police law enforcing personnel |      |
| iii. Ensuring logistic support for police force    |      | vii. Others (Specify): .....                                                |      |
| iv. Increase the example of criminal punishment    |      |                                                                             |      |

G.4. According to your information, identify the top five needed remedial actions by the urban planning and design authority from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

G.5. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in the business neighborhood areas of your residential police station?

| Community-based activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------|------|--------------------------------|------|---------------------------|------|
| Variables                  | Rank | Variables                      | Rank | Variables                 | Rank |
| i.                         |      | i.                             |      | i.                        |      |
| ii.                        |      | ii.                            |      | ii.                       |      |

|      |  |      |  |      |  |
|------|--|------|--|------|--|
| iii. |  | iii. |  | iii. |  |
|------|--|------|--|------|--|

G.6. According to your information, identify the top five needed remedial actions by the business community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood police station areas.

| Business community-based activities                                                                                    | Rank | Business community-based activities                                                                   | Rank |
|------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------|------|
| i. Strengthening business community cooperation                                                                        |      | vi. Initiation of business community sponsored security system                                        |      |
| ii. Forming business community association to assure community security                                                |      | vii. Introducing CCTV at the surrounding of the shopping mall                                         |      |
| iii. Ensuring the security of eyewitnesses and victims                                                                 |      | viii. Introducing an internal link (hidden) security alarm system among the business community member |      |
| iv. Launching effective business community awareness program in social, cultural, and religious meetings and functions |      | ix. Need sincere effort from local political leaders and public representatives                       |      |
| v. Designing business shopping malls considering security issues                                                       |      | x. Others (specify).....                                                                              |      |

G.7. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities                             | Rank |
|----------------------------------------------------|------|--------------------------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program                   |      |
| ii. Enough police patrolling                       |      | vi. Rewarding honest, sincere, and competent police personnel                  |      |
| iii. Ensuring logistic support for police force    |      | vii. Need to trained police force regarding urban planning and security issues |      |
| iv. Increase the example of criminal punishment    |      | viii. Others (Specify): .....                                                  |      |

G.8. According to your information, identify the top five needed remedial actions to business neighborhood planning and design from the given variables and make a rank accordingly to prevent street crime in your residential police station areas.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

Thank you very much for your cooperation.

## APPENDIX F

### Checklist for In-depth Interview with CDA urban planners

On  
 “Spatial Analysis of the Socio-Economic Impacts of Street Crime in the Urban Neighborhoods of  
 Bangladesh: A Case Study of Chittagong City”  
 Dissertation work in partial fulfillment of the requirements for the degree of Doctor of Philosophy  
 Integrated Science of Built Environment  
 Faculty of Architecture and Planning  
 Thammasat University  
 Thailand

[Collected information will be used only for research purposes and will be never disclosed]

- A. General Information about respondent:
- i. Name of respondent
  - ii. Education
  - iii. Responsibility/ Position
  - iv. Name of organization
  - v. Mail/ phone number
  - vi. GPS value of the place of the interview

- vi. Date of interview:.....
- : .....
- : .....
- : .....
- : .....
- : .....
- : .....

- vii. Police Station name (Thana) : .....

\*Street crime is a term for any criminal offense in a public place. i.e., vandalism, snatching, pick-pocketing, eve-teasing, sexual harassment, street robbery or hijacking, murder, a kidnapping, etc. that are usually committed outdoor which have greater impacts in the society and these occur *frequently in the urban streets at day and night*(Chowdhury, 2009 & EU, 2013).

### B. Socio-economic and spatial factors in the occurrence of crime in Chittagong City.

B.1. How long are you staying in your current residential area and Chittagong city?

Current residence: .....years Chittagong City: .....Years

B. 2. According to your information, what is the crime occurrence frequency in your residential neighborhood areas?

- i. Very High (Everyday occurs)
- ii. High (at least one occurrence in a week)
- iii. Moderate (at least one occurrence within a month)
- iv. Low (at least one occurrence within last three months)
- v. Very Low (at least one occurrence within one year)

B. 3. According to your information, please provide some statistics on a very common top five street crime incident in your residential neighborhood areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.         |      |       |      |



| Nature of crime           | Offender's age | Victim | Causes            | Time | Place | Rank |
|---------------------------|----------------|--------|-------------------|------|-------|------|
|                           |                |        | iii               |      |       |      |
| v. Armed robbery          |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence   |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/ abduction |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing       |                |        | i.<br>ii.<br>iii. |      |       |      |
| viii. Sex business        |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing           |                |        | i.<br>ii.<br>iii  |      |       |      |
| x. Pick-pocketing         |                |        | i.<br>ii.<br>iii  |      |       |      |
| xi. Illegal arms dealing  |                |        | i.<br>ii.<br>iii  |      |       |      |
| xii. Others...            |                |        | i.<br>ii.         |      |       |      |

B. 4. According to your information, please provide some statistics on very common top five street crime incidents in the business neighborhood areas in your resident police station areas.

| Nature of crime                              | Offender's age | Victim | Causes            | Time | Place | Rank |
|----------------------------------------------|----------------|--------|-------------------|------|-------|------|
| i. Snatching                                 |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Hijacking                                |                |        | i.<br>ii.<br>iii  |      |       |      |
| iii. Extortion/illegal toll collection       |                |        | i.<br>ii.<br>iii. |      |       |      |
| iv. Drug addiction and illegal drugs dealing |                |        | i.<br>ii.<br>iii  |      |       |      |
| v. Armed robbery                             |                |        | i.<br>ii.<br>iii  |      |       |      |
| vi. Theft                                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Political violence                      |                |        | i.<br>ii.<br>iii  |      |       |      |
| ii. Kidnapping/ abduction                    |                |        | i.<br>ii.<br>iii  |      |       |      |
| vii. Murder/killing                          |                |        | i.                |      |       |      |

| Nature of crime          | Offender's age | Victim | Causes            | Time | Place | Rank |
|--------------------------|----------------|--------|-------------------|------|-------|------|
|                          |                |        | ii.<br>iii.       |      |       |      |
| viii. Sex business       |                |        | i.<br>ii.<br>iii. |      |       |      |
| ix. Eve-teasing          |                |        | i.<br>ii.<br>iii. |      |       |      |
| x. Pick-pocketing        |                |        | i.<br>ii.<br>iii. |      |       |      |
| xi. Illegal arms dealing |                |        | i.<br>ii.<br>iii. |      |       |      |
| xii. Others...           |                |        | i.<br>ii.         |      |       |      |

B. 5. According to your information, which socio-economic groups of people are more prone to engage in committing a street crime from the given variables in Chittagong City?

| Types of Socio-economic Group of people    | Rich people /Upper Class | Higher Middle-Class people | Lower Middle-Class people | Poor people   | Very Poor People/ Slum-dwellers |
|--------------------------------------------|--------------------------|----------------------------|---------------------------|---------------|---------------------------------|
| Average monthly HH income (Local currency) | 100,000+                 | (50,000-100,000)           | 20,000-50,000             | 10,000-20,000 | 10,000<                         |
| Rank                                       |                          |                            |                           |               |                                 |

N.B.: Socio-economic groups of people were made based on recent studies by the Bangladesh Institute of Development Studies (Rahman, H.Z. 2017)

B. 6. According to your information, what are the reasons to engage an aforesaid socio-economic group of people committing a street crime in Chittagong City?

i..... ii.....iii.....

B. 7. Please identify the top five causal factors to engage people committing a street crime and make a rank accordingly from the given variables in Chittagong City.

| Causal factors to engage committing a street crime | Rank | Causal factors to engage committing a street crime                | Rank |
|----------------------------------------------------|------|-------------------------------------------------------------------|------|
| i. Living in poverty                               |      | vi. Local environmental influence (Living in slum)                |      |
| ii. Drugs addition                                 |      | vii. Abuse of information technology                              |      |
| iii. Unemployment and frustration                  |      | viii. Lack of legal actions against the offenders                 |      |
| iv. Political patronization and local influence    |      | ix. Inadequate state supports for the vulnerable groups of people |      |
| v. Lack of parental care                           |      | x. Lack of awareness and mass illiteracy                          |      |

### C. Street crime-prone location in Chittagong City

C.1.1 According to your information, please mention at least five street crime-prone locations; make their rank and causal factors of becoming crime-prone locations in your residential neighborhood police station areas?

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |

|      |  |                       |
|------|--|-----------------------|
| iii. |  | i.....ii.....iii..... |
| iv.  |  | i.....ii.....iii..... |
| v.   |  | i.....ii.....iii..... |

C.1.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variable in your residential neighborhood areas.

| Causal factors of street crime hotspots               | Rank | Causal factors of street crime hotspots           | Rank |
|-------------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station              |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                         |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force                 |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                              |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                        |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets                   |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                          |      | xv. Others: (Specify).....                        |      |
| viii. Escaping/hiding opportunity in the nearest slum |      |                                                   |      |

C. 2.1. According to your information, please mention at least five most street crime-prone locations, make their rank, and causal factors of becoming street crime-prone locations in the business neighborhood areas in your residential police station areas.

| Name of most crime-prone location | Rank | Causal factors of becoming most crime-prone location |
|-----------------------------------|------|------------------------------------------------------|
| i.                                |      | i.....ii.....iii.....                                |
| ii.                               |      | i.....ii.....iii.....                                |
| iii.                              |      | i.....ii.....iii.....                                |
| iv.                               |      | i.....ii.....iii.....                                |
| v.                                |      | i.....ii.....iii.....                                |

C.2.2. Please identify the top five causal factors becoming street crime hotspots and make a rank accordingly from the given variables in the business neighborhood areas in your residential police station areas.

| Causal factors of street crime hotspots        | Rank | Causal factors of street crime hotspots           | Rank |
|------------------------------------------------|------|---------------------------------------------------|------|
| i. Very far distance from Police Station       |      | ix. Escaping opportunity in the forest and hill   |      |
| ii. Lack of Police Patrolling                  |      | x. Escaping opportunity in the mass gathering     |      |
| iii. Inactiveness of the police force          |      | xi. Transport Node (bus terminal/railway station) |      |
| iv. Corruption of police                       |      | xii. Traffic congestion                           |      |
| v. Narrow width of the streets                 |      | xiii. Local political patronization               |      |
| vi. Poor/worse condition of streets            |      | xiv. Residence of poor/slum people                |      |
| vii. Lack of street lighting                   |      | xvi. Others: (Specify):                           |      |
| viii. Escaping opportunity in the nearest slum |      |                                                   |      |

#### D. Effects of Street Crime Hotspots in Chittagong City

D.1.1. Did you ever victimize any type of street crime in your residential neighborhood area in Chittagong City?

i. Yes. ii. No

D.1.2. If yes, please mentions the frequency of victimization, type of crime, location name, and types of victimization from your personal experience in your residential neighborhood area in Chittagong City:

| Variables                       | Victimization of street crime in residential neighborhood area (Lifetime in CMP)                                              |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....location name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical    ii. Mental (Fear)    iii. Financial    iv. Assets                                                              |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.2.1. Did you ever change your residence due to street crime victimization?    i. Yes      ii. No

D.2.2. If yes, how many times did you change?      i. Once      ii. Twice      iii. Multiple

D.3.1. Do you think, there have some local location advantages for the criminals to commit a street crime in your residential neighborhood areas?    i. Yes      ii. No, if yes, mention the types of local location advantages and make a rank

| Types of local location advantages | Rank | Types of local location advantages | Rank |
|------------------------------------|------|------------------------------------|------|
| i.                                 |      | iii.                               |      |
| ii.                                |      | iv.                                |      |

D.4. Do you think the plan & design of the street & housing of your neighborhood areas facilitates/helps/supports the offenders to commit a street crime?

i. Yes    ii. No;      If yes, how?  
i.....ii.....

D.5. Do you think city planning authorities consider the security issues of citizens in residential and business neighborhood areas planning and design in Chittagong City?

i. Yes    ii. No;      If yes, how?    i.....  
ii.....

If no, why?    i.....    ii.....iii.  
.....

D.6. Do you think the current police station location is suitable to access all classes of people to take security support?

i. Yes    ii. No;      If yes, how?    i.....  
ii.....

If no, why?  
i.....ii.....iii.  
...

D. 7. Did you ever victimize any type of street crime in the business neighborhood areas in your residential police station areas?    i. Yes      ii. No,

D.7.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in business neighborhood area (Lifetime in CMP)                                                 |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical    ii. Mental (Fear)    iii. Financial    iv. Assets                                                              |
| Details of victimization        | No. of fatality:.... Physical injuries:..... Value of property damage:.....                                                   |

D.8. Did you ever see any other people victimized by any types of street crime in Chittagong city?

i. Yes ii. No

D.8.1. If yes, please mentions the frequency of victimization, type of crime, location name, and level of victimization of your personal experience:

| Variables                       | Victimization of street crime in Chittagong city area (Lifetime in CMP)                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Frequency of victimization      | i. Once      ii. Twice      iii. Thrice      iv. Multiple                                                                     |
| Type of crime and location name | i) Crime name:.....Location Name:.....<br>ii) Crime name:.....Location Name:.....<br>iii) Crime name:.....Location Name:..... |
| Types of victimization          | i. Physical      ii. Mental (Fear)      iii. Financial      iv. Assets                                                        |
| Details of victimization        | No. of fatality:..... Physical injuries:..... Value of property damage:.....                                                  |

D.9. According to your information, what types of effects (consequence) of street crime hotspots do you observe in your residential neighborhood areas?

| Residential Community Environment Effects | RRank | Social Environment Effects | RRank |
|-------------------------------------------|-------|----------------------------|-------|
| i.                                        |       | i.                         |       |
| ii.                                       |       | ii.                        |       |
| iii.                                      |       | iii.                       |       |
| iv.                                       |       | iv.                        |       |
| v                                         |       | v.                         |       |

D.9.1 According to your information, identify the top five effects of street crime hotspots on the residential neighborhood communities in your residential police station areas from the given variables and make a rank among them.

| Effects on the residential neighborhoods environment    |      |                                                 |      |
|---------------------------------------------------------|------|-------------------------------------------------|------|
| Types of effects                                        | Rank | Types of effects                                | Rank |
| i. Create mental panic                                  |      | viii. More scared of young-adult family members |      |
| ii. Victim of physical assault/harassment               |      | ix. Create a bad image of the area to others    |      |
| iii. Victim of giving an illegal toll                   |      | x. Infectious to young adult                    |      |
| iv. Land value reduce                                   |      | xi. Increase drug addiction                     |      |
| v. Renter leave                                         |      | xii. Increase theft                             |      |
| vi. Feel scared to travel alone                         |      | xiii. Increase pick-pocketing                   |      |
| vii. Hamper/Stopping young adult woman's alone movement |      | xiv. Increase robbery                           |      |

D. 10. According to your information, what types of effects (consequence) of street crime hotspots do you observe on the business neighborhood areas in your residential police station areas?

| Business environmental effects | Rank | Social environmental effects | Rank |
|--------------------------------|------|------------------------------|------|
| i.                             |      | i.                           |      |
| ii.                            |      | ii.                          |      |
| iii.                           |      | iii.                         |      |

10.1 According to your information identify the top five effects of street crime hotspots on the neighborhood business areas in your residential neighborhood police station areas from the given variables and make a rank among them.

| Effects on the business neighborhoods environment |      |                                               |      |
|---------------------------------------------------|------|-----------------------------------------------|------|
| Types of effects                                  | Rank | Types of effects                              | Rank |
| i. Create mental panic                            |      | viii. Scared to keep cash in the shop         |      |
| ii. Victim of physical assault/harassment         |      | ix. Business clients scared to visit the shop |      |
| iii. Victim of giving an illegal toll             |      | x. Business investment reduce                 |      |
| iv. Income reduce                                 |      | xi. Development programs hamper               |      |
| v. Business quit                                  |      | xii. Create a bad image of the area to others |      |

|                       |  |                                               |  |
|-----------------------|--|-----------------------------------------------|--|
| vi. Land value reduce |  | xiii. People usually avoid traveling the area |  |
| vii. Renter leave     |  | xiv. Others (Specify) .....                   |  |

11. According to your information, what types of effects (consequence) due to street crime hotspots do you observe in Chittagong City?

| Residential community environment effects | Social environment effects | Business environment effects |
|-------------------------------------------|----------------------------|------------------------------|
| i.                                        | i.                         | i.                           |
| ii.                                       | ii.                        | ii.                          |
| iii.                                      | iii.                       | iii.                         |

#### E. Spatial relationship between the fear of street crime and its actual occurrence in the city

[There are six types of crime to be distinguished while fear of crime may be subdivided into three categories. • Burglary (residential/commercial); • vandalism (including graffiti); • street violence: assault/robbery; fighting/assaults; sexual or indecent assaults; • car crime: theft of the car; theft from the car; arson of a car; • theft: shoplifting; pickpocketing; theft of bikes, mopeds, etc.; • arson. \* Fear of crime: [(a) Locations with fear generating functions or features, such as streets or areas of prostitution, or locations with certain types of entertainment or activity that attract individuals who also generate fear in other individuals. Crimes against the person are more likely to occur in such areas. (b) Locations, which are neglected or badly maintained, can give an impression of danger because lack of occupancy can be a signal for a socially disorganized neighborhood. (c) Locations with a problematic urban design like lack of surveillance, isolation or lack of visibility by others, poor lighting or the lack of possibilities for orientation and last but not least the possible lack of alternative routes.]

E.1. Do you feel insecure being on the street/ open space/ public space? i. Yes ii. No

If yes, why? i).....ii) ..... iii)

.....

E. 2. What are the degrees of fear/ feeling of insecurity of you due to street crime?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.2.1. According to your information, why do people feel insecure being on the street/open space/public space?

i)..... ii) ..... iii)

.....

E.3. According to your information, what are the level/scale of fear/ feeling of insecurity due to the street crime of a person in your residential police station area?

i) Very high (5) ii) High (4) iii) Moderate (3) iv. Low (2) v. Very low (1)

E.4.What are the factors characterizing “Frightening/fearful” places from the given indicators?

(a) Physical environment: i)..... ii) ..... iii) .....

(b) Socio-economic condition of the area: i).....ii)

.....iii).....

(c) Problematic urban design: i)..... ii).....iii)

.....

E.5. Do you feel the fear of street crime at night? i) Yes, ii) No; if yes, why?

i)..... ii) ..... iii) .....

E.6. Do you feel the fear of street crime during the daytime? i) Yes, ii) No; if yes, why?

i)..... ii) ..... iii) .....

E.7. When do you feel more fear of street crime for day versus night? i) Day ii) Night,



and why? i) ..... ii) ..... iii) .....

E.8. Do you think personal networks affect fear of crime between night and day? i) Yes, ii) No;

E.8.1. If yes, how do personal networks affect fear of crime between night and day?

i) ..... ii) ..... iii) .....

E.9. Evaluate the relationship between the physical environment and feelings of insecurity or fear of street crime and identify the top five indicators of the feeling of insecurity and make a rank accordingly.

| Indicator of the feeling of insecurity | Rank | Indicator of the feeling of insecurity | Rank |
|----------------------------------------|------|----------------------------------------|------|
| i. Congested settlement (housing)      |      | vii. Narrow street                     |      |
| ii. Huge public gathering              |      | viii. No street light                  |      |
| iii. Unplanned settlement              |      | ix. Insufficient street light          |      |
| iv. Presence of slums & squatters      |      | x. Rough street                        |      |
| v. Invisible public movement           |      | xi. Remote street                      |      |
| vi. Invisibility of street             |      | xii. Other<br>(specify.....)           |      |

E.10. According to your information please mentions five more fearful urban streets in your residential neighborhood area and business area in your residential neighborhood police station areas respectively.

| Most fearful urban streets in a residential neighborhood | Rank | Most fearful urban streets in the business neighborhood | Rank |
|----------------------------------------------------------|------|---------------------------------------------------------|------|
| i.                                                       |      | i.                                                      |      |
| ii.                                                      |      | ii.                                                     |      |
| iii.                                                     |      | iii.                                                    |      |
| iv.                                                      |      | iv.                                                     |      |
| v.                                                       |      | v.                                                      |      |

E.11. "Thinking about the city of Chittagong, do you consider that the chance of having your bag or wallet taken is:

i) Very high (80-100%) ii) High (60-80%) iii) Moderate (40-60%) iv. Low (40-20%) v. Very low (> 20%)

E.12. "If you had to walk at 10 p.m. in your residential neighborhood area, how you would feel?"

i. Very safe (1); ii. Safe (2); iii. Moderate safe (3); iv. Unsafe (4); (v) Very unsafe (5).

E.13. According to your information which sex group of people feels more fear of street crime? i) Male ii) Female,

E.13.1 According to your information, why aforesaid sex group of people feels more fear of street crime?

i).....ii) .....iii) .....

E.14. According to your information, which age group of people feels more fear of street crime?

i) Old people (60 year +) ii) Old adult people (40-60 years) iii) Adult (30-40 years)

iv) Young adult (20-30 years) v) Teenager (13 -19 years)

E.14.1 According to your information, why an aforesaid aged group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.15. According to your information, who feels (based on the level of educated) more fear of street crime?

i) Educated people (Literate) ii) Uneducated people (Illiterate people)

E.15.1 If uneducated people, why do uneducated people feel more fear of street crime?

i)..... ii) ..... iii) .....

E.15.2 If educated people, which level of educated people feels more fear of street crime?

(i) Primary (Class V), (ii) Lower Secondary (Class VIII), (iii) Secondary (SSC), (iv) HSC, (v) Graduate and above

E.15.3 Why do the aforesaid level of educated people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.16. According to your information, which occupational group of people feels more fear of street crime?

(i) Street vendor, (ii) Big merchant (iii) Businessman (Specify .....),  
(iv) Services holder (Specify.....), (v) Housewife, (vi) Student, (Specify .....),  
(vii) Other (Specify .....)

16.1 According to your information, why an aforesaid occupational group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

E.17. According to your information, which income group of people feels more fear of street crime?

i. High income people (100,000+ ii. Higher Middle income people (50,000-100,000)  
iii. Lower Middle income people (20,000 – 50,000) iv. Poor income people (10000 – 20,000)  
v. Very Poor income people ( $\geq 10,000$ )

E.17.1 According to your information, why aforesaid income group of people feels more fear of street crime?

i)..... ii) ..... iii) .....

## F. Current Crime Prevention Activities

F.1. According to your information, what are existing crime prevention activities are visible in your residential neighborhood areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |
| iv.                                 |      | iv.                                            |      | iv.                                 |      |
| v.                                  |      | v.                                             |      | v.                                  |      |

F.1.1 According to your information, do the existing crime prevention activities are successful/effective in your residential neighborhood areas? i. Yes ii. No

F.1.2. If no, please mention the reasons: i. .... ii. .... iii. ....

F. 2. Do you know your residential neighborhood police station's cell phone/ telephone number? i. Yes ii. No

F.2.1 if yes, did you ever call them? i. Yes ii. No

F.2.2. If yes, please explain your experience:

.....  
.....

F.2.2 Please identify the top five actions and make a rank accordingly of the following given types of actions usually the police are taken after a street crime incidence in your residential neighborhood areas.

| Types of police actions                                                                              | Rank | Types of police actions                                 | Rank |
|------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------|------|
| i. Offender is caught and taken into custody                                                         |      | vi. Police wants bribe to take action                   |      |
| ii. Offender is caught but released after a very short time due to political pressure (assumption)   |      | vii. Police take bribes but no visible action was taken |      |
| iii. Offender is caught but released after a very short period due to bribe negotiation (assumption) |      | viii. Police harass the victim                          |      |
| iv. Police patrolling increase                                                                       |      | ix. No action was taken at all                          |      |
| v. Got back lost properties                                                                          |      | x. Others: (Specify).....                               |      |

F.3. Please identify the top five actions and make a rank accordingly from the given community-based street crime prevention activities usually are taken in your residential neighborhood communities.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.4. Please identify the top five actions and make a rank accordingly from the given urban planning and designed-based crime prevention activities usually were taken in your residential neighborhood areas.

| Types of actions                                                                                                          | Rank | Types of actions                                                         | Rank |
|---------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary)                                           |      | vi. Pedestrian-friendly pavement design                                  |      |
| ii. Wider gridiron street design                                                                                          |      | vii. Assured sufficient street light                                     |      |
| iii. Street design based on land use                                                                                      |      | viii. Fences in streets                                                  |      |
| iv. Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. |      | ix. Not allowing trees and shrubbery in the streets for freeing eye view |      |
| v. Assured more consistent stream of 'eyes on the street'                                                                 |      | x. Suitable location of the police station                               |      |

F.5. According to your information, what are existing street crime prevention activities are visible in the business neighborhood areas of your residential police station areas?

| Community initiatives               |      | Administrative /Law enforcing agencies actions |      | Urban planning and design           |      |
|-------------------------------------|------|------------------------------------------------|------|-------------------------------------|------|
| Current crime prevention activities | Rank | Current crime prevention activities            | Rank | Current crime prevention activities | Rank |
| i.                                  |      | i.                                             |      | i.                                  |      |
| ii.                                 |      | ii.                                            |      | ii.                                 |      |
| iii.                                |      | iii.                                           |      | iii.                                |      |

F.6 According to your information, do the existing crime prevention activities are successful/effective in the business neighborhood areas of your residential police station areas? i. Yes

ii. No

F.6.1. If no, please mention the reasons: i. ....ii.

.....

F.7. According to your information identifies the top five actions usually are taken by the business neighborhood communities to prevent street crime in their business neighborhood of your residential police station areas and make a rank.

| Types of actions                           | Rank | Types of actions                               | Rank |
|--------------------------------------------|------|------------------------------------------------|------|
| i. Personal security appointed             |      | vi. Boundary wall built                        |      |
| ii. Individual heavy metal gate introduced |      | vii. Community security introduced             |      |
| iii. CCTV camera introduced                |      | viii. Common entrance and exit gate introduced |      |
| iv. Trained dog introduced                 |      | ix. No action took                             |      |
| v. Internal (hidden) security alarm built  |      | x. Others: (Specify).....                      |      |

F.8. According to your information, identify the top five actions and make a rank accordingly from the current street crime prevention measures are taken by the urban planning and designed authority in the business neighborhood areas in your residential police station areas.

| Types of actions                                                                | Rank | Types of actions                                                      | Rank |
|---------------------------------------------------------------------------------|------|-----------------------------------------------------------------------|------|
| i. Limited entrance and exit in neighborhood design (Outside the site boundary) |      | vi. Pedestrian-friendly pavement design                               |      |
| ii. Wider gridiron street design                                                |      | vii. Assured sufficient street light                                  |      |
| iii. Street design based on land use                                            |      | viii. Fences in streets                                               |      |
| iv. Customer' friendly parking lot design                                       |      | ix. Not allowing trees and shrubbery in the streets for free eye view |      |
| v. Assured more consistent stream of 'eyes on the street'                       |      | x. Suitable location for security forces                              |      |

### G. Needed Crime Prevention Initiatives in Chittagong City

G.1. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in your residential neighborhood area?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Types of activities                                | Rank | Types of activities            | Rank | Types of activities       | Rank |
| i                                                  |      | i                              |      | i                         |      |
| ii                                                 |      | ii                             |      | ii                        |      |
| iii                                                |      | iii                            |      | iii                       |      |

G.2. According to your information, identify the top five needed remedial actions by the community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Needed community-based street crime prevention activities                                                       | Rank | Needed community-based street crime prevention activities                       | Rank |
|-----------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------|------|
| i. Community cooperation                                                                                        |      | v. Forming community association to assure community security                   |      |
| ii. Ensuring the security of eyewitnesses and victims                                                           |      | vi. Need sincere effort from local political leaders and public representatives |      |
| iii. Launching effective community awareness program in education, social, cultural, and religious institutions |      | vii. Others (Specify): .....                                                    |      |
| iv. Initiation of community sponsored security system                                                           |      |                                                                                 |      |

G.3. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood areas.

| Community-based street crime prevention activities | Rank | Community-based street crime prevention activities           | Rank |
|----------------------------------------------------|------|--------------------------------------------------------------|------|
| i. Introducing CCTV in the street crime hotspots   |      | v. Introducing perpetrator's/derailed rehabilitation program |      |

|                                                 |  |                                                                             |  |
|-------------------------------------------------|--|-----------------------------------------------------------------------------|--|
| ii. Sufficient police patrolling                |  | vi. Rewarding honest, sincere, and competent police law enforcing personnel |  |
| iii. Ensuring logistic support for police force |  | vii. Others (Specify): .....                                                |  |
| iv. Increase the example of criminal punishment |  |                                                                             |  |

G.4. According to your information, identify the top five needed remedial actions by the urban planning and design authority from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

G.5. What types of remedial actions (urban planning and design, residential community initiatives, and administrative actions) are needed to prevent street crime in the business neighborhood areas of your residential police station?

| Community-based street crime prevention activities |      | Law enforcing agencies actions |      | Urban planning and design |      |
|----------------------------------------------------|------|--------------------------------|------|---------------------------|------|
| Variables                                          | Rank | Variables                      | Rank | Variables                 | Rank |
| i.                                                 |      | i.                             |      | i.                        |      |
| ii.                                                |      | ii.                            |      | ii.                       |      |
| iii.                                               |      | iii.                           |      | iii.                      |      |

G.6. According to your information, identify the top five needed remedial actions by the business community from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood police station areas.

| Business community-based street crime prevention activities                                                            | Rank | Business community-based street crime prevention activities                                           | Rank |
|------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------|------|
| i. Strengthening business community cooperation                                                                        |      | vi. Initiation of business community sponsored security system                                        |      |
| ii. Forming business community association to assure community security                                                |      | vii. Introducing CCTV at the surrounding of the shopping mall                                         |      |
| iii. Ensuring the security of eyewitness and victims                                                                   |      | viii. Introducing an internal link (hidden) security alarm system among the business community member |      |
| iv. Launching effective business community awareness program in social, cultural, and religious meetings and functions |      | ix. Need sincere effort from local political leaders and public representatives                       |      |
| v. Designing business shopping malls considering security issues                                                       |      | x. Others (specify).....                                                                              |      |

G.7. According to your information, identify the top five needed remedial actions by the law enforcement agencies from the given variables and make a rank accordingly to prevent street crime in your residential neighborhood area.

| Community-based street crime prevention | Rank | Community-based street crime | Rank |
|-----------------------------------------|------|------------------------------|------|
|-----------------------------------------|------|------------------------------|------|

|                                                  |  |                                                                                |  |
|--------------------------------------------------|--|--------------------------------------------------------------------------------|--|
| activities                                       |  | prevention activities                                                          |  |
| i. Introducing CCTV in the street crime hotspots |  | v. Introducing perpetrator's/derailed rehabilitation program                   |  |
| ii. Enough police patrolling                     |  | vi. Rewarding honest, sincere, and competent police personnel                  |  |
| iii. Ensuring logistic support for police force  |  | vii. Need to trained police force regarding urban planning and security issues |  |
| iv. Increase the example of criminal punishment  |  | viii. Others (Specify): .....                                                  |  |

G.8. According to your information, identify the top five needed remedial actions to business neighborhood planning and design from the given variables and make a rank accordingly to prevent street crime in your residential police station areas.

| Community-based street crime prevention activities                    | Rank | Community-based street crime prevention activities                                                          | Rank |
|-----------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------|------|
| i. Street widening to avoid traffic congestion                        |      | viii. Special attention on transport nodes                                                                  |      |
| ii. Ensuring sufficient street light (daylight and electric light)    |      | ix. Spatially redesign in the planning of the neighborhood                                                  |      |
| iii. Changing housing design considering safety                       |      | x. Priority for a pedestrian in pavement design                                                             |      |
| iv. Ensuring visibility of main entrance and surrounding of the house |      | xi. Design of public space of business areas                                                                |      |
| v. Introducing gated housing (common entrance and exist)              |      | xii. Application of GIS by using GPS, 3D Model for crime mapping.                                           |      |
| vi. Emphasizing sectoral and dual land use                            |      | xiii. Addressing urban form and design in respecting the natural environment, preserving open space systems |      |
| vii. Avoiding mixed land use if high population density.              |      | xiv. Others (Specify): .....                                                                                |      |

Thank you very much for your cooperation.



## APPENDIX (DATA TABLES)

Table A.1.ii: Sex of the respondents

| Police Station Name | Household Respondents |        |       | Key Informants |        |       | In-depth Interview (Crime Hotspots) |        |       | In-depth Interview (Police Office) |        |       | IUP  |        |       | Total |        |
|---------------------|-----------------------|--------|-------|----------------|--------|-------|-------------------------------------|--------|-------|------------------------------------|--------|-------|------|--------|-------|-------|--------|
|                     | Male                  | Female | Total | Male           | Female | Total | Male                                | Female | Total | Male                               | Female | Total | Male | Female | Total | f     | %      |
| Kotowali            | 28                    | 16     | 44    | 6              | 0      | 6     | 15                                  | 2      | 17    | 7                                  | 0      | 7     | 7    | 0      | 7     | 81    | 12.27  |
| Double Mouring      | 30                    | 20     | 50    | 5              | 1      | 6     | 9                                   | 0      | 9     | 3                                  | 0      | 3     | 0    | 0      | 0     | 68    | 10.30  |
| Panchlayish         | 25                    | 6      | 31    | 5              | 3      | 8     | 6                                   | 0      | 6     | 5                                  | 0      | 5     | 2    | 1      | 3     | 53    | 8.03   |
| Bakalia             | 38                    | 2      | 40    | 4              | 0      | 4     | 10                                  | 1      | 11    | 1                                  | 0      | 1     | 0    | 0      | 0     | 56    | 8.48   |
| Chandgaon           | 25                    | 8      | 33    | 7              | 1      | 8     | 8                                   | 2      | 10    | 2                                  | 0      | 2     | 0    | 0      | 0     | 53    | 8.03   |
| Bayezid             | 21                    | 16     | 37    | 3              | 0      | 3     | 7                                   | 4      | 11    | 2                                  | 0      | 2     | 0    | 0      | 0     | 53    | 8.03   |
| Khulsi              | 45                    | 5      | 50    | 6              | 1      | 7     | 11                                  | 2      | 13    | 3                                  | 0      | 3     | 0    | 0      | 0     | 73    | 11.06  |
| Pahartali           | 30                    | 10     | 40    | 5              | 0      | 5     | 13                                  | 3      | 16    | 6                                  | 0      | 6     | 0    | 0      | 0     | 67    | 10.15  |
| Halishashar         | 8                     | 13     | 21    | 3              | 1      | 4     | 6                                   | 2      | 8     | 3                                  | 0      | 3     | 0    | 0      | 0     | 36    | 5.45   |
| Bandar              | 18                    | 9      | 27    | 2              | 0      | 2     | 13                                  | 0      | 13    | 2                                  | 0      | 2     | 0    | 0      | 0     | 44    | 6.67   |
| Patenga             | 25                    | 5      | 30    | 2              | 1      | 3     | 5                                   | 0      | 5     | 4                                  | 0      | 4     | 0    | 0      | 0     | 42    | 6.36   |
| Karnafuli           | 21                    | 0      | 21    | 4              | 0      | 4     | 7                                   | 0      | 7     | 2                                  | 0      | 2     | 0    | 0      | 0     | 34    | 5.15   |
| Total               | 314                   | 110    | 424   | 52             | 8      | 60    | 110                                 | 16     | 126   | 40                                 | 0      | 40    | 9    | 1      | 10    | 660   | 100.00 |

Table A.1.iii: Age of the Respondents

| Age of Respondents | Household Respondents (N=424) |       | In-depth Interview (Crime Hotspots) (N=126) |       | In-depth Interview (Police Office) (N=40) |       | In-depth Interview (IUP) (N=10) |       | Total |         |
|--------------------|-------------------------------|-------|---------------------------------------------|-------|-------------------------------------------|-------|---------------------------------|-------|-------|---------|
|                    | f                             | %     | f                                           | %     | f                                         | %     | f                               | %     | f     | %       |
| 15-20 Years        | 14                            | 3.3   | 5                                           | 4.0   | 0                                         | 0     | 0                               | 0     | 19    | 3.167   |
| 21-30 Years        | 203                           | 47.9  | 65                                          | 51.6  | 8                                         | 20.0  | 7                               | 70.0  | 283   | 47.167  |
| 31-40 Years        | 131                           | 30.9  | 27                                          | 21.4  | 25                                        | 62.5  | 2                               | 20.0  | 185   | 30.833  |
| 41-50 Years        | 59                            | 13.9  | 20                                          | 15.9  | 7                                         | 17.5  | 1                               | 10.0  | 87    | 14.500  |
| 51-60 Years        | 15                            | 3.5   | 6                                           | 4.8   | 0                                         | 0     | 0                               | 0     | 21    | 3.500   |
| Above 60 Years     | 2                             | 0.5   | 3                                           | 2.4   | 0                                         | 0     | 0                               | 0     | 5     | 0.833   |
| Total              | 424                           | 100.0 | 126                                         | 100.0 | 40                                        | 100.0 | 10                              | 100.0 | 600   | 100.000 |

Table A.1.iv: Educational qualification of the respondents

| Educational Qualification | Household Respondents (N=424) |       | Key Informant (N=60) |       | In-depth Interview (Crime Hotspots) (N=126) |       | In-depth Interview (Police Office) (N=40) |       | In-depth Interview (IUP Planners) (N=10) |       | Total |        |
|---------------------------|-------------------------------|-------|----------------------|-------|---------------------------------------------|-------|-------------------------------------------|-------|------------------------------------------|-------|-------|--------|
|                           | f                             | %     | f                    | %     | f                                           | %     | f                                         | %     | f                                        | %     | f     | %      |
| Illiterate                | 34                            | 8.0   | 0                    | 0     | 10                                          | 8.8   | 0                                         | 0     | 0                                        | 0     | 44    | 6.71   |
| Primary                   | 49                            | 11.6  | 0                    | 0     | 11                                          | 8.7   | 0                                         | 0     | 0                                        | 0     | 60    | 9.15   |
| Lower secondary           | 36                            | 8.5   | 6                    | 10.0  | 7                                           | 5.6   | 0                                         | 0     | 0                                        | 0     | 49    | 7.47   |
| Secondary                 | 57                            | 13.4  | 8                    | 13.3  | 44                                          | 34.9  | 0                                         | 0     | 0                                        | 0     | 109   | 16.62  |
| Higher Secondary          | 78                            | 18.4  | 16                   | 26.7  | 18                                          | 14.3  | 3                                         | 7.5   | 0                                        | 0     | 115   | 17.53  |
| Graduate and above        | 170                           | 40.1  | 30                   | 50.0  | 35                                          | 27.8  | 37                                        | 92.5  | 10.0                                     | 100.0 | 282   | 42.99  |
| Total                     | 424                           | 100.0 | 60                   | 100.0 | 122                                         | 100.0 | 40                                        | 100.0 | 10                                       | 100.0 | 656   | 100.00 |

Table A.1.v: Occupation of the respondents

| Types of Occupation | Household Respondents (N=424) |       | Key Informant (N=60) |       | In-depth Interview (Crime Hotspots) (N=126) |       | In-depth Interview (Police Office) (N=40) |     | In-depth Interview (IUP) (N=10) |     | Total  |       |
|---------------------|-------------------------------|-------|----------------------|-------|---------------------------------------------|-------|-------------------------------------------|-----|---------------------------------|-----|--------|-------|
|                     | f                             | %     | f                    | %     | f                                           | %     | f                                         | %   | f                               | %   | f      | %     |
| Farming             | 5                             | 1.18  | 0                    | 0     | 0                                           | 0     | 0                                         | 0   | 0                               | 0   | 5.00   | 0.76  |
| Business            | 128                           | 30.19 | 4                    | 6.67  | 56                                          | 44.44 | 0                                         | 0   | 0                               | 0   | 188.00 | 28.48 |
| Service             | 131                           | 30.90 | 40                   | 66.67 | 27                                          | 21.43 | 40                                        | 100 | 10                              | 100 | 248.00 | 37.58 |
| Housewife           | 30                            | 7.08  | 0                    | 0.00  | 9                                           | 7.14  | 0                                         | 0   | 0                               | 0   | 39.00  | 5.91  |
| Study               | 115                           | 27.12 | 13                   | 21.67 | 18                                          | 14.29 | 0                                         | 0   | 0                               | 0   | 146.00 | 22.12 |
| Transport worker    | 7                             | 1.65  | 0                    | 0.00  | 2                                           | 1.59  | 0                                         | 0   | 0                               | 0   | 9.00   | 1.36  |
| Others              | 8                             | 1.89  | 3                    | 5.00  | 14                                          | 11.11 | 0                                         | 0   | 0                               | 0   | 25.00  | 3.79  |

Table A.1.(vi-ix): Respondents' house type (vi), house ownership (vii), marital status (viii) and monthly income (ix)

| Types of houses | HHH |        | House ownership | HHH              |        | Marital status | HHH   |        | Monthly income | HHH |        |
|-----------------|-----|--------|-----------------|------------------|--------|----------------|-------|--------|----------------|-----|--------|
|                 | f   | %      |                 | f                | %      |                | f     | %      |                | f   | %      |
| Pacca           | 272 | 64.20  | Own             | 141              | 33.25  | Married        | 252   | 59.43  | 100,000+       | 7   | 1.65   |
| Semi-pacca      | 133 | 31.40  |                 | 50,000 - 100,000 | 16     |                | 3.77  |        |                |     |        |
| Kutcha          | 14  | 3.30   |                 | 20,000 - 50,000  | 122    |                | 28.77 |        |                |     |        |
| Multi-storied   | 5   | 1.20   |                 | 10,000 - 20,000  | 115    |                | 27.12 |        |                |     |        |
| Total           | 424 | 100.00 | Rental          | 283              | 66.75  | Unmarried      | 172   | 40.57  | Below 10,000   | 134 | 31.60  |
|                 |     |        | Total           | 424              | 100.00 | Total          | 424   | 100.00 | No Income      | 30  | 7.08   |
|                 |     |        |                 |                  |        |                |       |        | Total          | 424 | 100.00 |

**Table A.1.xi Name of the residential police station**

| Name of Police Station | Age (Household Respondents) |       |             |       |             |       |             |       |             |      |                |      | Total |        |
|------------------------|-----------------------------|-------|-------------|-------|-------------|-------|-------------|-------|-------------|------|----------------|------|-------|--------|
|                        | 15-20 Years                 |       | 21-30 Years |       | 31-40 Years |       | 41-50 Years |       | 51-60 Years |      | Above 60 Years |      |       |        |
|                        | f                           | %     | f           | %     | f           | %     | f           | %     | f           | %    | f              | %    | f     | %      |
| Kotowali               | 0                           | 0.00  | 27          | 61.36 | 6           | 13.64 | 7           | 15.91 | 4           | 9.09 | 0              | 0.00 | 44    | 10.38  |
| Double Mouring         | 2                           | 4.00  | 21          | 42.00 | 20          | 40.00 | 7           | 14.00 | 0           | 0.00 | 0              | 0.00 | 50    | 11.79  |
| Panchlayish            | 0                           | 0.00  | 23          | 74.19 | 4           | 12.90 | 4           | 12.90 | 0           | 0.00 | 0              | 0.00 | 31    | 7.31   |
| Bakalia                | 0                           | 0.00  | 19          | 47.50 | 12          | 30.00 | 5           | 12.50 | 3           | 7.50 | 1              | 2.50 | 40    | 9.43   |
| Chandgaon              | 1                           | 3.03  | 20          | 60.61 | 9           | 27.27 | 2           | 6.06  | 1           | 3.03 | 0              | 0.00 | 33    | 7.78   |
| Bayezid                | 1                           | 2.70  | 20          | 54.05 | 11          | 29.73 | 5           | 13.51 | 0           | 0.00 | 0              | 0.00 | 37    | 8.73   |
| Khulsi                 | 1                           | 2.00  | 22          | 44.00 | 20          | 40.00 | 5           | 10.00 | 1           | 2.00 | 1              | 2.00 | 50    | 11.79  |
| Pahartali              | 4                           | 10.00 | 17          | 42.50 | 11          | 27.50 | 6           | 15.00 | 2           | 5.00 | 0              | 0.00 | 40    | 9.43   |
| Halishashar            | 2                           | 9.52  | 9           | 42.86 | 5           | 23.81 | 4           | 19.05 | 1           | 4.76 | 0              | 0.00 | 21    | 4.95   |
| Bandar                 | 1                           | 3.70  | 11          | 40.74 | 8           | 29.63 | 7           | 25.93 | 0           | 0.00 | 0              | 0.00 | 27    | 6.37   |
| Patenga                | 1                           | 3.33  | 10          | 33.33 | 14          | 46.67 | 4           | 13.33 | 1           | 3.33 | 0              | 0.00 | 30    | 7.08   |
| Karnafuli              | 1                           | 4.76  | 4           | 19.05 | 11          | 52.38 | 3           | 14.29 | 2           | 9.52 | 0              | 0.00 | 21    | 4.95   |
| Total                  | 14                          | 3.30  | 203         | 47.88 | 131         | 30.90 | 59          | 13.92 | 15          | 3.54 | 2              | 0.47 | 424   | 100.00 |

**Table A.1.xii: Origin of respondents' parent s' home district:**

| Origin of the home district | HHH |       | Origin of the home district | HHH |      | Origin of the home district | HHH |        |
|-----------------------------|-----|-------|-----------------------------|-----|------|-----------------------------|-----|--------|
|                             | f   | %     |                             | f   | %    |                             | f   | %      |
| Chittagong                  | 232 | 56.17 | Mymensingh                  | 2   | 0.48 | Khulna                      | 1   | 0.24   |
| Cox's Bazar                 | 18  | 4.36  | Kishoreganj                 | 5   | 1.21 | Shariatpur                  | 2   | 0.48   |
| Rangamati                   | 4   | 0.97  | Narayanganj                 | 1   | 0.24 | Barisal                     | 5   | 1.21   |
| Khagrachrai                 | 2   | 0.48  | Narsingdi                   | 7   | 1.69 | Lakshmipur                  | 7   | 1.69   |
| Feni                        | 19  | 4.60  | Tangail                     | 3   | 0.73 | Gopalganj                   | 1   | 0.24   |
| Noakhali                    | 30  | 7.26  | Rajshahi                    | 2   | 0.48 | Madaripur                   | 1   | 0.24   |
| Comilla                     | 36  | 8.72  | Kushtia                     | 1   | 0.24 | Dhaka                       | 2   | 0.48   |
| Chandpur                    | 12  | 2.91  | Bhola                       | 7   | 1.69 | Chuadanga                   | 1   | 0.24   |
| Brahmanbaria                | 3   | 0.73  | Norail                      | 2   | 0.48 | Total                       | 413 | 100.00 |
| Hobiganj                    | 2   | 0.48  | Rajbari                     | 1   | 0.24 |                             |     |        |
| Sylhet                      | 2   | 0.48  | Faridpur                    | 1   | 0.24 |                             |     |        |

**A.1.2: Family status of the Respondents****Table A.1.2.III: Age**

| Age                     | HHH |       | Age                           | HHH  |        |
|-------------------------|-----|-------|-------------------------------|------|--------|
|                         | f   | %     |                               | f    | %      |
| No member under 15      | 248 | 19.50 | 4 member 15-60 years          | 144  | 11.32  |
| 1 member Under 15 Years | 90  | 7.08  | 5 member 15-60 years          | 71   | 5.58   |
| 2 member Under 15 Years | 76  | 5.97  | 6 member 15-60 years          | 18   | 1.42   |
| 3 member Under 15 Years | 9   | 0.71  | 7 and more member 15-60 years | 4    | 0.31   |
| 4 member Under 15 Years | 1   | 0.08  | No member above 60 years      | 346  | 27.20  |
| 1 member 15-60 years    | 26  | 2.04  | 1 above 60 years              | 61   | 4.80   |
| 2 member 15-60 years    | 82  | 6.45  | 2 member above 60 years       | 17   | 1.34   |
| 3 member 15-60 years    | 79  | 6.21  | Total                         | 1272 | 100.00 |

**Table A.1.2.IV: Education**

| Education                | HHH |       | Education                    | HHH  |        |
|--------------------------|-----|-------|------------------------------|------|--------|
|                          | f   | %     |                              | f    | %      |
| 1 member illiterate      | 68  | 5.89  | 2 member SSC                 | 62   | 5.37   |
| 2 member illiterate      | 54  | 4.68  | 3 member SSC                 | 11   | 0.95   |
| 3 member illiterate      | 12  | 1.04  | 4 member SSC                 | 3    | 0.26   |
| 4 member illiterate      | 5   | 0.43  | 1 member HSC                 | 132  | 11.43  |
| 5 member illiterate      | 1   | 0.09  | 2 member HSC                 | 67   | 5.80   |
| 1 member primary         | 100 | 8.66  | 3 member HSC                 | 29   | 2.51   |
| 2 member primary         | 66  | 5.71  | 4 member HSC                 | 2    | 0.17   |
| 3 member primary         | 14  | 1.21  | 1 member graduate and above  | 105  | 9.09   |
| 4 member lower secondary | 3   | 0.26  | 2 member graduate and above  | 55   | 4.76   |
| 5 member lower secondary | 2   | 0.17  | 3 member graduate and above  | 37   | 3.20   |
| 1 member lower secondary | 112 | 9.70  | 4 members graduate and above | 17   | 1.47   |
| 2 member lower secondary | 37  | 3.20  | 5 member graduate and above  | 6    | 0.52   |
| 3 member lower secondary | 5   | 0.43  | 6 member graduate and above  | 2    | 0.17   |
| 1 member SSC             | 148 | 12.81 | Total                        | 1155 | 100.00 |

**Table A.1.2.V: Marital status**

| Marital status | HHH |       | Marital status | HHH |        |
|----------------|-----|-------|----------------|-----|--------|
|                | f   | %     |                | f   | %      |
| 1 Married      | 22  | 2.74  | 1 Unmarried    | 96  | 11.97  |
| 2 Married      | 245 | 30.55 | 2 Unmarried    | 185 | 23.07  |
| 3 Married      | 70  | 8.73  | 3 Unmarried    | 94  | 11.72  |
| 4 Married      | 59  | 7.36  | 4 Unmarried    | 14  | 1.75   |
| 5 Married      | 5   | 0.62  | 5 Unmarried    | 4   | 0.50   |
| 6 Married      | 5   | 0.62  | Total          | 802 | 100.00 |
| 7 Married      | 3   | 0.37  |                |     |        |

**Table A.1.2.VI: Occupation**

| Occupation             | HHH |       | Occupation          | HHH  |        |
|------------------------|-----|-------|---------------------|------|--------|
|                        | f   | %     |                     | f    | %      |
| 1 member farming       | 27  | 2.17  | 3 member housewife  | 11   | 0.88   |
| 2 member farming       | 2   | 0.16  | 4 member housewife  | 3    | 0.24   |
| 3 member farming       | 1   | 0.08  | 5 member housewife  | 1    | 0.08   |
| 1 member businessman   | 184 | 14.80 | 1 member study      | 105  | 8.45   |
| 2 member businessman   | 22  | 1.77  | 2 member study      | 151  | 12.15  |
| 3 member businessman   | 2   | 0.16  | 3 member study      | 64   | 5.15   |
| 1 member Serviceholder | 156 | 12.55 | 4 member study      | 6    | 0.48   |
| 2 member Serviceholder | 65  | 5.23  | 5 member study      | 3    | 0.24   |
| 3 member Serviceholder | 14  | 1.13  | 6 member study      | 1    | 0.08   |
| 4 member Serviceholder | 1   | 0.08  | 1 member unemployed | 70   | 5.63   |
| 5 member Serviceholder | 1   | 0.08  | 2 member unemployed | 26   | 2.09   |
| 1 member housewife     | 254 | 20.43 | 3 member unemployed | 4    | 0.32   |
| 2 member housewife     | 69  | 5.55  | Total               | 1243 | 100.00 |

**Table A.1.2.VII: Monthly income**

| Monthly income   | HHH |        |
|------------------|-----|--------|
|                  | f   | %      |
| No Income        | 4   | 0.94   |
| 100,000+         | 21  | 4.95   |
| 50,000 - 100,000 | 78  | 18.40  |
| 20,000 - 50,000  | 204 | 48.11  |
| 10,000 - 20,000  | 81  | 19.10  |
| Below 10,000     | 36  | 8.49   |
| Total            | 424 | 100.00 |

**B. Socio-economic and spatial factors in the occurrence of crime in the Chittagong city****Table B.1: Duration of living in current residence**

| Duration    | PS1 |      | PS2 |      | PS3 |      | PS4 |      | PS5 |      | PS6 |      | PS7 |      | PS8 |      | PS9 |      | PS10 |      | PS11 |      | PS12 |      | Total (N=675) |      |
|-------------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|------|------|------|------|------|------|---------------|------|
|             | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f    | %    | f    | %    | f    | %    | f             | %    |
| 1-5 years   | 35  | 42.8 | 36  | 52.7 | 28  | 51.8 | 31  | 53.1 | 17  | 31.5 | 21  | 38.2 | 29  | 50.9 | 23  | 38.3 | 17  | 29.5 | 11   | 18.3 | 13   | 20.3 | 59   | 87.9 | 20            | 29.6 |
| 6-10 years  | 17  | 27.3 | 9   | 14.4 | 11  | 17.3 | 10  | 16.1 | 20  | 31.7 | 8   | 12.6 | 2   | 3.1  | 1   | 1.5  | 5   | 7.7  | 5    | 7.7  | 9    | 13.9 | 7    | 10.5 | 20            | 29.6 |
| 11-15 years | 1   | 1.5  | 3   | 4.7  | 6   | 9.1  | 11  | 16.1 | 11  | 16.1 | 7   | 10.5 | 5   | 7.7  | 5   | 7.7  | 9   | 13.9 | 3    | 4.7  | 7    | 10.5 | 1    | 1.5  | 6             | 9.1  |
| 16-20 years | 5   | 7.7  | 5   | 7.7  | 4   | 6.1  | 7   | 10.5 | 0   | 0    | 7   | 10.5 | 4   | 6.1  | 8   | 12.6 | 3   | 4.7  | 7    | 10.5 | 3    | 4.7  | 2    | 3.1  | 5             | 7.7  |
| 21-25 years | 12  | 18.3 | 2   | 3.1  | 3   | 4.7  | 5   | 7.7  | 0   | 0    | 6   | 9.1  | 4   | 6.1  | 3   | 4.7  | 8   | 12.6 | 6    | 9.1  | 4    | 6.1  | 3    | 4.7  | 5             | 7.7  |
| 26-30 years | 2   | 3.1  | 2   | 3.1  | 0   | 0    | 4   | 6.1  | 6   | 9.1  | 1   | 1.5  | 2   | 3.1  | 1   | 1.5  | 2   | 3.1  | 4    | 6.1  | 1    | 1.5  | 4    | 6.1  | 2             | 3.1  |
| 30+ years   | 8   | 12.6 | 1   | 1.5  | 1   | 1.5  | 2   | 3.1  | 2   | 3.1  | 1   | 1.5  | 0   | 0    | 8   | 12.6 | 2   | 3.1  | 5    | 7.7  | 6    | 9.1  | 1    | 1.5  | 7             | 10.5 |

**Table B.1.1 Duration of living in Chittagong City**

| Duration    | PS1 |      | PS2 |      | PS3 |      | PS4 |      | PS5 |      | PS6 |      | PS7 |     | PS8 |      | PS9 |      | PS10 |      | PS11 |      | PS12 |      | Total (N=675) |      |
|-------------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|-----|-----|------|-----|------|------|------|------|------|------|------|---------------|------|
|             | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f   | %    | f   | %   | f   | %    | f   | %    | f    | %    | f    | %    | f    | %    | f             | %    |
| 1-5 years   | 9   | 10.9 | 14  | 16.3 | 9   | 10.5 | 16  | 18.5 | 7   | 8.1  | 12  | 13.9 | 1   | 1.2 | 9   | 10.5 | 4   | 4.7  | 1    | 1.2  | 4    | 4.7  | 3    | 3.5  | 1             | 1.2  |
| 6-10 years  | 11  | 13.1 | 20  | 23.9 | 1   | 1.2  | 29  | 33.9 | 16  | 18.5 | 27  | 31.3 | 1   | 1.2 | 9   | 10.5 | 13  | 15.1 | 4    | 4.7  | 7    | 8.1  | 2    | 2.3  | 1             | 1.2  |
| 11-15 years | 13  | 15.1 | 7   | 8.1  | 1   | 1.2  | 22  | 25.9 | 1   | 1.2  | 4   | 4.7  | 7   | 8.1 | 5   | 5.8  | 13  | 15.1 | 1    | 1.2  | 9    | 10.5 | 3    | 3.5  | 9             | 10.5 |
| 16-20 years | 9   | 10.5 | 7   | 8.1  | 3   | 3.5  | 5   | 5.8  | 3   | 3.5  | 4   | 4.7  | 7   | 8.1 | 4   | 4.7  | 7   | 8.1  | 5    | 5.8  | 6    | 6.9  | 3    | 3.5  | 7             | 8.1  |
| 21-25 years | 1   | 1.2  | 4   | 4.7  | 6   | 6.9  | 11  | 12.6 | 4   | 4.7  | 8   | 9.1  | 5   | 5.8 | 1   | 1.2  | 10  | 11.6 | 1    | 1.2  | 5    | 5.8  | 1    | 1.2  | 8             | 9.1  |
| 26-30 years | 7   | 8.1  | 0   | 0    | 0   | 0    | 6   | 6.9  | 3   | 3.5  | 14  | 16.3 | 3   | 3.5 | 4   | 4.7  | 10  | 11.6 | 4    | 4.7  | 1    | 1.2  | 4    | 4.7  | 5             | 5.8  |
| 30+ years   | 13  | 15.1 | 6   | 6.9  | 7   | 8.1  | 12  | 13.9 | 3   | 3.5  | 14  | 16.3 | 1   | 1.2 | 21  | 23.9 | 8   | 9.1  | 18   | 20.9 | 1    | 1.2  | 54   | 59.9 | 1             | 1.2  |

**Table B.2: The magnitude of crime occurrence in the residential neighborhood**

| Magnitude of crime occurrence | Household Respondents<br>N= 424 |       | Key Informants<br>N=60 |      | Group Discussants*<br>N= 15 |        | In-depth Interviewees<br>N=126 |      | Police Officers<br>N=40 |      | IUP<br>N=10 |      | Total<br>(N=675) |       |
|-------------------------------|---------------------------------|-------|------------------------|------|-----------------------------|--------|--------------------------------|------|-------------------------|------|-------------|------|------------------|-------|
|                               | f                               | %     | f                      | %    | f                           | %      | f                              | %    | f                       | %    | f           | %    | f                | %     |
| Very High                     | 25                              | 5.90  | 7                      | 11.7 | 0                           | 0.00   | 2                              | 5    | 6                       | 15.0 | 1           | 10.0 | 51               | 7.56  |
| High                          | 87                              | 20.52 | 13                     | 21.7 | 7                           | 46.667 | 22                             | 17.5 | 13                      | 32.5 | 1           | 10.0 | 143              | 21.19 |
| Moderate                      | 154                             | 36.32 | 16                     | 26.7 | 2                           | 13.333 | 48                             | 38.1 | 14                      | 35.0 | 5           | 50.0 | 239              | 35.41 |
| Low                           | 138                             | 32.55 | 20                     | 33.3 | 5                           | 33.333 | 26                             | 20.6 | 3                       | 7.5  | 3           | 30.0 | 195              | 28.89 |
| Very Low                      | 20                              | 4.72  | 4                      | 6.7  | 1                           | 6.667  | 18                             | 14.3 | 4                       | 10.0 | 0           | 0.00 | 47               | 6.96  |

**B.3.: Topmost five street crime incidents in the residential neighborhood areas****Table B.3.1: Nature of topmost street crime (respondents' type-based)**

| Nature of crime                          | HHH |       | KI |       | SGD |       | IH |       | IP |       | IUP |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|-----|-------|----|-------|----|-------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f   | %     | f  | %     | f  | %     | f   | %     | f             | %     |
| Armed robbery                            | 5   | 1.18  | 9  | 15.00 | 1   | 6.67  | 7  | 5.56  | 3  | 7.50  | 1   | 10.00 | 26            | 3.85  |
| Drug addiction and illegal drugs dealing | 228 | 53.77 | 49 | 81.67 | 8   | 53.33 | 72 | 57.14 | 34 | 85.00 | 5   | 50.00 | 396           | 58.67 |
| Eve teasing                              | 274 | 64.62 | 42 | 70.00 | 10  | 66.67 | 47 | 37.30 | 17 | 42.50 | 4   | 40.00 | 394           | 58.37 |
| Extortion/illegal toll collection        | 39  | 9.20  | 9  | 15.00 | 2   | 13.33 | 30 | 23.81 | 11 | 27.50 | 8   | 80.00 | 99            | 14.67 |
| Gambling                                 | 14  | 3.30  | 0  | 0.00  | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 14            | 2.07  |
| Hijacking                                | 164 | 38.68 | 20 | 33.33 | 4   | 26.67 | 33 | 26.19 | 15 | 37.50 | 3   | 30.00 | 239           | 35.41 |
| Kidnapping/ abduction                    | 4   | 0.94  | 0  | 0.00  | 0   | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 5             | 0.74  |
| Illegal arms dealing                     | 5   | 1.18  | 1  | 1.67  | 1   | 6.67  | 5  | 3.97  | 3  | 7.50  | 0   | 0.00  | 15            | 2.22  |
| Murder/killing                           | 33  | 7.78  | 4  | 6.67  | 2   | 13.33 | 13 | 10.32 | 5  | 12.50 | 1   | 10.00 | 58            | 8.59  |
| Pick-pocketing                           | 234 | 55.19 | 11 | 18.33 | 6   | 40.00 | 41 | 32.54 | 19 | 47.50 | 4   | 40.00 | 315           | 46.67 |
| Political Violence                       | 204 | 48.11 | 35 | 58.33 | 6   | 40.00 | 51 | 40.48 | 10 | 25.00 | 5   | 50.00 | 311           | 46.07 |
| Sex business                             | 53  | 12.50 | 0  | 0.00  | 3   | 20.00 | 17 | 13.49 | 9  | 22.50 | 1   | 10.00 | 83            | 12.30 |
| Snatching                                | 252 | 59.43 | 43 | 71.67 | 10  | 66.67 | 66 | 52.38 | 32 | 80.00 | 8   | 80.00 | 411           | 60.89 |
| Theft                                    | 308 | 72.64 | 48 | 80.00 | 7   | 46.67 | 89 | 70.63 | 34 | 85.00 | 8   | 80.00 | 494           | 73.19 |
| Others                                   | 0   | 0.00  | 0  | 0.00  | 0   | 0.00  | 3  | 2.38  | 3  | 7.50  | 2   | 20.00 | 8             | 1.19  |

**Table B.3.2: Perception of the offenders' age (Respondents' type-based)**

| Offender Age l | HHH |       | KI |        | SGD |        | IH  |       | IP |        | IUP |        | Total (N=675) |        |
|----------------|-----|-------|----|--------|-----|--------|-----|-------|----|--------|-----|--------|---------------|--------|
|                | f   | %     | f  | %      | f   | %      | f   | %     | f  | %      | f   | %      | f             | %      |
| 10-15 Years    | 116 | 6.35  | 9  | 15.00  | 4   | 26.67  | 11  | 8.73  | 0  | 0.00   | 0   | 0.00   | 140           | 20.74  |
| 16-20 Years    | 531 | 29.05 | 73 | 121.67 | 19  | 126.67 | 62  | 49.21 | 13 | 32.50  | 4   | 40.00  | 702           | 104.00 |
| 21-25 Years    | 655 | 35.83 | 55 | 91.67  | 10  | 66.67  | 98  | 77.78 | 42 | 105.00 | 16  | 160.00 | 876           | 129.78 |
| 26-30 Years    | 398 | 21.77 | 42 | 70.00  | 16  | 106.67 | 101 | 80.16 | 38 | 95.00  | 9   | 90.00  | 604           | 89.48  |
| 31-35 Years    | 84  | 4.60  | 22 | 36.67  | 3   | 20.00  | 55  | 43.65 | 33 | 82.50  | 8   | 80.00  | 205           | 30.37  |
| 36-40 Years    | 33  | 1.81  | 20 | 33.33  | 3   | 20.00  | 57  | 45.24 | 22 | 55.00  | 4   | 40.00  | 139           | 20.59  |
| 40 Years+      | 11  | 0.60  | 7  | 11.67  | 1   | 6.67   | 8   | 6.35  | 42 | 105.00 | 2   | 20.00  | 71            | 10.52  |

**Table B.3.3: Respondents' perception of the street crime victim in R N areas (Respondents)**

| Types of victim                | HHH |        | KI |       | SGD |       | IH |       | IP |        | IUP |        | Total (N=675) |       |
|--------------------------------|-----|--------|----|-------|-----|-------|----|-------|----|--------|-----|--------|---------------|-------|
|                                | f   | %      | f  | %     | f   | %     | f  | %     | f  | %      | f   | %      | f             | %     |
| All ages of people             | 111 | 26.18  | 41 | 68.33 | 7   | 46.67 | 89 | 70.63 | 51 | 127.50 | 11  | 110.00 | 310           | 45.93 |
| Businessman                    | 28  | 6.60   | 5  | 8.33  | 3   | 20.00 | 18 | 14.29 | 13 | 32.50  | 6   | 60.00  | 73            | 10.81 |
| Male and Female                | 168 | 39.62  | 16 | 26.67 | 6   | 40.00 | 24 | 19.05 | 2  | 5.00   | 2   | 20.00  | 218           | 32.30 |
| Male People                    | 488 | 115.09 | 47 | 78.33 | 10  | 66.67 | 38 | 30.16 | 3  | 7.50   | 1   | 10.00  | 587           | 86.96 |
| Old aged people                | 3   | 0.71   | 1  | 1.67  | 1   | 6.67  | 0  | 0.00  | 4  | 10.00  | 0   | 0.00   | 9             | 1.33  |
| Pedestrian                     | 37  | 8.73   | 6  | 10.00 | 1   | 6.67  | 66 | 52.38 | 37 | 92.50  | 12  | 120.00 | 159           | 23.56 |
| Rich and middle-class People   | 4   | 0.94   | 0  | 0.00  | 0   | 0.00  | 0  | 0.00  | 0  | 0.00   | 0   | 0.00   | 4             | 0.59  |
| Poor People                    | 0   | 0.00   | 0  | 0.00  | 0   | 0.00  | 0  | 0.00  | 9  | 22.50  | 1   | 10.00  | 10            | 1.48  |
| School and College going girls | 39  | 9.20   | 5  | 8.33  | 1   | 6.67  | 1  | 0.79  | 4  | 10.00  | 1   | 10.00  | 51            | 7.56  |
| Service holders                | 2   | 0.47   | 5  | 8.33  | 1   | 6.67  | 9  | 7.14  | 8  | 20.00  | 0   | 0.00   | 25            | 3.70  |
| Student                        | 20  | 4.72   | 9  | 15.00 | 1   | 6.67  | 8  | 6.35  | 10 | 25.00  | 1   | 10.00  | 49            | 7.26  |
| Women                          | 221 | 52.12  | 27 | 45.00 | 8   | 53.33 | 51 | 40.48 | 10 | 25.00  | 1   | 10.00  | 318           | 47.11 |
| Young and Adult Male People    | 44  | 10.38  | 1  | 1.67  | 2   | 13.33 | 11 | 8.73  | 9  | 22.50  | 4   | 40.00  | 71            | 10.52 |
| Young people                   | 36  | 8.49   | 6  | 10.00 | 2   | 13.33 | 33 | 26.19 | 10 | 25.00  | 7   | 70.00  | 94            | 13.93 |

**Table B.3.4: Causes of committing urban street crime in RN (Respondents)**

| Cause of committing crimes                                                  | HHH |        | KI  |        | SGD |        | In-depth (Hotspots) |        | In-depth (Police) |        | IUP |        | Total (N=675) | %     |
|-----------------------------------------------------------------------------|-----|--------|-----|--------|-----|--------|---------------------|--------|-------------------|--------|-----|--------|---------------|-------|
|                                                                             | f   | %      | f   | %      | f   | %      | f                   | %      | f                 | %      | f   | %      |               |       |
| Poverty and living in slum                                                  | 706 | 166.51 | 74  | 123.33 | 18  | 120.00 | 164                 | 130.16 | 54                | 135.00 | 13  | 130.00 | 1029          | 20.46 |
| Drug addiction/ easily accessible of drugs supply                           | 367 | 86.56  | 42  | 70.00  | 7   | 46.67  | 96                  | 76.19  | 50                | 125.00 | 10  | 100.00 | 572           | 11.37 |
| Huge people's gathering/ congested area                                     | 117 | 27.59  | 16  | 26.67  | 3   | 20.00  | 33                  | 26.19  | 18                | 45.00  | 0   | 0.00   | 187           | 3.72  |
| Lack of parental care/knowledge/ depression / unemployment/ financial gain  | 850 | 200.47 | 107 | 178.33 | 17  | 113.33 | 192                 | 152.38 | 114               | 285.00 | 21  | 210.00 | 1301          | 25.86 |
| Abuse of ICT/fun & curiosity/bad friends/ social/ethical decadence          | 390 | 91.98  | 37  | 61.67  | 6   | 40.00  | 63                  | 50.00  | 58                | 145.00 | 9   | 90.00  | 563           | 11.19 |
| Illiteracy and lack of awareness                                            | 253 | 59.67  | 30  | 50.00  | 7   | 46.67  | 81                  | 64.29  | 42                | 105.00 | 9   | 90.00  | 422           | 8.39  |
| Misuse of political power and patronization/ local influence/personal clash | 288 | 67.92  | 43  | 71.67  | 10  | 66.67  | 93                  | 73.81  | 35                | 87.50  | 12  | 120.00 | 481           | 9.56  |
| Narrow, bad condition and zigzag street/ traffic congestion                 | 81  | 19.10  | 4   | 6.67   | 0   | 0.00   | 9                   | 7.14   | 3                 | 7.50   | 0   | 0.00   | 97            | 1.93  |

|                                                                                              |     |       |    |       |   |       |    |       |    |       |    |        |     |      |
|----------------------------------------------------------------------------------------------|-----|-------|----|-------|---|-------|----|-------|----|-------|----|--------|-----|------|
| Inactive/inadequate police force/lack of security/ corruption of police force/administration | 232 | 54.72 | 23 | 38.33 | 4 | 26.67 | 44 | 34.92 | 19 | 47.50 | 24 | 240.00 | 346 | 6.88 |
| Quite/vacant area                                                                            | 14  | 3.30  | 2  | 3.33  | 5 | 33.33 | 8  | 6.35  | 3  | 7.50  | 0  | 0.00   | 32  | 0.64 |

Table B.3.5: Crime prone time (Respondents)

| Crime Prone Time         | HHH        |       | KI         |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban Planners) |       | SGD        |       | Total (N=675) |       |
|--------------------------|------------|-------|------------|-------|---------------------|-------|-------------------|-------|---------------------------|-------|------------|-------|---------------|-------|
|                          | $\Sigma f$ | %     | $\Sigma f$ | %     | $\Sigma f$          | %     | $\Sigma f$        | %     | $\Sigma f$                | %     | $\Sigma f$ | %     | $\Sigma f$    | %     |
| 5pm-7pm                  | 138        | 9.1   | 11         | 5.19  | 44                  | 11.67 | 21                | 11.6  | 2                         | 4.35  | 6          | 12.77 | 222           | 9.33  |
| 7pm-9pm                  | 203        | 13.38 | 22         | 10.38 | 25                  | 6.63  | 13                | 7.18  | 3                         | 6.52  | 8          | 17.02 | 274           | 11.51 |
| 9pm-12am                 | 201        | 13.25 | 21         | 9.91  | 31                  | 8.22  | 8                 | 4.42  | 1                         | 2.17  | 6          | 12.77 | 268           | 11.26 |
| 12am-6am                 | 42         | 2.77  | 7          | 3.3   | 8                   | 2.12  | 30                | 16.57 | 1                         | 2.17  | 1          | 2.13  | 89            | 3.74  |
| 6am-10am                 | 46         | 3.03  | 12         | 5.66  | 11                  | 2.92  | 11                | 6.08  | 0                         | 0     | 3          | 6.38  | 83            | 3.49  |
| 10am-12pm                | 97         | 6.39  | 13         | 6.13  | 2                   | 0.53  | 5                 | 2.76  | 0                         | 0     | 5          | 10.64 | 122           | 5.13  |
| 12pm-3pm                 | 135        | 8.9   | 11         | 5.19  | 17                  | 4.51  | 12                | 6.63  | 3                         | 6.52  | 1          | 2.13  | 179           | 7.52  |
| 3pm-5pm                  | 105        | 6.92  | 6          | 2.83  | 4                   | 1.06  | 1                 | 0.55  | 0                         | 0     | 1          | 2.13  | 117           | 4.92  |
| Day                      | 174        | 11.47 | 28         | 13.21 | 33                  | 8.75  | 8                 | 4.42  | 3                         | 6.52  | 2          | 4.26  | 248           | 10.42 |
| Night                    | 225        | 14.83 | 49         | 23.11 | 119                 | 31.56 | 22                | 12.15 | 13                        | 28.26 | 5          | 10.64 | 433           | 18.19 |
| Day-night                | 137        | 9.03  | 24         | 11.32 | 74                  | 19.63 | 39                | 21.55 | 17                        | 36.96 | 4          | 8.51  | 295           | 12.39 |
| After sunset to midnight | 14         | 0.93  | 8          | 3.77  | 9                   | 2.39  | 11                | 6.08  | 3                         | 6.52  | 4          | 8.51  | 49            | 2.06  |
| Always                   | 0          | 0     | 0          | 0     | 0                   | 0     | 0                 | 0     | 0                         | 0     | 1          | 2.13  | 1             | 0.04  |

Table B.3.6: Most crime-prone location in RN

| Most crime-prone locations in RN | Latitude     | Longitude    | HH |   | KI     |   | IH |        | IP |   | IUP    |   | SGD |        | Total (N=675) |   |         |       |         |
|----------------------------------|--------------|--------------|----|---|--------|---|----|--------|----|---|--------|---|-----|--------|---------------|---|---------|-------|---------|
|                                  |              |              | f  | % | w if i | f | %  | w if i | f  | % | w if i | f | %   | w if i | f             | % | W i F i | W A I | R a n k |
| 3 No Road                        | 22.3 5616    | 91.7 8278    | 0  | 0 | 0      | 0 | 0  | 0      | 2  | 1 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 3       |
| A K Khan Road                    | 22.3 6280 6  | 91.7 8203 9  | 5  | 0 | 2      | 0 | 0  | 1      | 3  | 1 | 0      | 0 | 0   | 1      | 0             | 0 | 6       | 0     | 4       |
| Abbaspara                        | 22.3 3199 2  | 91.7 7525 6  | 8  | 0 | 5      | 0 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 8 | 5       | 0     | 5       |
| Abdul Lathip Road                | 22.3 6428 61 | 91.8 3694 44 | 0  | 0 | 0      | 1 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 3       |
| Abdur Mia Road                   | 22.3 9772 2° | 91.8 2256 5° | 2  | 0 | 1      | 0 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 3       |
| Abdur Rahman Road                | 22.3 3524 72 | 91.8 3694 44 | 1  | 0 | 0      | 0 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 4       |
| Abdurpara                        | 22.3 4812    | 91.7 8111    | 1  | 0 | 1      | 0 | 0  | 0      | 2  | 1 | 0      | 0 | 0   | 0      | 0             | 0 | 2       | 0     | 1       |
| Abidar Para                      | 22.3 2004 17 | 91.8 0361 11 | 0  | 0 | 0      | 0 | 0  | 0      | 1  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 3       |
| Abu Jafor Road                   | 22.3 386     | 91.8 43      | 3  | 0 | 2      | 0 | 0  | 0      | 2  | 1 | 0      | 0 | 0   | 0      | 0             | 0 | 4       | 0     | 9       |
| Abul Kamal Road                  | 22.3 1337 °  | 91.9 0085 °  | 1  | 0 | 0      | 2 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 1       |
| Abulbiri Moor                    | 22.3 4829 °  | 91.7 9664 °  | 2  | 0 | 1      | 0 | 0  | 0      | 3  | 0 | 2      | 0 | 0   | 0      | 1             | 0 | 4       | 0     | 8       |
| Agrabad Moor                     | 22.3 2746 1  | 91.8 1227 8  | 1  | 0 | 9      | 4 | 1  | 1      | 3  | 1 | 1      | 0 | 0   | 1      | 0             | 0 | 1       | 0     | 9       |
| Ahad Convention Centre           | 22.3 5267 °  | 91.8 5267 °  | 1  | 0 | 0      | 0 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 3       |
| Ahmadullah Road                  | 22.3 7518    | 91.7 6083    | 0  | 0 | 0      | 0 | 0  | 0      | 2  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 0       | 0     | 3       |
| Airport Link Road                | 22.2 4816 °  | 91.8 1162 °  | 2  | 0 | 1      | 0 | 0  | 0      | 0  | 0 | 0      | 0 | 0   | 0      | 0             | 0 | 1       | 0     | 2       |

| Most crime-prone locations in RN | Latit ude    | Lon gitude   | HH |             |         | KI |             |        | IH |             |        | IP |             |        | IUP         |             |             | SGD         |             |        | Total (N=675) |             |         |        |         |
|----------------------------------|--------------|--------------|----|-------------|---------|----|-------------|--------|----|-------------|--------|----|-------------|--------|-------------|-------------|-------------|-------------|-------------|--------|---------------|-------------|---------|--------|---------|
|                                  |              |              | f  | %           | w if i  | f  | %           | w if i | f  | %           | w if i | f  | %           | w if i | f           | %           | w if i      | f           | %           | w if i | f             | %           | W i F i | W A I  | R a n k |
|                                  |              |              |    | 4<br>0<br>0 |         |    | 0<br>0<br>0 |        |    | 0<br>0<br>0 |        |    | 0<br>6<br>6 |        |             | 0<br>0<br>0 |             |             | 0<br>0<br>0 |        |               | 9<br>0<br>5 |         | 0.0003 | 373     |
| Ajim Para                        | 22.3 1671    | 91.8 3889    | 0  | 0<br>0<br>0 | 0       | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 1  | 0<br>6<br>6 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 1             | 0<br>0<br>5 | 0.6     | 0.0003 | 373     |
| Akbarshah Bazar                  | 22.3 6260 3° | 91.7 9284 4° | 1  | 0<br>0<br>7 | 0<br>6  | 2  | 0<br>8<br>9 | 1<br>6 | 1  | 0<br>3<br>5 | 0<br>8 | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 4             | 0<br>1<br>8 | 3       | 0.0014 | 133     |
| Akbarshah road                   | 22.3 6260 3  | 91.7 9284 4  | 1  | 0<br>0<br>7 | 0<br>6  | 2  | 0<br>8<br>9 | 1<br>2 | 1  | 0<br>3<br>5 | 0<br>4 | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 4             | 0<br>1<br>8 | 2.2     | 0.001  | 178     |
| Akhtaruzzaman                    | 22.3 2742 8  | 91.8 1229 2  | 7  | 0<br>4<br>8 | 2<br>2  | 2  | 0<br>8<br>9 | 1<br>6 | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 9             | 0<br>4<br>1 | 3.8     | 0.0017 | 102     |
| Akmal Ali Road                   | 22.2 7973 1° | 91.7 8233 2° | 0  | 0<br>0<br>0 | 0       | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 1  | 0<br>6<br>6 | 1      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0      | 1             | 0<br>0<br>5 | 1       | 0.0005 | 288     |
| Alekha Chuhan                    | 22.3 4509    | 91.8 5389    | 2  | 0<br>1<br>4 | 1<br>8  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 2             | 0<br>0<br>9 | 1.8     | 0.0008 | 217     |
| Al-Hera Road                     | 22.3 3618 6° | 91.8 3540 1° | 7  | 0<br>4<br>8 | 3<br>4  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 7             | 0<br>3<br>2 | 3.4     | 0.0015 | 121     |
| Ali Munshi Road                  | 22.2 8771 4  | 91.7 8688 3  | 0  | 0<br>0<br>0 | 0       | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 1           | 2.63        | 0.8         | 0           | 0<br>0<br>0 | 0      | 1             | 0<br>0<br>5 | 0.8     | 0.0004 | 332     |
| Almas                            | 22.3 4975 8  | 91.8 2501 7  | 1  | 0<br>0<br>7 | 0<br>8  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 1             | 0<br>0<br>5 | 0.8     | 0.0004 | 332     |
| Alonkar Moor                     | 22.3 5868 3  | 91.7 8217 2  | 5  | 0<br>3<br>4 | 2<br>8  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0      | 5             | 0<br>2<br>3 | 2.8     | 0.0013 | 145     |
| Aman Ali Road                    | 22.3 5908    | 91.8 5056    | 0  | 0<br>0<br>0 | 0       | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 2  | 1<br>3<br>2 | 1.8    | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0           | 2      | 0<br>0<br>9   | 1.8         | 0.0008  | 217    |         |
| Ambagan                          | 22.3 5025 6  | 91.8 0568 1  | 15 | 1<br>0<br>3 | 10<br>6 | 3  | 1<br>3<br>3 | 16     | 1  | 0<br>3<br>5 | 1      | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 1           | 2<br>0<br>4 | 0<br>2 | 20            | 0<br>9<br>1 | 13.4    | 0.0061 | 16      |
| Amin Colony                      | 22.3 7685 3  | 91.8 2461 7  | 0  | 0<br>0<br>0 | 0       | 0  | 0<br>0<br>0 | 0      | 3  | 1<br>0<br>4 | 2<br>2 | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 1           | 2<br>0<br>4 | 0<br>8 | 4             | 0<br>1<br>8 | 3       | 0.0014 | 133     |
| Amin Jute Mill                   | 22.3 8406 7  | 91.8 2672 2  | 6  | 0<br>4<br>1 | 4       | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 6             | 0<br>2<br>7 | 4       | 0.0018 | 98      |
| Amtol Mor Reazuddin Bazar        | 22.3 3647 5° | 91.8 3214 4° | 3  | 0<br>2<br>1 | 1<br>6  | 0  | 0<br>0<br>0 | 0      | 1  | 0<br>3<br>5 | 0<br>4 | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 4             | 0<br>1<br>8 | 2       | 0.0009 | 198     |
| Anandabazar                      | 22.3 1450 3  | 91.7 7508 1  | 2  | 0<br>1<br>4 | 1<br>4  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 2             | 0<br>0<br>9 | 1.4     | 0.0006 | 253     |
| Andarkilla                       | 22.3 4023 6  | 91.8 3766 9  | 1  | 0<br>0<br>7 | 0<br>4  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 1             | 0<br>0<br>5 | 0.4     | 0.0002 | 397     |
| Arakan Road                      | 22.3 6506 94 | 91.8 4277 78 | 0  | 0<br>0<br>0 | 0       | 0  | 0<br>0<br>0 | 0      | 3  | 1<br>0<br>4 | 1<br>6 | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 3             | 0<br>1<br>4 | 1.6     | 0.0007 | 249     |
| Ashkar Dighir Par                | 22.3 4689 4  | 91.8 2905    | 4  | 0<br>2<br>8 | 2<br>8  | 0  | 0<br>0<br>0 | 0      | 1  | 0<br>3<br>5 | 0<br>8 | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 5             | 0<br>2<br>3 | 3.6     | 0.0016 | 118     |
| Asian H/S                        | 22.3 6892 7° | 91.8 3975 7° | 1  | 0<br>0<br>7 | 0<br>2  | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 1             | 0<br>0<br>5 | 0.2     | 0.0001 | 425     |
| Aturar Dipo                      | 22.3 8159 4  | 91.8 2956 9  | 1  | 0<br>0<br>7 | 1       | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0      | 1             | 0<br>0<br>5 | 1       | 0.0005 | 288     |
| Aulanker Moor                    | 22.3 5868    | 91.7 8217    | 1  | 0           | 0       | 0  | 0           | 0      | 0  | 0           | 0      | 0  | 0           | 0      | 0           | 0           | 0           | 0           | 0           | 0      | 1             | 0           | 0.8     | 0.003  |         |



| Most crime-prone locations in RN | Latit ude   | Lon gitude  | HH |     |        | KI |     |        | IH |     |        | IP |     |        | IUP |     |        | SGD |     |        | Total (N=675) |        |         |        |         |
|----------------------------------|-------------|-------------|----|-----|--------|----|-----|--------|----|-----|--------|----|-----|--------|-----|-----|--------|-----|-----|--------|---------------|--------|---------|--------|---------|
|                                  |             |             | f  | %   | w if i | f  | %   | w if i | f  | %   | w if i | f  | %   | w if i | f   | %   | w if i | f   | %   | w if i | f             | %      | W i F i | W A I  | R a n k |
|                                  | 3°          | 2°          |    | 0.7 | 8      |    | 0.0 |        |    | 0.0 |        |    | 0.0 |        | 0   |     | 0.0    |     | 0.0 |        | 0.5           |        | 04      |        | 2       |
| Azad Colony                      | 22.35653    | 91.78306    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 3  | 0.4 | 3      | 0  | 0.0 | 0      | 0.0 | 0   | 0.0    | 0   | 0   | 3      | 0.4           | 3      | 0.0014  | 0.0014 | 133     |
| Badamtali                        | 22.324481   | 91.812264   | 3  | 0.2 | 1.2    | 1  | 0.4 | 0.8    | 0  | 0.0 | 0      | 1  | 0.6 | 0.8    | 0   | 0.0 | 0      | 0   | 5   | 0.2    | 2.8           | 0.0013 | 0.0013  | 145    |         |
| Badamtol                         | 22.324481   | 91.812264   | 5  | 0.3 | 3.8    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 0   | 5   | 0.2    | 3.8           | 0.0017 | 0.0017  | 105    |         |
| Badurtola                        | 22.36401    | 91.84194    | 1  | 0.0 | 0.8    | 0  | 0.0 | 0      | 1  | 0.3 | 5      | 2  | 0.3 | 6      | 0   | 0.0 | 0      | 0   | 4   | 0.1    | 8             | 0.0014 | 0.0014  | 133    |         |
| Bahaddar Hat Moor                | 22.368542°  | 91.844133°  | 1  | 0.0 | 0.6    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.0 | 0.5    | 0.6           | 0.0003 | 0.0003  | 373    |         |
| Bahaddarhat                      | 22.368542   | 91.844133   | 2  | 0.1 | 1.4    | 4  | 0.7 | 3.8    | 1  | 0.1 | 2      | 6  | 0.3 | 4      | 0   | 0.0 | 0      | 2   | 4   | 0.8    | 2.8           | 0.0011 | 0.0011  | 4      |         |
| Bakalia                          | 22.353197   | 91.854794   | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 3  | 0.4 | 4      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 3   | 0.1 | 4      | 2.4           | 0.0011 | 0.0011  | 171    |         |
| Bakalia School Moor              | 22.35777°   | 91.84248°   | 1  | 0.0 | 0.4    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.0 | 0.5    | 0.4           | 0.0002 | 0.0002  | 397    |         |
| Bakolia                          | 22.353197   | 91.854794   | 9  | 0.6 | 6.8    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 9   | 0.4 | 6.8    | 0.0031        | 0.0031 | 50      |        |         |
| Balirbari                        | 22.358092°  | 91.860325°  | 1  | 0.0 | 1      | 2  | 0.8 | 2      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 3   | 0.1 | 4      | 2.2           | 0.0014 | 0.0014  | 178    |         |
| Baluchora                        | 22.413744   | 91.821489   | 1  | 0.1 | 9.6    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 1      | 2   | 0.8 | 1.8    | 0.002         | 0.002  | 25      |        |         |
| Bandar Hospital                  | 22.313058   | 91.796333   | 2  | 0.1 | 1.4    | 1  | 0.4 | 1      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 3   | 0.1 | 4      | 2.2           | 0.0014 | 0.0014  | 178    |         |
| Bandar R/A                       | 22.293244   | 91.783308   | 0  | 0.0 | 0      | 1  | 0.4 | 4      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.0 | 5      | 0.4           | 0.0002 | 0.0002  | 397    |         |
| Bandartila                       | 22.286706   | 91.784142   | 1  | 0.0 | 0.4    | 1  | 0.4 | 1      | 0  | 0.0 | 0      | 2  | 0.3 | 4      | 0   | 0.0 | 0      | 4   | 0.1 | 8      | 2.8           | 0.0013 | 0.0013  | 145    |         |
| Bangshal Road                    | 22.33035    | 91.839847   | 1  | 0.0 | 0.8    | 0  | 0.0 | 0      | 1  | 0.3 | 5      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 2   | 0.0 | 9      | 1.6           | 0.0007 | 0.0007  | 235    |         |
| Banikpara                        | 22.352081°  | 91.777958°  | 2  | 0.1 | 1.8    | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 2   | 0.0 | 9      | 0.8           | 0.0004 | 0.0004  | 332    |         |
| Bank Colony                      | 22.325025   | 91.80235    | 1  | 0.0 | 1      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.0 | 5      | 1             | 0.0005 | 0.0005  | 288    |         |
| Bansalapara                      | 22.33355833 | 91.81388889 | 1  | 0.0 | 1      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.0 | 5      | 1             | 0.0005 | 0.0005  | 288    |         |
| Barairhat                        | 22.36608°   | 91.86683°   | 1  | 0.0 | 1      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.0 | 5      | 1             | 0.0005 | 0.0005  | 288    |         |
| Barek Building                   | 22.319467   | 91.812086   | 9  | 0.6 | 2      | 1  | 0.4 | 4      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 1   | 0.4 | 5      | 5.2           | 0.0024 | 0.0024  | 68     |         |
| Bariband Area / Embankment Area  | 22.284776°  | 91.773798°  | 3  | 0.2 | 1      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0  | 0.0 | 0      | 0.0 | 0   | 0      | 3   | 0.1 | 4      | 1             | 0.0005 | 0.0005  | 288    |         |
| Barister                         | 22.3        | 91.7        | 0  | 0   | 0      | 0  | 0   | 0      | 1  | 0   | 0      | 0  | 0   | 0      | 0.0 | 0   | 0      | 1   | 0   | 0      | 0             | 0      | 0       | 0      | 3       |

| Most crime-prone locations in RN    | Latit ude  | Lon git ude | HH |      |        | KI  |     |        | IH  |     |        | IP  |     |        | IUP |     |        | SGD |     |        | Total (N=675) |        |         |       |         |
|-------------------------------------|------------|-------------|----|------|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|---------------|--------|---------|-------|---------|
|                                     |            |             | f  | %    | w if i | f   | %   | w if i | f   | %   | w if i | f   | %   | w if i | f   | %   | w if i | f   | %   | w if i | f             | %      | W i F i | W A I | R a n k |
| Colony                              | 16378      | 9342        |    | 0.0  |        |     | 0.0 |        |     | 3.5 | 8      |     | 0.0 |        | 0.0 |     | 0.0    |     | 0.0 |        | 0.5           | 8      | 0004    | 32    |         |
| Baro Pool                           | 22.329294  | 91.791364   | 5  | 0.34 | 2.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 5      | 0.23          | 2.6    | 0.0012  | 155   |         |
| Barrister Sultan Ahmad College Road | 22.296378  | 91.785322   | 1  | 0.07 | 0.4    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 1.6 | 0.6 | 0.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 2      | 0.09          | 1      | 0.0005  | 288   |         |
| Bastuhara Road                      | 22.333473° | 91.857059°  | 2  | 0.14 | 2      | 0.0 | 0.0 | 0.0    | 1.3 | 0.8 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 3      | 0.14          | 2.8    | 0.0013  | 145   |         |
| Batali Hill                         | 22.337772  | 91.826281   | 3  | 0.21 | 1.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 3      | 0.14          | 1.6    | 0.0007  | 235   |         |
| Battali                             | 22.450808° | 91.831897°  | 0  | 0.0  | 0      | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 1.0    | 0.4 | 0.8 | 1      | 0.05          | 0.8    | 0.0004  | 332   |         |
| Battali Rail Station Area           | 22.335633  | 91.826556   | 5  | 0.34 | 2.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 5      | 0.23          | 2.6    | 0.0012  | 155   |         |
| Battery Golli                       | 22.351017° | 91.828068°  | 2  | 0.14 | 1.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 2      | 0.09          | 1.6    | 0.0007  | 235   |         |
| Baubazar                            | 22.346233  | 91.794022   | 2  | 0.14 | 1.8    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 2      | 0.09          | 1.8    | 0.0008  | 217   |         |
| Bayezid Bicic Road                  | 22.389536° | 91.810589°  | 0  | 0.0  | 0      | 0.0 | 0.0 | 0.0    | 6.0 | 4.8 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 6      | 0.27          | 4      | 0.0018  | 97    |         |
| Bayezid Bostami Road                | 22.389536  | 91.810589   | 2  | 0.14 | 1.8    | 3.3 | 3.3 | 3.3    | 1.0 | 2.6 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 8      | 0.36          | 7.4    | 0.0034  | 43    |         |
| Bayezid Moor                        | 22.390183  | 91.810581   | 1  | 0.69 | 6      | 0.0 | 0.0 | 0.0    | 1.3 | 1.5 | 1.6    | 0.6 | 0.6 | 0.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 1      | 2.54          | 7.6    | 0.0034  | 42    |         |
| Beharipara                          | 22.335744  | 91.774049   | 4  | 0.28 | 2      | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 4      | 0.18          | 2      | 0.0009  | 198   |         |
| Beliyar Dighi                       | 22.3410056 | 91.842222   | 0  | 0.0  | 0      | 1.4 | 4.4 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 2.8    | 0.8 | 3   | 0.14   | 1.2           | 0.0005 | 270     |       |         |
| Bellapara                           | 22.302106  | 91.868222   | 6  | 0.41 | 4.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 6      | 0.27          | 4.6    | 0.0021  | 80    |         |
| BGMEA Road                          | 22.346917  | 91.822119   | 1  | 0.31 | 4      | 2.8 | 9.4 | 1.5    | 0.6 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 2      | 0.04          | 1.6    | 0.0004  | 9     |         |
| Bibirhat                            | 22.373964° | 91.833122°  | 1  | 0.07 | 0.2    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 1      | 0.05          | 0.2    | 0.0001  | 425   |         |
| Bihari Colony                       | 22.335744  | 91.774049   | 3  | 0.21 | 1.8    | 1.4 | 4.4 | 0.2    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 4      | 0.18          | 3      | 0.0014  | 133   |         |
| Binhaw Road                         | 22.374117  | 91.783517   | 0  | 0.0  | 0      | 1.4 | 4.4 | 1      | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 1      | 0.05          | 1      | 0.0005  | 288   |         |
| Bishik Road                         | 22.3869917 | 91.81       | 0  | 0.0  | 0      | 1.4 | 4.4 | 0.6    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 1      | 0.05          | 0.6    | 0.0003  | 373   |         |
| Bishwa Colony                       | 22.374117  | 91.783517   | 2  | 0.14 | 1.2    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 2      | 0.09          | 1.2    | 0.0005  | 275   |         |
| Bishwaspara                         | 22.365767  | 91.769731   | 4  | 0.28 | 2      | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 0.0    | 0.0 | 0.0 | 4      | 0.18          | 2      | 0.0009  | 198   |         |

| Most crime-prone locations in RN   | Latitude    | Longitude   | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP |   |        | SGD |     |        | Total (N=675) |      |         |       |         |
|------------------------------------|-------------|-------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|-----|---|--------|-----|-----|--------|---------------|------|---------|-------|---------|
|                                    |             |             | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | % | w if i | f   | %   | w if i | f             | %    | W i F i | W A I | R a n k |
| Bisshaw Road                       | 22.3 1366°  | 91.8 0127°  | 2  | 0.14 | 1.4    | 1  | 0.44 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 3      | 0.14          | 2    | 0.0009  | 198   |         |
| BITAC Bazar                        | 22.3 5551°  | 91.7 74053° | 1  | 0.07 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.8  | 0.0004  | 332   |         |
| Bogarbil Road                      | 22.3 47206° | 91.8 42561° | 0  | 0    | 0      | 2  | 0.89 | 1      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 1   | 0.4 | 3      | 0.14          | 1.4  | 0.0006  | 253   |         |
| Bormia Mosjid                      | 22.3 58216° | 91.8 4521°  | 1  | 0.07 | 0.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.2  | 0.0001  | 425   |         |
| Boro Kabarsthan                    | 22.3 59589° | 91.8 58739° | 4  | 0.28 | 3.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 4      | 0.18          | 3.6  | 0.0016  | 111   |         |
| Boromia Masjid                     | 22.3 58199° | 91.8 44667° | 0  | 0    | 0      | 1  | 0.44 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.6  | 0.0003  | 373   |         |
| Boropul                            | 22.3 27908° | 91.7 89344° | 3  | 0.21 | 1.4    | 0  | 0    | 0      | 0  | 0    | 0      | 2  | 0.32 | 1.4    | 0   | 0 | 0      | 1   | 0.4 | 6      | 0.27          | 3.2  | 0.0015  | 131   |         |
| Bow Bazar Road                     | 22.3 46233° | 91.7 94022° | 0  | 0    | 0      | 0  | 0    | 0      | 2  | 0.69 | 1.2    | 5  | 0.29 | 1.8    | 0   | 0 | 0      | 0   | 0   | 7      | 0.32          | 3    | 0.0014  | 133   |         |
| Bridgeghat                         | 22.3 17203° | 91.8 37461° | 2  | 0.14 | 2      | 1  | 0.44 | 0.2    | 1  | 0.35 | 0.8    | 0  | 0    | 0      | 0   | 0 | 0      | 2   | 0.8 | 1      | 6             | 0.27 | 4.4     | 0.002 | 88      |
| BRTC Bus Depo Area                 | 22.4 16481° | 91.8 19197° | 1  | 0.07 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.8  | 0.0004  | 332   |         |
| BRTC Moor                          | 22.3 90161° | 91.8 12536° | 2  | 0.14 | 1.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 2      | 0.09          | 1.6  | 0.0007  | 235   |         |
| Buddist Temple Road                | 22.3 40264° | 91.8 32694° | 4  | 0.28 | 2.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 4      | 0.18          | 2.8  | 0.0013  | 145   |         |
| Buluar Dighir East Side            | 22.3 40753° | 91.8 43045° | 4  | 0.28 | 2.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 4      | 0.18          | 2.2  | 0.001   | 178   |         |
| Bundle Road                        | 22.3 35081° | 91.8 402°   | 1  | 0.07 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.8  | 0.0004  | 332   |         |
| Bus Terminal                       | 22.3 7429°  | 91.8 5104°  | 1  | 0.07 | 0.4    | 0  | 0    | 0      | 7  | 0.43 | 2      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 8      | 0.36          | 4.6  | 0.0021  | 80    |         |
| C&B Road                           | 22.3 48442° | 91.8 39689° | 1  | 0.07 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.6  | 0.0003  | 373   |         |
| C, EPZ Entrance Gate Areas Streets | 22.2 93084° | 91.7 78026° | 1  | 0.08 | 2.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.08          | 1.2  | 0.00057 | 19    |         |
| Cant. College Moor                 | 22.3 9747°  | 91.8 1435°  | 3  | 0.21 | 2.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 3      | 0.14          | 2.2  | 0.001   | 178   |         |
| IUP Market                         | 22.3 57333° | 91.7 87567° | 0  | 0    | 0      | 0  | 0    | 0      | 4  | 0.39 | 1.8    | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 4      | 0.18          | 2.8  | 0.0013  | 145   |         |
| CEPZ                               | 22.2 93361° | 91.7 82144° | 1  | 0.07 | 0.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 1      | 0.05          | 0.2  | 0.0001  | 425   |         |
| CGS Colony                         | 22.3 25839° | 91.8 06944° | 2  | 0.14 | 1.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 2      | 0.09          | 1.4  | 0.0006  | 253   |         |
| Chaktai Khalpar                    | 22.3 46103° | 91.8 41519° | 2  | 0.14 | 1.6    | 0  | 0    | 0      | 1  | 0.35 | 1      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 3      | 0.14          | 2.6  | 0.0012  | 155   |         |

| Most crime-prone locations in RN            | Latit ude  | Lon gitude | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP |      |        | SGD |      |        | Total (N=675) |     |         |       |         |
|---------------------------------------------|------------|------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|-----|------|--------|-----|------|--------|---------------|-----|---------|-------|---------|
|                                             |            |            | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | %    | w if i | f   | %    | w if i | f             | %   | W i F i | W A I | R a n k |
| Chandgaon                                   | 22.378483° | 91.84675°  | 8  | 0.55 | 4.8    | 4  | 1.78 | 2.2    | 3  | 1.04 | 2.2    | 1  | 0.66 | 0.4    | 0   | 0.00 | 0      | 0   | 0.00 | 16     | 0.73          | 9.6 | 0.0044  | 28    |         |
| Chandgaon Abashik                           | 22.378483  | 91.84675   | 1  | 0.07 | 0.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 0.6 | 0.0003  | 373   |         |
| Chandgaon BCIC Road                         | 22.397767  | 91.8575    | 2  | 0.14 | 0.4    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 2      | 0.09          | 0.4 | 0.0002  | 397   |         |
| Chandranagar                                | 22.376384° | 91.806465° | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 2  | 0.69 | 1      | 1  | 0.66 | 0.2    | 0   | 0.00 | 0      | 0   | 0.00 | 3      | 0.14          | 1.2 | 0.0005  | 275   |         |
| Chanmati Road                               | 22.35156°  | 91.81735°  | 1  | 0.07 | 0.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 0.8 | 0.0004  | 332   |         |
| Char Farid                                  | 22.3068444 | 91.86      | 0  | 0.00 | 0      | 3  | 1.33 | 1.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 3      | 0.14          | 1.8 | 0.0008  | 233   |         |
| Char Lakshya                                | 22.302811  | 91.844928  | 1  | 0.07 | 0.6    | 0  | 0.00 | 0      | 1  | 0.35 | 1      | 1  | 0.66 | 0.8    | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 7.4 | 0.0034  | 43    |         |
| Char Para (Island)                          | 22.24729°  | 91.78493°  | 1  | 0.07 | 0.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.66 | 1      | 0   | 0.00 | 0      | 0   | 0.00 | 2      | 0.09          | 1.2 | 0.0005  | 275   |         |
| Char Patharghata                            | 22.315729° | 91.837512° | 2  | 0.14 | 0.6    | 0  | 0.00 | 0      | 2  | 0.69 | 1      | 2  | 1.32 | 0.4    | 0   | 0.00 | 0      | 0   | 0.00 | 6      | 0.27          | 4.6 | 0.0021  | 85    |         |
| Chasma Hill Road                            | 22.368703° | 91.823826° | 2  | 0.14 | 1      | 0  | 0.00 | 0      | 1  | 0.35 | 1      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 3      | 0.14          | 2   | 0.0009  | 198   |         |
| Chatteshawri Road                           | 22.354270° | 91.830439° | 1  | 0.07 | 0.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.66 | 0.2    | 0   | 0.00 | 0      | 0   | 0.00 | 2      | 0.09          | 1   | 0.0005  | 288   |         |
| Chawkbazar                                  | 22.357231  | 91.837444  | 1  | 0.07 | 0.2    | 1  | 0.44 | 0.6    | 1  | 0.47 | 6      | 1  | 0.66 | 0.6    | 0   | 0.00 | 0      | 0   | 0.00 | 2      | 0.04          | 1   | 0.0065  | 14    |         |
| Chawkbazar Katcha Bazar                     | 22.35342°  | 91.83301°  | 1  | 0.08 | 0.3    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 8.6 | 0.0039  | 39    |         |
| Chittagong College Area Roads               | 22.353036  | 91.836631  | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 0      | 0.00          | 0   | 0       | 454   |         |
| Chittagong College East Gate (Chandanpura ) | 22.349     | 91.838     | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.66 | 0.4    | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 0.4 | 0.0002  | 397   |         |
| Chittagong Junction                         | 22.34262°  | 91.81189°  | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 1   | 0.0005  | 288   |         |
| Chorpara, Patanga                           | 22.24729°  | 91.78493°  | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 1   | 0.0005  | 288   |         |
| Choumuhani                                  | 22.20021   | 91.48449   | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.66 | 0.4    | 0   | 0.00 | 0      | 1   | 0.04 | 2      | 0.09          | 0.6 | 0.0003  | 367   |         |
| Chowdhuri School Road                       | 22.369062  | 91.852919  | 1  | 0.07 | 0.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 0.6 | 0.0003  | 373   |         |
| Chowdhuripara                               | 22.324239° | 91.773558° | 2  | 0.14 | 1.2    | 4  | 1.78 | 1.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 6      | 0.27          | 3   | 0.0014  | 133   |         |
| Chowmuhoni                                  | 22.20021   | 91.48449   | 9  | 0.62 | 5.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 9      | 0.41          | 5.2 | 0.0024  | 68    |         |
| CMC                                         | 22.360633  | 91.8306    | 1  | 0.07 | 0.2    | 1  | 0.44 | 0.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0   | 0.00 | 2      | 0.09          | 0.8 | 0.0004  | 332   |         |

| Most crime-prone locations in RN | Latitude            | Longitude           | HH |             |        | KI          |             |        | IH          |             |        | IP          |             |             | IUP         |             |             | SGD         |             |             | Total (N=675) |            |         |       |         |
|----------------------------------|---------------------|---------------------|----|-------------|--------|-------------|-------------|--------|-------------|-------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|------------|---------|-------|---------|
|                                  |                     |                     | f  | %           | w if i | f           | %           | w if i | f           | %           | w if i | f           | %           | w if i      | f           | %           | w if i      | f           | %           | w if i      | f             | %          | W i F i | W A I | R a n k |
|                                  |                     |                     |    | 7<br>0      |        |             | 4<br>0      |        |             | 0<br>1      |        |             | 3<br>3      |             |             |             | 0<br>0      |             |             | 0<br>0      |               |            | 9<br>0  |       |         |
| Colonel hat                      | 22.3<br>6873<br>9   | 91.7<br>7797<br>2   | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 4      | 3<br>9      | 2<br>6      | 6      | 9<br>5      | 3<br>6      | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 1<br>0      | 4<br>5      | 6.2           | 0.00<br>28 | 55      |       |         |
| Commerce College Road            | 22.3<br>3051<br>0   | 91.8<br>1770        | 2  | 0<br>1<br>4 | 0<br>6 | 2           | 0<br>8<br>9 | 1      | 0<br>0<br>0 | 0           | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 4           | 0<br>1<br>8 | 1.6           | 0.00<br>07 | 235     |       |         |
| Court Road                       | 22.3<br>3525<br>6   | 91.8<br>3685<br>3   | 1  | 0<br>0<br>7 | 0<br>6 | 0           | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>5      | 0.6         | 0.00<br>03    | 373        |         |       |         |
| CRB Hill                         | 22.3<br>4259<br>4   | 91.8<br>2070<br>8   | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 1      | 0<br>3<br>5 | 0<br>6      | 2      | 1<br>3<br>2 | 1<br>4      | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>1<br>4 | 2           | 0.00<br>09    | 198        |         |       |         |
| Ctg Shopping Mall                | 22.3<br>6662<br>0   | 91.8<br>2503<br>0   | 1  | 0<br>0<br>7 | 0<br>8 | 0           | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0      | 0<br>0<br>0 | 0           | 1           | 2.6<br>3    | 0<br>8      | 0<br>0<br>0 | 0           | 0<br>9      | 1.6         | 0.00<br>07    | 235        |         |       |         |
| Custom Moor                      | 22.3<br>1195        | 91.7<br>9933<br>1   | 3  | 0<br>2<br>1 | 2<br>4 | 2           | 0<br>8<br>9 | 1<br>2 | 1           | 0<br>3<br>5 | 0<br>6 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>7      | 4.2         | 0.00<br>19    | 95         |         |       |         |
| Dail Bridge                      | 22.3<br>19          | 91.8<br>02          | 4  | 0<br>2<br>8 | 2<br>6 | 0           | 0<br>0<br>0 | 0      | 3           | 1<br>0<br>4 | 2<br>4 | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>3<br>2 | 5           | 0.00<br>23    | 75         |         |       |         |
| Dakshin Halishahar               | 22.2<br>9142<br>5   | 91.7<br>8247<br>5   | 2  | 0<br>1<br>4 | 0<br>8 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>9      | 0.8         | 0.00<br>04    | 332        |         |       |         |
| Dakshin Kattoli                  | 22.3<br>5068<br>6   | 91.7<br>7113<br>9   | 7  | 0<br>4<br>8 | 5<br>4 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>3<br>2 | 5.4         | 0.00<br>24    | 67         |         |       |         |
| Dali Bridge                      | 22.3<br>19          | 91.8<br>02          | 0  | 0<br>0<br>0 | 0      | 0<br>0<br>0 | 0           | 1      | 0<br>3<br>5 | 0<br>8      | 0      | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>5      | 0.8         | 0.00<br>04  | 332           |            |         |       |         |
| Damapara                         | 22.3<br>5658<br>1   | 91.8<br>2109<br>4   | 7  | 0<br>4<br>8 | 2<br>6 | 3           | 1<br>3<br>3 | 1      | 0           | 0<br>0<br>0 | 0      | 1           | 0<br>6<br>6 | 0<br>6      | 0<br>0<br>0 | 0<br>0<br>0 | 2           | 4<br>0<br>8 | 1<br>2<br>3 | 5.4         | 0.00<br>24    | 65         |         |       |         |
| Darogar Hat                      | 22.6<br>5901<br>1   | 91.6<br>3532<br>2   | 1  | 0<br>0<br>7 | 0<br>4 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>5      | 0.4         | 0.00<br>02  | 397           |            |         |       |         |
| DC Hill Area                     | 22.3<br>4121<br>9   | 91.8<br>3132<br>8   | 2  | 0<br>1<br>4 | 1<br>2 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 1           | 0<br>6<br>6 | 1           | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>4      | 2.2         | 0.00<br>1     | 178        |         |       |         |
| DC Road                          | 22.3<br>5176<br>389 | 91.8<br>4027<br>778 | 0  | 0<br>0<br>0 | 0      | 1           | 0<br>4<br>4 | 0<br>2 | 0           | 0<br>0<br>0 | 0      | 1           | 0<br>6<br>6 | 0<br>6      | 2           | 5.2<br>6    | 1<br>6      | 2<br>8      | 0<br>8      | 6           | 3.2           | 0.00<br>15 | 124     |       |         |
| Debar Bazar                      | 22.3<br>5787<br>0   | 91.8<br>1835<br>0   | 3  | 0<br>2<br>1 | 1<br>8 | 2           | 0<br>8<br>9 | 1      | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>3      | 5           | 2.8         | 0.00<br>13    | 145        |         |       |         |
| Deputy Road                      | 22.3<br>3559<br>2   | 91.8<br>3438<br>1   | 2  | 0<br>1<br>4 | 1<br>4 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>9      | 2           | 1.4           | 0.00<br>06 | 253     |       |         |
| Dewan Bazar                      | 22.3<br>4271<br>0   | 91.8<br>4279<br>0   | 3  | 0<br>2<br>1 | 2<br>4 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>4      | 3           | 2.4         | 0.00<br>11    | 171        |         |       |         |
| Dewanhat Bridge                  | 22.3<br>4018<br>9   | 91.8<br>1439<br>7   | 6  | 0<br>4<br>1 | 2<br>2 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>0      | 6           | 2.2         | 0.00<br>1     | 178        |         |       |         |
| Dewanhat Moor                    | 22.3<br>4077<br>5   | 91.8<br>1411<br>9   | 55 | 3<br>7<br>9 | 3<br>8 | 13          | 1<br>3<br>3 | 22     | 2           | 0<br>6<br>9 | 0<br>8 | 3           | 1<br>9<br>7 | 2<br>8      | 0           | 0<br>0<br>0 | 1           | 2<br>0<br>4 | 0<br>4      | 64          | 43.8          | 0.01<br>99 | 1       |       |         |
| Dhoriwalapara                    | 22.3<br>3659<br>0   | 91.8<br>1849<br>0   | 1  | 0<br>0<br>7 | 0<br>2 | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>5      | 1           | 0.2         | 0.00<br>01    | 425        |         |       |         |
| Digel Colony                     | 22.3<br>5889        | 91.8<br>0866<br>5   | 0  | 0<br>0<br>0 | 0      | 0           | 0<br>0<br>0 | 0      | 1           | 0<br>3<br>5 | 1      | 0           | 0<br>0<br>0 | 0           | 0<br>0<br>0 | 0<br>0<br>0 | 0           | 0<br>0      | 1           | 0<br>5      | 1             | 0.00<br>05 | 288     |       |         |
| Double Muring Road               | 22.3<br>2971        | 91.8<br>0722        | 0  | 0           | 0      | 0           | 0           | 0      | 0           | 0           | 0      | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 0             | 0.2        | 0.00    | 42    |         |

| Most crime-prone locations in RN | Latitude   | Longitude  | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP |      |        | SGD |     |        | Total (N=675) |       |         |        |         |
|----------------------------------|------------|------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|-----|------|--------|-----|-----|--------|---------------|-------|---------|--------|---------|
|                                  |            |            | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | %    | w if i | f   | %   | w if i | f             | %     | W i F i | W A I  | R a n k |
|                                  | 39         | 22         |    | 0.0  |        |    | 0.0  |        |    | 0.0  |        |    | 6.6  | 2      |     | 0    |        |     | 0.0 |        |               | 0.5   |         | 01     | 5       |
| Eidghah                          | 22.3406639 | 91.8133333 | 0  | 0.0  | 0      | 4  | 1.78 | 3      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 4             | 0.118 | 3.2     | 0.0015 | 124     |
| Enayet Bazar Road                | 22.340969  | 91.829475  | 7  | 0.48 | 3      | 0  | 0.0  | 0      | 1  | 0.35 | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 8             | 0.36  | 4.2     | 0.0019 | 95      |
| EPZ Moor                         | 22.293150  | 91.782060  | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 1  | 0.66 | 2      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 0.2     | 0.0001 | 425     |
| EPZ Road                         | 22.293150  | 91.782060  | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 4  | 2.63 | 1      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 4             | 0.18  | 1.8     | 0.0008 | 216     |
| Fakirhat                         | 22.388789  | 91.760786  | 6  | 0.41 | 3      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 6             | 0.27  | 3.4     | 0.0015 | 120     |
| Faridapara                       | 22.36365   | 91.83799   | 1  | 0.07 | 1      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 1       | 0.0005 | 288     |
| Fazlul Karim Road                | 22.360717  | 91.829764  | 1  | 0.07 | 1      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 1       | 0.0005 | 288     |
| Firingi Bazar                    | 22.328983  | 91.8328    | 4  | 0.28 | 2      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 1  | 0.66 | 5      | 1   | 3.16 | 3      | 0   | 0.0 | 0      | 1             | 0.45  | 5.6     | 0.0025 | 63      |
| Firozshah Colony                 | 22.371467  | 91.784853  | 4  | 0.28 | 3      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 4             | 0.18  | 3.4     | 0.0015 | 121     |
| Firozshah Rail gate              | 22.371467  | 91.784853  | 0  | 0.0  | 0      | 3  | 1.33 | 1      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 3             | 0.14  | 1.4     | 0.0006 | 253     |
| Flora pass                       | 22.3544167 | 91.8080556 | 4  | 0.28 | 1      | 1  | 0.44 | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 5             | 0.23  | 1.6     | 0.0007 | 235     |
| Flyover Area                     | 22.368190  | 91.838810  | 1  | 0.07 | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 0.4     | 0.0002 | 397     |
| Foillatali bazar                 | 22.344569  | 91.775531  | 1  | 0.07 | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 0.6     | 0.0003 | 373     |
| Fokir Hat                        | 22.388789  | 91.760786  | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 2  | 0.69 | 1      | 0  | 0.22 | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 2             | 0.09  | 1.2     | 0.0005 | 275     |
| Forida Para                      | 22.36365   | 91.83799   | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 1  | 0.35 | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 0.8     | 0.0004 | 332     |
| Foridar Para                     | 22.36365   | 91.83799   | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 3  | 1.04 | 2      | 0  | 0.66 | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 3             | 0.14  | 2.6     | 0.0012 | 155     |
| Foyz Lake                        | 22.365572  | 91.796747  | 0  | 0.0  | 0      | 2  | 0.89 | 0      | 2  | 0.69 | 1      | 0  | 0.22 | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 4             | 0.18  | 2       | 0.0009 | 198     |
| Free Port Area                   | 22.293286  | 91.782161  | 0  | 0.0  | 0      | 3  | 1.33 | 1      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 3             | 0.14  | 1.8     | 0.0008 | 217     |
| Fulkoli Factory                  | 22.3712917 | 91.8325    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 0             | 0.0   | 0       | 0      | 454     |
| Fultala                          | 22.357904  | 91.842789  | 1  | 0.07 | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 0.2     | 0.0001 | 425     |
| Fultala Bazar                    | 22.357904  | 91.842789  | 1  | 0.07 | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.05  | 0.6     | 0.0003 | 373     |
| Dangar Char                      | 22.3       | 22.3       | 1  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0   | 0.0  | 0      | 0   | 0.0 | 0      | 1             | 0.0   | 0.0     | 0.0    | 3       |



| Most crime-prone locations in RN | Latit ude     | Lon gitude    | HH  |       |        | KI  |       |        | IH |       |        | IP    |       |        | IUP      |        |        | SGD |   |        | Total (N=675) |        |          |          |         |
|----------------------------------|---------------|---------------|-----|-------|--------|-----|-------|--------|----|-------|--------|-------|-------|--------|----------|--------|--------|-----|---|--------|---------------|--------|----------|----------|---------|
|                                  |               |               | f   | %     | w if i | f   | %     | w if i | f  | %     | w if i | f     | %     | w if i | f        | %      | w if i | f   | % | w if i | f             | %      | W i F i  | W A I    | R a n k |
|                                  | 4266 7°       | 4266 7°       |     | 0 7   | 6      |     | 0 0   |        |    | 0 0   |        |       | 0 0   |        | 0 0      |        |        | 0 0 |   |        | 0 5           | 6      | 00 03    | 7 3      |         |
| Garibullah H/S                   | 22.3 5822 8   | 91.8 1931 7   | 0   | 0 0   | 0      | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 1 6 6 | 0 2   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 0 5           | 0. 2   | 0. 00 01 | 4 2 5    |         |
| GEC moor                         | 22.3 5900 6   | 91.8 2130 8   | 1 8 | 1 2 4 | 1 0 6  | 2 5 | 2 2   | 3      | 4  | 1 3 9 | 2 6    | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 3 | 6 1 2  | 1 3 0         | 1 7. 8 | 0. 00 81 | 6        |         |
| Ghat Farhadbeg                   | 22.3 4353 3   | 91.8 3953 4   | 1   | 0 7   | 0 2    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0 0    | 0 5           | 0. 2   | 0. 00 01 | 4 2 5    |         |
| Golpahar Moor                    | 22.3 6011 67  | 91.8 2777 78  | 0   | 0 0   | 0      | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 1 0    | 2 6, 3 2 | 6 2    | 0      | 0 0 | 0 | 0      | 1 0           | 6. 2   | 0. 00 28 | 5 4      |         |
| Goshaildanga                     | 22.3 1833 3   | 91.8 0858 6   | 1 6 | 1 1 0 | 1 0 6  | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1 6           | 0 7 3  | 1. 1. 6  | 0. 00 53 | 2 1     |
| Grand trunk road                 | 22.3 4481     | 91.8 0115 1   | 2   | 0 1 4 | 1 4    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 2             | 0 0 9  | 1. 4     | 0. 00 06 | 2 5 3   |
| Gulzar Market Mor                | 22.3 5736 °   | 91.8 3726 °   | 3   | 0 2 1 | 1 2    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 3             | 0 1 4  | 1. 2     | 0. 00 05 | 2 7 5   |
| Haji Para                        | 22.3 2878 9   | 91.8 0598 8   | 0   | 0 0   | 0      | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 1 6 6 | 0 2   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1             | 0 0 5  | 0. 2     | 0. 00 01 | 4 2 5   |
| Halishahar                       | 22.3 4266 7°  | 22.3 4266 7°  | 2 2 | 1 5 1 | 1 7    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 2 2           | 1 0 0  | 1 7      | 0. 00 77 | 7       |
| Halishahar A-Block               | 22.3 4266 7   | 91.7 8005 6   | 1 2 | 0 8 3 | 5      | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1 2           | 0 5 4  | 5        | 0. 00 23 | 7 5     |
| Halishahar B-Block               | 22.3 3825 6   | 91.7 7586 9   | 3   | 0 2 1 | 2      | 1   | 0 4 4 | 1      | 1  | 0 3 5 | 0 6    | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 5             | 0 2 3  | 3. 6     | 0. 00 16 | 1 1 1   |
| Halishahar Beach                 | 22.3 4266 7°  | 22.3 4266 7°  | 1   | 0 7   | 0 4    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1             | 0 0 5  | 0. 4     | 0. 00 02 | 3 9 7   |
| Halishahar J-Block               | 22.3 4063 1   | 91.7 8329 4   | 1   | 0 7   | 1      | 3   | 0 3 3 | 2 8    | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 4             | 0 1 8  | 3. 8     | 0. 00 17 | 1 0 5   |
| Halishahar K-Block               | 22.3 3362 °   | 91.7 9102 °   | 1   | 0 7   | 0 8    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1             | 0 0 5  | 0. 8     | 0. 00 04 | 3 3 2   |
| Halishahar Moor                  | 22.3 4266 7°  | 91.7 8005 6°  | 3   | 0 2 1 | 1 4    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 3             | 0 1 4  | 1. 4     | 0. 00 06 | 2 5 3   |
| Halishahar Road                  | 22.3 2037 6°  | 91.7 8530 0°  | 1   | 0 7   | 0 4    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1             | 0 0 5  | 0. 4     | 0. 00 02 | 3 9 7   |
| Halishahar Slum area             | 22.3 1413 333 | 91.7 7555 556 | 0   | 0 0   | 0      | 0   | 0 0   | 0      | 1  | 0 3 5 | 0 4    | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1             | 0 0 5  | 0. 4     | 0. 00 02 | 3 9 7   |
| Hamidpur                         | 22.3 9794 °   | 91.8 4202 °   | 1   | 0 7   | 0 4    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 2     | 1 3 2 | 1 8    | 0        | 0      | 0 0    | 0   | 0 | 3      | 0 1 4         | 2. 2   | 0. 00 01 | 1 7 8    |         |
| Hamza Khan Road                  | 22.3 7693 5   | 91.8 3292 6   | 1   | 0 7   | 0 4    | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 1             | 0 0 5  | 0. 4     | 0. 00 02 | 3 9 7   |
| Hamzarbag                        | 22.3 7595     | 91.8 2755 8   | 3   | 0 2 1 | 2      | 5   | 0 2 2 | 2 4    | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 1        | 2. 6 3 | 0 8    | 0   | 0 | 9      | 0 4 1         | 5. 2   | 0. 00 24 | 6 8      |         |
| Hashem Bazar                     | 22.3 8230 3   | 91.8 3021 9   | 3   | 0 2 1 | 2      | 0   | 0 0   | 0      | 0  | 0 0   | 0      | 0     | 0 0   | 0      | 0 0      | 0      | 0      | 0 0 | 0 | 0      | 3             | 0 1 4  | 2        | 0. 00 09 | 1 9 8   |

| Most crime-prone locations in RN     | Latit ude    | Lon gitud e  | HH |      |        | KI |      |        | IH |      |        | IP  |      |        | IUP  |      |        | SGD  |      |        | Total (N=675) |      |         |        |         |
|--------------------------------------|--------------|--------------|----|------|--------|----|------|--------|----|------|--------|-----|------|--------|------|------|--------|------|------|--------|---------------|------|---------|--------|---------|
|                                      |              |              | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | %    | w if i | f    | %    | w if i | f    | %    | w if i | f             | %    | W i F i | W A I  | R a n k |
| Hathazari Road                       | 22.3 8283 9° | 91.8 2806 9° | 1  | 0.07 | 0.4    | 0  | 0.00 | 0      | 3  | 0.04 | 2      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 4             | 0.18 | 2.4     | 0.0011 | 171     |
| Hazari Lane                          | 22.3 3916 7  | 91.8 3639 7  | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 1             | 0.05 | 1       | 0.0005 | 288     |
| Hazaripara                           | 22.3 3916 7  | 91.8 3639 7  | 2  | 0.14 | 0.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 2             | 0.09 | 0.6     | 0.0003 | 367     |
| Hazi Neyamat Ali Road                | 22.4 2097 6° | 91.8 5168 9° | 1  | 0.07 | 0.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 1             | 0.05 | 0.2     | 0.0001 | 425     |
| Hazipara                             | 22.3 2878 9  | 91.8 0598 8  | 2  | 0.14 | 0.4    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 2             | 0.09 | 0.4     | 0.0002 | 397     |
| Hill View                            | 22.3 6064 4  | 91.8 2647 5  | 2  | 0.14 | 0.8    | 1  | 0.04 | 0.2    | 0  | 0.00 | 0      | 2   | 0.03 | 1.2    | 1    | 2.63 | 0.2    | 0    | 0.00 | 0      | 6             | 0.27 | 2.4     | 0.0011 | 164     |
| Holy Crescent Road                   | 22.3 6206 °  | 91.8 09°     | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 1  | 0.03 | 0.4    | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 2             | 0.09 | 1.4     | 0.0006 | 253     |
| Hossain Ahmad Para                   | 22.3 6873 89 | 91.8 2527 78 | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1   | 0.06 | 0.6    | 0    | 0.00 | 0      | 0.00 | 0    | 0      | 1             | 0.05 | 0.6     | 0.0003 | 373     |
| House Building Bayezid               | 22.3 811°    | 91.8 0534 °  | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 1      | 0.04 | 0.8  | 2      | 0.09          | 1.8  | 0.0008  | 217    |         |
| Housing Area                         | 22.2 6864 7° | 91.7 8168 5° | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 3  | 0.04 | 1      | 2   | 0.04 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 3             | 0.14 | 2.4     | 0.0011 | 164     |
| Icchan nagar                         | 22.3 1594 5  | 91.8 3331 4  | 0  | 0.00 | 0      | 1  | 0.04 | 0.6    | 3  | 0.04 | 1      | 2   | 0.03 | 2      | 0    | 0.00 | 0      | 0.00 | 0    | 0      | 6             | 0.27 | 5.4     | 0.0024 | 65      |
| Ice Factory Road                     | 22.3 3313 9  | 91.8 2749 7  | 4  | 0.28 | 3.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 4             | 0.18 | 3.2     | 0.0015 | 124     |
| Iqbal Road                           | 22.3 316     | 91.8 4184 2  | 4  | 0.28 | 2.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 4             | 0.18 | 2.6     | 0.0012 | 155     |
| Iron Market                          | 22.3 6166 11 | 91.7 7527 78 | 1  | 0.07 | 0.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 1             | 0.05 | 0.2     | 0.0001 | 425     |
| Ispahani Colony                      | 22.3 4667 °  | 91.8 1944 °  | 3  | 0.21 | 2      | 1  | 0.04 | 0.6    | 2  | 0.06 | 1.4    | 4   | 0.03 | 4      | 0    | 0.00 | 0      | 0.00 | 0    | 0      | 1             | 0.05 | 8       | 0.0036 | 41      |
| Jalalabad                            | 22.4 0165    | 91.8 0662 5  | 8  | 0.55 | 4.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 8             | 0.36 | 4.6     | 0.0021 | 85      |
| Jamai Bazar                          | 22.3 382     | 91.8 5194    | 4  | 0.28 | 3.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 4             | 0.18 | 3.8     | 0.0017 | 105     |
| Jamal khan Road                      | 22.3 4563 9  | 91.8 3409 4  | 3  | 0.21 | 2.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 2   | 0.03 | 1.4    | 0    | 0.00 | 0      | 0.00 | 0    | 0      | 5             | 0.23 | 2.2     | 0.001  | 178     |
| Janata Colony                        | 22.3 6433 1  | 91.7 8488 1  | 3  | 0.21 | 2.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 3             | 0.14 | 2.2     | 0.001  | 178     |
| Jele Para (Fishermen Community Area) | 22.5 5959 °  | 92.2 8528 °  | 3  | 0.21 | 2.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 3             | 0.14 | 2.2     | 0.001  | 178     |
| Jelepara                             | 22.5 5959 °  | 92.2 8528 °  | 1  | 0.07 | 0.8    | 0  | 0.00 | 0      | 2  | 0.06 | 1.4    | 0   | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 0      | 3             | 0.14 | 2.2     | 0.001  | 178     |
| Jhautala                             | 22.3 5977 5  | 91.8 0734 4  | 2  | 0.17 | 1.8    | 5  | 0.22 | 4.2    | 4  | 0.39 | 1.3    | 3.2 | 0    | 0.00   | 0    | 0    | 0.00   | 0    | 1    | 2      | 0.04          | 1.8  | 2.6     | 0.0118 | 2       |

| Most crime-prone locations in RN | Latit ude    | Lon gitude   | HH |   |        | KI |   |        | IH |   |        | IP |   |        | IUP |   |        | SGD |   |        | Total (N=675) |        |         |       |         |
|----------------------------------|--------------|--------------|----|---|--------|----|---|--------|----|---|--------|----|---|--------|-----|---|--------|-----|---|--------|---------------|--------|---------|-------|---------|
|                                  |              |              | f  | % | w if i | f  | % | w if i | f  | % | w if i | f  | % | w if i | f   | % | w if i | f   | % | w if i | f             | %      | W i F i | W A I | R a n k |
| Jhautala Bazar                   | 22.3 5978 3  | 91.8 0733 9  | 0  | 0 | 0      | 0  | 0 | 1      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.6    | 0.0003  | 373   |         |
| Jhautala Rail Station            | 22.3 5604 4  | 91.8 0767 2  | 4  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 4      | 0             | 2.2    | 0.001   | 196   |         |
| Jhautala water tank              | 22.3 5978 3  | 91.8 0733 9  | 2  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 2      | 0             | 1.8    | 0.0008  | 217   |         |
| Jubilee Road                     | 22.3 408     | 91.8 2777 2  | 3  | 0 | 0      | 0  | 0 | 1      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 4      | 0             | 2.6    | 0.0012  | 162   |         |
| Jukipara                         | 22.3 3       | 91.7 76      | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 1 | 0      | 4.6           | 0.0021 | 80      |       |         |
| Julda                            | 22.2 7796 1  | 91.8 2926 7  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.4    | 0.0002  | 397   |         |
| Julman Shah Road                 | 22.3 7736 4  | 91.8 2835 6  | 4  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 4      | 0             | 2.4    | 0.0011  | 164   |         |
| Kadalipara                       | 22.3 6785    | 91.8 6673 3  | 7  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 7      | 0             | 6      | 0.0027  | 58    |         |
| Kadamtali                        | 22.3 3595 1° | 91.8 2123 6° | 5  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 5      | 0             | 3.6    | 0.0016  | 111   |         |
| Kaiballadham                     | 22.3 6598 1  | 91.7 8182 5  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.8    | 0.0004  | 332   |         |
| Kalamia bazar                    | 22.3 4745 3  | 91.8 5190 3  | 6  | 0 | 0      | 1  | 1 | 6      | 2  | 0 | 4      | 0  | 0 | 0      | 0   | 0 | 1      | 2   | 0 | 1      | 6             | 9.4    | 0.0043  | 30    |         |
| Kalibari                         | 22.3 2078 °  | 91.8 1184 °  | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 0      | 0             | 0      | 0       | 454   |         |
| Kalimandipara                    | 22.3 5293 1  | 91.8 2599 7  | 4  | 0 | 0      | 0  | 0 | 3      | 1  | 2 | 2      | 1  | 1 | 0      | 0   | 0 | 0      | 0   | 0 | 9      | 0             | 6.4    | 0.0029  | 53    |         |
| Kallul Residential               | 22.3 2078 °  | 91.8 1184 °  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.8    | 0.0004  | 332   |         |
| Kalpaluk abashik                 | 22.3 4303 9° | 91.8 5823 9° | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 1      | 0.0005  | 288   |         |
| Kalurghat Road                   | 22.3 9512 2  | 91.8 8056 9  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.2    | 0.0001  | 425   |         |
| Kamal Atatürk Road               | 22.2 4351 °  | 91.7 9214 °  | 2  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 2      | 0             | 1.2    | 0.0005  | 270   |         |
| Kamal Road                       | 22.2 4351 °  | 91.7 9214 °  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.2    | 0.0001  | 425   |         |
| Kamrabad Road                    | 22.3 8317 °  | 91.8 3216 °  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 0.6    | 0.0003  | 373   |         |
| Kapashgola Road                  | 22.3 5963 6  | 91.8 4054 7  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 1      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 2      | 0             | 1      | 0.0005  | 288   |         |
| Kapashkhula                      | 22.3 5972 °  | 91.8 4064 °  | 1  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 1      | 0             | 1      | 0.0005  | 288   |         |
| Kaptai Road                      | 22.4 1465 °  | 91.8 644°    | 2  | 0 | 0      | 0  | 0 | 0      | 0  | 0 | 1      | 0  | 0 | 0      | 0   | 0 | 0      | 0   | 0 | 3      | 0             | 1.4    | 0.0006  | 253   |         |

| Most crime-prone locations in RN | Latit ude    | Lon gitude   | HH |      |        | KI   |      |        | IH |      |        | IP |      |        | IUP |   |        | SGD |      |        | Total (N=675) |      |         |       |         |
|----------------------------------|--------------|--------------|----|------|--------|------|------|--------|----|------|--------|----|------|--------|-----|---|--------|-----|------|--------|---------------|------|---------|-------|---------|
|                                  |              |              | f  | %    | w if i | f    | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | % | w if i | f   | %    | w if i | f             | %    | W i F i | W A I | R a n k |
| Karimganj                        | 22.3 9716 4° | 91.8 3724 0° | 1  | 0.07 | 1      | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 0      | 1             | 0.05 | 1       | 0.005 | 288     |
| Karnafuli Bridge                 | 22.3 2888 06 | 91.8 5222 22 | 0  | 0    | 0      | 0    | 0    | 0      | 0  | 0    | 0      | 2  | 0.32 | 0.4    | 0   | 0 | 0      | 0   | 0    | 0      | 2             | 0.09 | 0.4     | 0.002 | 397     |
| Katalgang Abashik                | 22.3 6072 2  | 91.8 3695    | 15 | 0.03 | 10     | 0    | 0    | 3      | 10 | 0.4  | 20     | 2  | 0.32 | 2      | 0   | 0 | 0      | 0   | 0    | 20     | 0.09          | 15   | 0.0068  | 12    |         |
| Katcha Bazar                     | 22.3 7107 8  | 91.8 4208 6  | 0  | 0    | 0      | 0    | 0    | 5      | 17 | 0.48 | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 5      | 0.23          | 4.8  | 0.0022  | 79    |         |
| Katcha Rasta                     | 22.3 4450 6  | 91.8 0142 8  | 2  | 0.14 | 0      | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 2      | 0.09          | 0.8  | 0.004   | 332   |         |
| Kathghoar                        | 22.2 6025 °  | 91.7 9165 °  | 6  | 0.41 | 40     | 0    | 0    | 0      | 0  | 0    | 0      | 3  | 0.97 | 1.4    | 0   | 0 | 0      | 0   | 0    | 9      | 0.41          | 5.8  | 0.0026  | 59    |         |
| Katrali H/A 2                    | 22.3 6279 72 | 91.7 6111 11 | 0  | 0    | 0      | 0    | 0    | 1      | 03 | 0.8  | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 1      | 0.05          | 0.8  | 0.004   | 332   |         |
| Kazir Dewri Mor                  | 22.3 4763 1  | 91.8 2563 1  | 2  | 0.14 | 10     | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 2      | 0.09          | 1.6  | 0.007   | 235   |         |
| Kazirdewri Moor                  | 22.3 4763 1  | 91.8 2563 1  | 7  | 0.48 | 40     | 0    | 0    | 0      | 0  | 0    | 0      | 1  | 0.66 | 0.8    | 0   | 0 | 0      | 0   | 0    | 8      | 0.36          | 5.6  | 0.0025  | 61    |         |
| KB Aman Ali Road                 | 22.3 5918 1  | 91.8 5060 8  | 7  | 0.48 | 62     | 0.88 | 1    | 1      | 03 | 0.6  | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 1   | 0.48 | 11     | 0.50          | 9.2  | 0.0042  | 36    |         |
| KC Dey Road                      | 22.3 3767 8  | 91.8 3465 8  | 2  | 0.14 | 10     | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 2      | 0.09          | 1    | 0.005   | 288   |         |
| KDS Moor                         | 22.3 8039 °  | 91.8 0589 °  | 1  | 0.07 | 10     | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 1      | 0.05          | 1    | 0.005   | 288   |         |
| Khaja Road                       | 22.3 0805    | 91.7 7329 4  | 10 | 0.06 | 40     | 2    | 0.88 | 4      | 13 | 0.39 | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 16     | 0.07          | 9    | 0.0041  | 38    |         |
| Khajur Tala                      | 22.2 5447 5  | 91.7 7805 56 | 0  | 0    | 0      | 0    | 0    | 0      | 0  | 0    | 0      | 2  | 0.32 | 2      | 0   | 0 | 0      | 0   | 0    | 2      | 0.09          | 2    | 0.009   | 198   |         |
| Khal Par                         | 22.3 3616 1  | 91.7 7597 2  | 1  | 0.07 | 02     | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 1      | 0.05          | 0.2  | 0.001   | 425   |         |
| Khalifa para                     | 22.3 7079 2  | 91.8 5470 6  | 0  | 0    | 0      | 2    | 0.88 | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 2      | 0.09          | 1.8  | 0.008   | 217   |         |
| Khalpar                          | 22.3 3616 1  | 91.7 7597 2  | 1  | 0.07 | 04     | 2    | 0.88 | 2      | 06 | 0.9  | 2      | 0  | 0    | 0      | 0   | 0 | 0      | 1   | 0.47 | 16     | 0.27          | 4.6  | 0.0021  | 85    |         |
| Kharampara                       | 22.3 6857 3° | 91.8 5017 9° | 5  | 0.34 | 20     | 1    | 0.44 | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 6      | 0.27          | 3.2  | 0.0015  | 124   |         |
| Khulshi                          | 22.3 6095 8  | 91.8 1105 8  | 3  | 0.21 | 20     | 4    | 0.78 | 19     | 61 | 0.4  | 7      | 4  | 0.64 | 40     | 0   | 0 | 0      | 2   | 0.8  | 35     | 1.59          | 2.3  | 0.0105  | 3     |         |
| Khulshi 1                        | 22.3 6165 °  | 91.8 1227 °  | 1  | 0.07 | 00     | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 1      | 0.05          | 0.6  | 0.003   | 373   |         |
| Khulshi 10                       | 22.3 6534 2° | 91.8 0915 8° | 1  | 0.07 | 00     | 0    | 0    | 1      | 03 | 0.5  | 1      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 2      | 0.09          | 1.4  | 0.006   | 253   |         |
| Khulshi 2                        | 22.3 6211 8° | 91.8 1119 9° | 1  | 0.07 | 00     | 0    | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0    | 1      | 0.05          | 0.2  | 0.001   | 425   |         |

| Most crime-prone locations in RN | Latitude   | Longitude  | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP  |     |        | SGD |     |        | Total (N=675) |      |         |        |         |
|----------------------------------|------------|------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|------|-----|--------|-----|-----|--------|---------------|------|---------|--------|---------|
|                                  |            |            | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f    | %   | w if i | f   | %   | w if i | f             | %    | W i F i | W A I  | R a n k |
| Khulshi Colony                   | 22.365342  | 91.809158  | 10 | 0.69 | 6.6    | 0  | 0.0  | 0      | 1  | 0.35 | 0.4    | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 11            | 0.50 | 7       | 0.0032 | 47      |
| Kodomtoli Bus Terminal Area      | 22.3355    | 91.821008  | 1  | 0.07 | 0.8    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 1             | 0.05 | 0.8     | 0.0004 | 332     |
| Kosaipara                        | 22.254     | 91.788     | 1  | 0.07 | 0.2    | 0  | 0.0  | 0      | 4  | 0.39 | 3      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 5             | 0.23 | 3.2     | 0.0015 | 124     |
| Koshai Goli/ Koshai Para         | 22.254     | 91.788     | 1  | 0.07 | 0.2    | 4  | 0.78 | 1.8    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 5             | 0.23 | 2       | 0.0009 | 214     |
| Kotowali                         | 22.341386  | 91.827461  | 1  | 0.07 | 1      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 6  | 0.95 | 3.4    | 0    | 0.0 | 0      | 0   | 0   | 0.0    | 7             | 0.32 | 4.4     | 0.002  | 88      |
| Kuaish                           | 22.406003  | 91.862622  | 7  | 0.48 | 4      | 0  | 0.0  | 0      | 1  | 0.35 | 1      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 8             | 0.36 | 5       | 0.0023 | 75      |
| Kulgaon                          | 22.403881  | 91.825931  | 12 | 0.83 | 8.6    | 0  | 0.0  | 0      | 1  | 0.35 | 0.8    | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 13            | 0.59 | 9.4     | 0.0043 | 30      |
| Kunjachaya R/A                   | 22.380928  | 91.816747  | 2  | 0.14 | 0.6    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 2             | 0.09 | 0.6     | 0.0003 | 367     |
| Labour Colony                    | 22.291514  | 91.787397  | 2  | 0.14 | 1      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 2             | 0.09 | 1       | 0.0005 | 288     |
| Lake Valley                      | 22.362447  | 91.793456  | 2  | 0.14 | 0.6    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 2             | 0.09 | 0.6     | 0.0003 | 367     |
| Laldighi                         | 22.338419  | 91.838253  | 4  | 0.28 | 2      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 4             | 0.18 | 2       | 0.0009 | 214     |
| Lalkhan Bazar                    | 22.352028  | 91.821094  | 6  | 0.41 | 2.8    | 1  | 0.44 | 1.4    | 1  | 0.35 | 0.8    | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 8             | 0.36 | 4.6     | 0.0021 | 80      |
| Lamar bazar                      | 22.289939  | 91.891439  | 1  | 0.07 | 0.6    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 1             | 0.05 | 0.6     | 0.0003 | 373     |
| Latifpur                         | 22.376441° | 91.761094° | 4  | 0.28 | 1.4    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 4             | 0.18 | 1.4     | 0.0006 | 253     |
| Love lane                        | 22.342114  | 91.828922  | 1  | 0.07 | 0.6    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 1             | 0.05 | 0.6     | 0.0003 | 373     |
| Loyal Road                       | 22.337208  | 91.836289  | 3  | 0.21 | 2.2    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 3             | 0.14 | 2.2     | 0.001  | 178     |
| M Ali Road                       | 22.3569778 | 91.8230556 | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 2.63 | 0.4 | 0      | 0   | 0.0 | 0      | 1             | 0.05 | 0.4     | 0.0002 | 397     |
| M.A. Aziz Road                   | 22.26945°  | 91.78811°  | 5  | 0.34 | 3      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 5             | 0.23 | 3       | 0.0014 | 133     |
| Madarbari                        | 22.32745   | 91.828642  | 1  | 0.07 | 0.2    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 1             | 0.05 | 0.2     | 0.0001 | 425     |
| Mahankhal Bazar                  | 22.330175  | 91.823797  | 0  | 0.0  | 0      | 1  | 0.44 | 0.8    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 1             | 0.05 | 0.8     | 0.0004 | 332     |
| Maizpara Road                    | 22.256275  | 91.807517  | 13 | 0.89 | 10.8   | 2  | 0.89 | 1.2    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 2.04   | 1   | 1   | 0.4    | 16            | 0.73 | 13      | 0.0059 | 18      |
| Mariners' Road                   | 22.328944  | 91.847028  | 1  | 0.07 | 0.2    | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0  | 0.0  | 0      | 0.0  | 0   | 0.0    | 0   | 0   | 0.0    | 1             | 0.05 | 0.2     | 0.0001 | 425     |

| Most crime-prone locations in RN | Latitude   | Longitude  | HH |      |        | KI  |      |        | IH |      |        | IP |      |        | IUP |       |        | SGD |   |        | Total (N=675) |      |         |        |         |
|----------------------------------|------------|------------|----|------|--------|-----|------|--------|----|------|--------|----|------|--------|-----|-------|--------|-----|---|--------|---------------|------|---------|--------|---------|
|                                  |            |            | f  | %    | w if i | f   | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | %     | w if i | f   | % | w if i | f             | %    | W i F i | W A I  | R a n k |
| Master Lane                      | 22.357369  | 91.794944  | 2  | 0.14 | 1.8    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 1.8     | 0.008  | 217     |
| Master Para                      | 22.35707   | 91.79609   | 2  | 0.14 | 1.4    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 1.4     | 0.006  | 253     |
| Mayor Goli                       | 22.368106  | 91.821236  | 4  | 0.28 | 1.8    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 4             | 0.18 | 1.8     | 0.008  | 217     |
| Mayor Road                       | 22.356761  | 91.791611  | 2  | 0.14 | 0.6    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 0.6     | 0.003  | 367     |
| Mehedibag                        | 22.356803  | 91.824992  | 0  | 0    | 0      | 0   | 0    | 0      | 0  | 0    | 0      | 1  | 0.66 | 0.4    | 6   | 15.79 | 3.4    | 0   | 0 | 0      | 7             | 0.32 | 3.8     | 0.0017 | 102     |
| Merinurse Drive                  | 22.328944  | 91.847028  | 0  | 0    | 0      | 0   | 0    | 0      | 1  | 0.35 | 1      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 1             | 0.05 | 1       | 0.005  | 288     |
| Mia khan road                    | 22.350147  | 91.855794  | 6  | 0.41 | 5.4    | 2   | 0.89 | 1.6    | 3  | 1.04 | 2.4    | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 1             | 0.50 | 9.4     | 0.0043 | 30      |
| Miah nagar                       | 22.4030556 | 91.843333  | 2  | 0.14 | 0.6    | 0   | 0    | 0      | 2  | 0.69 | 0.8    | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 4             | 0.18 | 1.4     | 0.006  | 252     |
| Miakhan Nagar                    | 22.341231  | 91.846283  | 2  | 0.14 | 0.8    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 0.8     | 0.004  | 32      |
| Milkvita                         | 22.31289   | 91.85139   | 2  | 0.14 | 1.8    | 0   | 0    | 0      | 2  | 0.69 | 1.8    | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 4             | 0.18 | 3.6     | 0.0016 | 111     |
| Misturipara                      | 22.336844  | 91.810081  | 16 | 1.1  | 1.4    | 1   | 0.44 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 17            | 0.77 | 1.08    | 0.0049 | 22      |
| MJ College Road                  | 22.3319889 | 91.853333  | 4  | 0.28 | 3.4    | 1   | 0.44 | 0.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 5             | 0.23 | 3.8     | 0.0017 | 105     |
| Mogotoli Road                    | 22.3243667 | 91.8119444 | 0  | 0    | 0      | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 0             | 0    | 0       | 0      | 454     |
| Mohammadpur                      | 22.369592  | 91.837961  | 1  | 0.07 | 0.2    | 1   | 0.44 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 1   | 2.63  | 0.6    | 0   | 0 | 0      | 3             | 0.14 | 1.6     | 0.007  | 235     |
| Moiijartek                       | 22.310904  | 91.856106  | 12 | 0.83 | 9.5    | 2.2 | 0.62 | 4.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 17            | 0.77 | 1.32    | 0.006  | 17      |
| Mominbag Road                    | 22.377258  | 91.827894  | 4  | 0.28 | 2.8    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 4             | 0.18 | 2.8     | 0.0013 | 143     |
| Morali baper masjid              | 22.346727  | 91.851647  | 2  | 0.14 | 1.4    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 1.4     | 0.006  | 253     |
| Mohiripara                       | 22.331311  | 91.802475  | 0  | 0    | 0      | 1   | 0.44 | 0.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 1             | 0.05 | 0.4     | 0.002  | 397     |
| Motijharna lane                  | 22.348286  | 91.816819  | 1  | 0.07 | 1      | 0   | 0    | 0      | 0  | 0    | 0      | 1  | 0.66 | 0.8    | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 1.8     | 0.008  | 217     |
| Moushumi R/A                     | 22.345936  | 91.789997  | 0  | 0    | 0      | 2   | 0.89 | 0.6    | 1  | 0.35 | 0.6    | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 3             | 0.14 | 1.2     | 0.005  | 270     |
| Moydar mill                      | 22.3401028 | 91.8475    | 1  | 0.07 | 1      | 1   | 0.44 | 1      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 2             | 0.09 | 2       | 0.009  | 198     |
| Muhuripara                       | 22.331311  | 91.802475  | 3  | 0.21 | 1.6    | 0   | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0     | 0      | 0   | 0 | 0      | 3             | 0.14 | 1.6     | 0.007  | 249     |



| Most crime-prone locations in RN | Latit ude   | Lon gitude  | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP  |      |        | SGD  |      |        | Total (N=675) |      |         |       |         |
|----------------------------------|-------------|-------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|------|------|--------|------|------|--------|---------------|------|---------|-------|---------|
|                                  |             |             | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f    | %    | w if i | f    | %    | w if i | f             | %    | W i F i | W A I | R a n k |
| Muradpur                         | 22.36917    | 91.83111    | 9  | 0.62 | 5.4    | 6  | 2.67 | 3.8    | 3  | 1.04 | 2      | 4  | 2.63 | 1.2    | 0    | 0.00 | 0      | 0    | 0.00 | 22     | 1.00          | 12.4 | 0.0056  | 20    |         |
| Nal para road                    | 22.33161    | 91.82932    | 3  | 0.21 | 1.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0    | 0.00 | 3      | 0.14          | 1.6  | 0.0007  | 249   |         |
| Nalapara Road                    | 22.33161    | 91.82932    | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0    | 0.00 | 1      | 0.05          | 1    | 0.0005  | 288   |         |
| Nasirabad                        | 22.3608194  | 91.8233333  | 0  | 0.00 | 0      | 1  | 4.4  | 0.8    | 0  | 0.00 | 0      | 0  | 0.00 | 2      | 5.26 | 1.4  | 0      | 0.00 | 0    | 3      | 0.14          | 2.2  | 0.001   | 178   |         |
| Naval Street                     | 22.344739   | 91.825192   | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 1      | 0.05          | 1    | 0.0005  | 288   |         |
| Nazir Para Road                  | 22.239428   | 91.794467   | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 1      | 2.04 | 0    | 2      | 0.09          | 1.2  | 0.0005  | 275   |         |
| Nazrul Shawronee                 | 22.342354°  | 91.830651°  | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 1      | 0.05          | 1    | 0.0005  | 288   |         |
| Neval 2                          | 22.3255944  | 91.8344444  | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 6.68 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 1      | 0.05          | 0.8  | 0.0004  | 332   |         |
| New Bridge                       | 22.331644   | 91.851725   | 1  | 0.07 | 0.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 1      | 0.05          | 0.8  | 0.0004  | 332   |         |
| New Market                       | 22.334144   | 91.832519   | 23 | 1.58 | 16.6   | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 23     | 1.04          | 16.6 | 0.0075  | 8     |         |
| New Mooring                      | 22.295811   | 91.786453   | 7  | 0.48 | 5      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 6.62 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 8      | 0.36          | 5.2  | 0.0024  | 68    |         |
| Nimtola Bissharoad               | 22.313414°  | 91.801578°  | 7  | 0.48 | 5      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 7      | 0.32          | 5    | 0.0023  | 74    |         |
| Nirapod Housing Society          | 22.34744°   | 91.84488°   | 4  | 0.28 | 2.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 4      | 0.18          | 2.8  | 0.0013  | 145   |         |
| Noman College Road               | 22.35759°   | 91.83991°   | 2  | 0.14 | 1.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 2      | 0.09          | 1.8  | 0.0008  | 217   |         |
| Notun Bridge                     | 22.331644   | 91.851725   | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 8  | 2.78 | 4.4    | 8  | 5.26 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 16     | 0.73          | 9.8  | 0.0044  | 27    |         |
| Notun Mosjid                     | 22.3597028  | 91.8475     | 1  | 0.07 | 0.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 1      | 0.05          | 0.6  | 0.0003  | 373   |         |
| Noyabazar                        | 22.344397   | 91.7899     | 2  | 0.14 | 1.6    | 4  | 2.78 | 2      | 0  | 0.00 | 0      | 1  | 6.66 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 7      | 0.32          | 3.2  | 0.0015  | 131   |         |
| Noyapara                         | 22.359706   | 91.785569   | 10 | 0.69 | 6.6    | 6  | 2.67 | 3.8    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 16     | 0.73          | 10.4 | 0.0047  | 24    |         |
| Noyarhat                         | 22.287042°  | 91.790632°  | 2  | 0.14 | 1.2    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 2      | 0.09          | 1.2  | 0.0005  | 275   |         |
| Nur Hossen Chairman Ghata        | 22.43456111 | 91.67194444 | 1  | 0.07 | 0.8    | 0  | 0.00 | 0      | 1  | 3.58 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 2      | 0.09          | 1.6  | 0.0007  | 235   |         |
| Old Biman Office                 | 22.345028   | 91.827058   | 3  | 0.21 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 3      | 0.14          | 1    | 0.0005  | 288   |         |
| Old Church Road                  | 22.337694   | 91.836628   | 2  | 0.14 | 1.6    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0.00 | 0    | 0      | 0.00 | 0    | 2      | 0.09          | 1.6  | 0.0007  | 235   |         |

| Most crime-prone locations in RN      | Latitude   | Longitude  | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP |      |        | SGD |      |        | Total (N=675) |      |         |        |         |
|---------------------------------------|------------|------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|-----|------|--------|-----|------|--------|---------------|------|---------|--------|---------|
|                                       |            |            | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | %    | w if i | f   | %    | w if i | f             | %    | W i F i | W A I  | R a n k |
| Omar Ali Matabbor Road                | 22.357225  | 91.847769  | 4  | 0.28 | 3.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 2   | 4.08 | 1.6    | 6             | 0.27 | 4.8     | 0.0022 | 78      |
| Omar Chand Road                       | 22.332708° | 91.823526° | 2  | 0.14 | 1.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 2             | 0.09 | 1.8     | 0.0008 | 217     |
| Oxyzen                                | 22.393453  | 91.821417  | 23 | 1.58 | 1.2    | 0  | 0    | 0      | 3  | 0.4  | 2.4    | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 26            | 1.18 | 1.46    | 0.0066 | 13      |
| Pahartali                             | 22.365869  | 91.779906  | 3  | 0.21 | 2.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 3             | 0.14 | 2.4     | 0.0011 | 171     |
| Pahartali College Road                | 22.35651°  | 91.8041°   | 1  | 0.07 | 0.8    | 2  | 0.89 | 1.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 3             | 0.14 | 2.6     | 0.0012 | 155     |
| Panchlaish                            | 22.362208  | 91.834439  | 1  | 0.07 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 1             | 0.05 | 0.8     | 0.0004 | 332     |
| Parade Field Corner                   | 22.355580° | 91.839469° | 1  | 0.07 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 1             | 0.05 | 0.6     | 0.0003 | 373     |
| Parade Ground                         | 22.355580° | 91.839469° | 0  | 0    | 0      | 1  | 0.44 | 1      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 1             | 0.05 | 1       | 0.0005 | 288     |
| Patanga Bus stand Area                | 22.240128  | 91.817789  | 2  | 0.14 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 2             | 0.09 | 0.6     | 0.0003 | 367     |
| Patanpara                             | 22.39543°  | 91.88237°  | 0  | 0    | 0      | 2  | 0.89 | 1.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 1   | 2.04 | 1      | 3             | 0.14 | 2.2     | 0.001  | 178     |
| Pathantuli                            | 22.333317  | 91.817172  | 34 | 2.34 | 2.8    | 0  | 0    | 0      | 1  | 0.35 | 0.6    | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 35            | 1.59 | 2.14    | 0.0097 | 5       |
| Pathar Ghata                          | 22.330817  | 91.845317  | 5  | 0.34 | 3.2    | 0  | 0    | 0      | 0  | 0    | 0      | 2  | 0.32 | 1.2    | 0   | 0    | 0      | 0   | 0    | 0      | 7             | 0.32 | 4.4     | 0.002  | 88      |
| PCIU Road                             | 22.3584    | 91.810392  | 1  | 0.07 | 0.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 1             | 0.05 | 0.4     | 0.0002 | 397     |
| Port Colony                           | 22.314861  | 91.794189  | 15 | 1.03 | 0.8    | 2  | 0.89 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 17            | 0.77 | 9.6     | 0.0044 | 29      |
| Postarpar                             | 22.337267  | 91.816378  | 6  | 0.41 | 3.4    | 2  | 0.89 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 8             | 0.36 | 4       | 0.0018 | 98      |
| Prabartok mor                         | 22.361008  | 91.828589  | 1  | 0.07 | 1      | 1  | 0.44 | 0.4    | 0  | 0    | 0      | 4  | 2.63 | 3.6    | 1   | 2.63 | 0.6    | 0   | 0    | 0      | 7             | 0.32 | 5.6     | 0.0025 | 63      |
| Puran Bridge Ghat                     | 22.3216028 | 91.8530556 | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 1   | 2.04 | 1      | 1             | 0.05 | 1       | 0.0005 | 288     |
| Purba Nimtola                         | 22.313053  | 91.796422  | 6  | 0.41 | 4.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 6             | 0.27 | 4.6     | 0.0021 | 80      |
| Rahattarpul                           | 22.360119  | 91.852217  | 9  | 0.62 | 4.8    | 1  | 0.44 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 2   | 4.08 | 1.8    | 12            | 0.54 | 7.2     | 0.0033 | 46      |
| Rahman Nagar Road                     | 22.371978  | 91.820142  | 4  | 0.28 | 2.2    | 2  | 0.89 | 0.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 6             | 0.27 | 3.6     | 0.0016 | 111     |
| Rail Crossing/ Rail Gate (Still Mill) | 22.324714° | 91.780464° | 7  | 0.48 | 3.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 7             | 0.32 | 3.4     | 0.0015 | 121     |
| Rail Gate                             | 22.336091° | 91.821401° | 9  | 0.62 | 5.6    | 1  | 0.44 | 0.4    | 2  | 0.69 | 1.2    | 0  | 0    | 0      | 0   | 0    | 0      | 0   | 0    | 0      | 12            | 0.54 | 7.2     | 0.0033 | 45      |

| Most crime-prone locations in RN | Latitude    | Longitude  | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP |   |        | SGD |     |        | Total (N=675) |      |         |        |         |
|----------------------------------|-------------|------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|-----|---|--------|-----|-----|--------|---------------|------|---------|--------|---------|
|                                  |             |            | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f   | % | w if i | f   | %   | w if i | f             | %    | W i F i | W A I  | R a n k |
| Rail Station                     | 22.3385°    | 91.83009°  | 3  | 0.21 | 1.8    | 0  | 0    | 0      | 1  | 0.35 | 1      | 1  | 0.66 | 0.8    | 0   | 0 | 0      | 0   | 0   | 0      | 5             | 0.23 | 3.6     | 0.0016 | 118     |
| Railway Colony                   | 22.35501°   | 91.803894° | 3  | 0.21 | 2.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 3             | 0.14 | 2.4     | 0.0011 | 171     |
| Railway School                   | 22.355394°  | 91.798232° | 1  | 0.07 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 1             | 0.05 | 0.8     | 0.0004 | 332     |
| Railway Slum                     | 22.355011°  | 91.803894° | 2  | 0.14 | 2      | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 2             | 0.09 | 2       | 0.0009 | 198     |
| Railway Society                  | 22.355011°  | 91.803894° | 1  | 0.07 | 0.8    | 0  | 0    | 0      | 1  | 0.35 | 1      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 2             | 0.09 | 1.8     | 0.0008 | 217     |
| Raj Hotel Road                   | 22.337317°  | 91.832492° | 1  | 0.07 | 0.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 1             | 0.05 | 0.4     | 0.0002 | 397     |
| Rajakhali                        | 22.34713°   | 91.85323°  | 3  | 0.21 | 2.6    | 0  | 0    | 0      | 1  | 0.35 | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 1   | 0.4 | 0.6    | 5             | 0.23 | 3.6     | 0.0016 | 111     |
| Rajar Fakir Road                 | 22.3816444° | 91.811111° | 1  | 0.07 | 0.6    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 1             | 0.05 | 0.6     | 0.0003 | 373     |
| Rampur Road                      | 20.37944°   | 91.79407°  | 1  | 0.07 | 1      | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 1             | 0.05 | 1       | 0.0005 | 288     |
| Rasulbag Residential             | 22.354733°  | 91.846342° | 1  | 0.07 | 0.8    | 1  | 0.4  | 0.8    | 1  | 0.35 | 1      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 3             | 0.14 | 2.6     | 0.0012 | 155     |
| Rasulbhag                        | 22.354583°  | 91.847497° | 1  | 0.07 | 0.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 1             | 0.05 | 0.4     | 0.0002 | 397     |
| Roufabad                         | 22.389037°  | 91.822674° | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 1  | 0.66 | 0.8    | 0   | 0 | 0      | 0   | 0   | 0      | 1             | 0.05 | 0.8     | 0.0004 | 332     |
| Rubigate                         | 22.37498°   | 91.81298°  | 8  | 0.55 | 5.8    | 0  | 0    | 0      | 0  | 0    | 0      | 1  | 0.66 | 1      | 0   | 0 | 0      | 0   | 0   | 0      | 9             | 0.41 | 6.8     | 0.0031 | 50      |
| Rupali Abashik                   | 22.34869°   | 91.77726°  | 0  | 0    | 0      | 2  | 0.89 | 0.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 2             | 0.09 | 1.8     | 0.0008 | 217     |
| S Club Moor                      | 22.3375°    | 91.7745°   | 12 | 0.83 | 7      | 1  | 0.44 | 0.6    | 2  | 0.69 | 1      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 15            | 0.68 | 9.4     | 0.0043 | 30      |
| Sabanghata                       | 22.3674306° | 91.86°     | 2  | 0.14 | 1.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 2             | 0.09 | 1.2     | 0.0005 | 275     |
| Sadarghat Road                   | 22.331847°  | 91.831964° | 5  | 0.34 | 2.4    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 5             | 0.23 | 2.4     | 0.0011 | 171     |
| Sagorika Bisic                   | 22.35838°   | 91.77457°  | 0  | 0    | 0      | 0  | 0    | 0      | 5  | 0.74 | 3.4    | 1  | 0.66 | 0.2    | 0   | 0 | 0      | 1   | 0.4 | 0.8    | 7             | 0.32 | 4.4     | 0.002  | 88      |
| Sagorika Road                    | 22.355978°  | 91.776786° | 6  | 0.41 | 3.8    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 6             | 0.27 | 3.8     | 0.0017 | 102     |
| Saltgola Moor                    | 22.302°     | 91.791°    | 4  | 0.28 | 3.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 4             | 0.18 | 3.2     | 0.0015 | 124     |
| Sangeet Cinema                   | 22.363683°  | 91.831294° | 2  | 0.14 | 1.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 2             | 0.09 | 1.2     | 0.0005 | 270     |
| Sanuara abashik                  | 22.380957°  | 91.859737° | 5  | 0.34 | 2.2    | 0  | 0    | 0      | 0  | 0    | 0      | 0  | 0    | 0      | 0   | 0 | 0      | 0   | 0   | 0      | 5             | 0.23 | 2.2     | 0.001  | 196     |

| Most crime-prone locations in RN | Latitude   | Longitude  | HH |      |      | KI |      |      | IH |      |      | IP |      |      | IUP |      |      | SGD  |      |      | Total (N=675) |      |      |        |      |
|----------------------------------|------------|------------|----|------|------|----|------|------|----|------|------|----|------|------|-----|------|------|------|------|------|---------------|------|------|--------|------|
|                                  |            |            | f  | %    | wifi | f  | %    | wifi | f  | %    | wifi | f  | %    | wifi | f   | %    | wifi | f    | %    | wifi | f             | %    | WiFi | WAI    | Rank |
| Sarson Road                      | 22.349511° | 91.829583° | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 1  | 0.06 | 1    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 1             | 0.05 | 1    | 0.0005 | 288  |
| Saultgula                        | 22.302     | 91.791     | 12 | 0.83 | 68   | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 12            | 0.54 | 68   | 0.0031 | 52   |
| Sayed Shah Road                  | 22.35415   | 91.848342  | 2  | 0.14 | 1    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 1    | 0.04 | 0.8  | 3             | 0.14 | 1.8  | 0.0008 | 217  |
| Sea Beach                        | 22.234567  | 91.792453  | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 3  | 0.09 | 18   | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 3             | 0.14 | 1.8  | 0.0008 | 233  |
| Sea Beach Patanga                | 22.234567  | 91.792453  | 12 | 0.83 | 7    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 12            | 0.54 | 7    | 0.0032 | 48   |
| Sea world road                   | 22.376544  | 91.786111  | 13 | 0.89 | 8    | 2  | 0.09 | 14   | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 15            | 0.68 | 9.4  | 0.0043 | 30   |
| Seabeach Bus Stand Moor          | 22.260403  | 91.791178  | 5  | 0.34 | 2    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 5             | 0.23 | 2    | 0.0009 | 198  |
| Shaban Ghat                      | 22.3674306 | 91.86      | 0  | 0.00 | 0    | 1  | 0.04 | 4    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 1             | 0.05 | 0.4  | 0.0002 | 397  |
| Shah Amanat Housing              | 22.354481  | 91.851253  | 2  | 0.14 | 18   | 1  | 0.04 | 4    | 1  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 3             | 0.14 | 2.8  | 0.0013 | 45   |
| Shahid Lane                      | 22.358803  | 91.793442  | 1  | 0.07 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 1             | 0.05 | 0.6  | 0.0003 | 373  |
| Shahid Nagar                     | 22.393556  | 91.827881  | 8  | 0.52 | 6    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 8             | 0.36 | 6.2  | 0.0028 | 55   |
| Shahid Salam Road                | 22.3585639 | 91.7722222 | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 3  | 0.04 | 2    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 3             | 0.14 | 2.4  | 0.0011 | 164  |
| Shahjahan Bakery                 | 22.338908  | 91.772492  | 1  | 0.07 | 1    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 1             | 0.05 | 1    | 0.0005 | 288  |
| Shamsher Para                    | 22.3836417 | 91.8469444 | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 2  | 0.06 | 9    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 2             | 0.09 | 0.8  | 0.0004 | 332  |
| Shapla R/A                       | 22.344742  | 91.781606  | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 4  | 0.06 | 23   | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 4             | 0.18 | 2    | 0.0009 | 198  |
| Shegun Bagan                     | 22.355997  | 91.804064  | 1  | 0.07 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 1             | 0.05 | 0.4  | 0.0002 | 397  |
| Shekh Mujib Road                 | 22.323825  | 91.8122222 | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 4  | 0.06 | 32   | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 4             | 0.18 | 3.2  | 0.0015 | 124  |
| Shersshah                        | 22.3828    | 91.813003  | 3  | 0.21 | 12   | 0  | 0.00 | 0    | 4  | 0.03 | 29   | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 7             | 0.32 | 4    | 0.0018 | 98   |
| Shikalbaha                       | 22.313956  | 91.863369  | 15 | 0.93 | 86   | 1  | 0.04 | 2    | 1  | 0.03 | 56   | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 17            | 0.77 | 9.4  | 0.0043 | 30   |
| Sholakbahar                      | 22.366797  | 91.838322  | 4  | 0.28 | 24   | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 4             | 0.18 | 2.4  | 0.0011 | 164  |
| Sholashahar                      | 22.368103  | 91.821222  | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 1    | 0.04 | 1    | 1    | 1             | 0.05 | 1    | 0.0005 | 288  |
| Sholashahar 2 No Gate            | 22.366519  | 91.822878  | 0  | 0.00 | 0    | 6  | 0.06 | 7    | 3  | 0.06 | 0    | 0  | 0.00 | 0    | 0   | 0.00 | 0    | 0    | 0.00 | 0    | 6             | 0.27 | 3.6  | 0.0016 | 111  |

| Most crime-prone locations in RN | Latitude   | Longitude  | HH |      |        | KI |      |        | IH |      |        | IP |      |        | IUP  |      |        | SGD |      |        | Total (N=675) |      |         |       |         |
|----------------------------------|------------|------------|----|------|--------|----|------|--------|----|------|--------|----|------|--------|------|------|--------|-----|------|--------|---------------|------|---------|-------|---------|
|                                  |            |            | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f  | %    | w if i | f    | %    | w if i | f   | %    | w if i | f             | %    | W i F i | W A I | R a n k |
| Sholashahar 2 no.gate            | 22.366519  | 91.822878  | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0             | 0    | 0       | 0     | 454     |
| Sholashahar Abashik              | 22.368103  | 91.821222  | 4  | 0.28 | 2      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 4      | 0.18          | 2    | 0.00    | 0.00  | 162     |
| Sholashahar, 2 No Gate           | 22.366519  | 91.822878  | 15 | 0.03 | 1      | 0  | 0.00 | 0      | 5  | 0.07 | 2      | 2  | 0.03 | 3      | 0.08 | 7    | 0.09   | 1   | 0    | 0      | 25            | 0.01 | 1       | 0.00  | 11      |
| Sholashahar 2 no. gate           | 22.366519  | 91.822878  | 0  | 0.00 | 0      | 1  | 0.08 | 3      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 1      | 0.08          | 1    | 0.00    | 0.00  | 15      |
| Shorai Para Moor                 | 22.352247  | 91.789181  | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 2  | 0.06 | 1      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.00          | 0    | 1.2     | 0.00  | 275     |
| Subarna R/A                      | 22.3595389 | 91.8261111 | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 1    | 0.00    | 0.00  | 88      |
| Signal Road                      | 22.406419  | 91.816317  | 1  | 0.07 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.05          | 0.4  | 0.00    | 0.00  | 397     |
| Siraj-ud-dawla Road              | 22.3502833 | 91.8386111 | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.03 | 1      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 1    | 0.00    | 0.00  | 288     |
| Soraipara                        | 22.352247  | 91.789181  | 4  | 0.28 | 2      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 4      | 0.18          | 2    | 0.00    | 0.00  | 178     |
| South Agrabad                    | 22.320108  | 91.805264  | 0  | 0.00 | 0      | 1  | 0.04 | 2      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.05          | 0.2  | 0.00    | 0.00  | 425     |
| South Khulshi R/A                | 22.358597  | 91.811122  | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.03 | 5      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 0.4  | 0.00    | 0.00  | 397     |
| South Patanga VIP Road           | 22.339519  | 91.80735   | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 1   | 0.04 | 0      | 0.05          | 0.4  | 0.00    | 0.00  | 397     |
| South Syed Shah Road             | 22.3541806 | 91.8483333 | 1  | 0.07 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.05          | 1    | 0.00    | 0.00  | 288     |
| Star Housing Area                | 22.398178  | 91.824175  | 2  | 0.14 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.09          | 1    | 0.00    | 0.00  | 288     |
| Stadium                          | 22.3462667 | 91.8244444 | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 3  | 0.04 | 1      | 1  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.04          | 1.6  | 0.00    | 0.00  | 235     |
| Sugandha R/A                     | 22.364572  | 91.831817  | 2  | 0.14 | 1      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 2      | 0.09          | 1.2  | 0.00    | 0.00  | 270     |
| Sultan Colony                    | 22.20036   | 91.48492   | 1  | 0.07 | 8      | 1  | 0.04 | 6      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 1   | 0.04 | 0      | 0.06          | 9.2  | 0.00    | 0.00  | 37      |
| Supariwalapara                   | 22.3363861 | 91.8147222 | 1  | 0.07 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 1      | 0.05          | 0.6  | 0.00    | 0.00  | 373     |
| Taker Moor                       | 22.3901583 | 91.8125    | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 4  | 0.03 | 1      | 2  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 4      | 0.18          | 2.2  | 0.00    | 0.00  | 178     |
| Taktar Pool                      | 22.294803  | 91.790483  | 1  | 0.07 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0    | 0.00 | 0      | 0   | 0.00 | 0      | 0.05          | 0.4  | 0.00    | 0.00  | 397     |
| Taktar pul                       | 22.294803  | 91.790483  | 0  | 0.00 | 0      | 3  | 0.03 | 2      | 2  | 0.06 | 1      | 3  | 0.02 | 9      | 0.04 | 0    | 0      | 0   | 0.00 | 0      | 0.06          | 5.6  | 0.00    | 0.00  | 61      |
| Taltala                          | 22.345736  | 91.792786  | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 0  | 0.00 | 0      | 1  | 0.06 | 0      | 0.02 | 0    | 0      | 0   | 0.00 | 1      | 0.05          | 0.2  | 0.00    | 0.00  | 425     |

| Most crime-prone locations in RN | Latit ude  | Lon gitud e | HH |      |        | KI   |     |        | IH   |      |        | IP |      |        | IUP |   |        | SGD  |   |        | Total (N=675) |      |         |        |         |
|----------------------------------|------------|-------------|----|------|--------|------|-----|--------|------|------|--------|----|------|--------|-----|---|--------|------|---|--------|---------------|------|---------|--------|---------|
|                                  |            |             | f  | %    | w if i | f    | %   | w if i | f    | %    | w if i | f  | %    | w if i | f   | % | w if i | f    | % | w if i | f             | %    | W i F i | W A I  | R a n k |
| Talukdar Bari Road               | 22.437328  | 91.876583   | 4  | 0.28 | 3      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 4             | 0.18 | 3       | 0.0014 | 133     |
| Tankir Pahar                     | 22.348664  | 91.815947   | 3  | 0.21 | 4      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 3             | 0.14 | 2.4     | 0.0011 | 171     |
| Teliputti                        | 22.35845   | 91.839444   | 11 | 0.76 | 6      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 11            | 0.50 | 6       | 0.0027 | 57      |
| Teri Bazar                       | 22.340031  | 91.83894    | 2  | 0.14 | 2      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 2             | 0.09 | 1.2     | 0.0005 | 275     |
| Teribazar                        | 22.340031  | 91.83894    | 6  | 0.41 | 4      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 6             | 0.27 | 4       | 0.0018 | 98      |
| Textile Moor                     | 22.378858  | 91.813244   | 4  | 0.28 | 4      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 4             | 0.18 | 2.4     | 0.0011 | 164     |
| Tigerpass Moor                   | 22.337097  | 91.820522   | 3  | 0.21 | 8      | 2.89 | 1.4 | 0      | 0.00 | 0    | 0      | 0  | 0.00 | 0      | 0   | 0 | 0.00   | 0    | 1 | 0.4    | 6             | 0.27 | 2.8     | 0.0013 | 143     |
| Tool Road                        | 22.338311  | 91.830278   | 0  | 0.00 | 0      | 0.00 | 0   | 0      | 1    | 0.35 | 0.8    | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 1             | 0.05 | 0.8     | 0.0004 | 332     |
| TSP Colony                       | 22.26995   | 91.782811   | 3  | 0.21 | 8      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 3             | 0.14 | 1.8     | 0.0008 | 217     |
| Tulatoli Bakulia                 | 22.3385    | 91.853      | 2  | 0.14 | 6      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 2             | 0.09 | 1.6     | 0.0007 | 235     |
| Tulatoli Road                    | 22.368572  | 91.817806   | 1  | 0.07 | 1      | 0.00 | 0   | 0      | 7    | 2.43 | 4.2    | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 8             | 0.36 | 5.2     | 0.0024 | 68      |
| USTC Moor                        | 22.361981  | 91.798211   | 1  | 0.07 | 2      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 1             | 0.05 | 0.2     | 0.0001 | 425     |
| Vaterinary U. Road               | 22.36179   | 91.80393    | 1  | 0.07 | 2      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 1             | 0.05 | 0.2     | 0.0001 | 425     |
| Vip Road                         | 22.2394194 | 91.8072222  | 0  | 0.00 | 0      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 1  | 0.66 | 0.2    | 0   | 0 | 0      | 0.00 | 0 | 0      | 1             | 0.05 | 0.2     | 0.0001 | 425     |
| Wajed Ali road                   | 22.351878  | 91.822597   | 0  | 0.00 | 0      | 2.89 | 1.4 | 0      | 0    | 0.00 | 0      | 0  | 0    | 0.00   | 0   | 0 | 0      | 0.00 | 0 | 0      | 2             | 0.09 | 1.4     | 0.0006 | 253     |
| WASA Goli                        | 22.351878  | 91.822597   | 1  | 0.07 | 6      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 1  | 0.66 | 0.6    | 0   | 0 | 0      | 0.00 | 0 | 0      | 2             | 0.09 | 1.2     | 0.0005 | 275     |
| Wasa Moor                        | 22.351278  | 91.822078   | 2  | 0.14 | 2      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 1  | 0.66 | 0.8    | 0   | 0 | 0      | 0.00 | 0 | 1      | 4             | 0.18 | 3.8     | 0.0017 | 105     |
| Wireless Moor                    | 22.361617  | 91.8044     | 3  | 0.21 | 4      | 3.33 | 1.4 | 2      | 0.69 | 1    | 0      | 0  | 0.00 | 0      | 0   | 0 | 0      | 0.00 | 0 | 1      | 9             | 0.41 | 4.4     | 0.002  | 93      |
| Women College Moor               | 22.362706  | 91.820068   | 4  | 0.28 | 2      | 0.00 | 0   | 0      | 1    | 0.35 | 1      | 0  | 0.00 | 0      | 0   | 0 | 0      | 0.00 | 0 | 0      | 5             | 0.23 | 3       | 0.0014 | 133     |
| World Bank Colony                | 22.35235   | 91.781667   | 0  | 0.00 | 0      | 0.00 | 0   | 0      | 2    | 0.69 | 1.2    | 0  | 0.00 | 0      | 0   | 0 | 0      | 0.00 | 0 | 0      | 2             | 0.09 | 1.2     | 0.0005 | 275     |
| Zakir Hossain Road               | 22.361931  | 91.801572   | 9  | 0.62 | 2      | 0.00 | 0   | 0      | 0    | 0.00 | 0      | 0  | 0.00 | 0      | 0   | 0 | 0      | 0.00 | 0 | 0      | 9             | 0.41 | 5.2     | 0.0024 | 68      |



#### B.4: Topmost five street crime incident in the business neighbourhood (BN) areas in CMP

**Table B.4.i: Nature of crime (Respondents)**

| Nature of crime at BN                   | HHH |       | KI |       | SGD |       | In-depth (Hotspots) |       | In-depth (Police) |        | IUP |       | Total (N=675) | %     |
|-----------------------------------------|-----|-------|----|-------|-----|-------|---------------------|-------|-------------------|--------|-----|-------|---------------|-------|
|                                         | f   | %     | f  | %     | f   | %     | f                   | %     | f                 | %      | f   | %     |               |       |
| Armed robbery                           | 23  | 5.42  | 3  | 5.00  | 2   | 13.33 | 2                   | 1.59  | 2                 | 5.00   | 2   | 20.00 | 34            | 5.04  |
| Drug addiction and illegal drug dealing | 278 | 65.57 | 39 | 65.00 | 8   | 53.33 | 42                  | 33.33 | 42                | 105.00 | 3   | 30.00 | 412           | 61.04 |
| Eve teasing                             | 118 | 27.83 | 19 | 31.67 | 4   | 26.67 | 18                  | 14.29 | 18                | 45.00  | 2   | 20.00 | 179           | 26.52 |
| Extortion/illegal toll collection       | 132 | 31.13 | 21 | 35.00 | 3   | 20.00 | 57                  | 45.24 | 57                | 142.50 | 8   | 80.00 | 278           | 41.19 |
| Gambling                                | 11  | 2.59  | 0  | 0.00  | 1   | 6.67  | 1                   | 0.79  | 0                 | 0.00   | 0   | 0.00  | 13            | 1.93  |
| Hijacking                               | 184 | 43.40 | 29 | 48.33 | 8   | 53.33 | 29                  | 23.02 | 1                 | 2.50   | 4   | 40.00 | 255           | 37.78 |
| Illegal arms dealing                    | 4   | 0.94  | 2  | 3.33  | 0   | 0.00  | 3                   | 2.38  | 29                | 72.50  | 0   | 0.00  | 38            | 5.63  |
| Kidnapping/ abduction                   | 31  | 7.31  | 1  | 1.67  | 1   | 6.67  | 1                   | 0.79  | 3                 | 7.50   | 0   | 0.00  | 37            | 5.48  |
| Murder/killing                          | 58  | 13.68 | 6  | 10.00 | 1   | 6.67  | 10                  | 7.94  | 1                 | 2.50   | 0   | 0.00  | 76            | 11.26 |
| Pick-pocketing                          | 210 | 49.53 | 17 | 28.33 | 5   | 33.33 | 47                  | 37.30 | 6                 | 15.00  | 4   | 40.00 | 289           | 42.81 |
| Political Violence                      | 212 | 50.00 | 17 | 28.33 | 5   | 33.33 | 47                  | 37.30 | 47                | 117.50 | 4   | 40.00 | 327           | 48.44 |
| Sex business                            | 39  | 9.20  | 3  | 5.00  | 2   | 13.33 | 11                  | 8.73  | 42                | 105.00 | 0   | 0.00  | 97            | 14.37 |
| Snatching                               | 312 | 73.58 | 38 | 63.33 | 10  | 66.67 | 70                  | 55.56 | 11                | 27.50  | 9   | 90.00 | 450           | 66.67 |
| Theft                                   | 247 | 58.25 | 31 | 51.67 | 7   | 46.67 | 85                  | 67.46 | 70                | 175.00 | 5   | 50.00 | 445           | 65.93 |

**Table B.4.2: Perception of offenders' age at BN areas (types of respondents)**

| Perception of offenders' age | HHH |        | KI |       | SGD |        | In-depth (Hotspots) |       | In-depth (Police) |        | In-depth (Urban Planners) |        | Total (N=675) | %     |
|------------------------------|-----|--------|----|-------|-----|--------|---------------------|-------|-------------------|--------|---------------------------|--------|---------------|-------|
| at BN areas                  | f   | %      | f  | %     | f   | %      | f                   | %     | f                 | %      | f                         | %      |               |       |
| 10-15 Years                  | 108 | 25.47  | 12 | 20.00 | 4   | 26.67  | 14                  | 11.11 | 0                 | 0.00   | 0                         | 0.00   | 138           | 5.16  |
| 16-20 Years                  | 445 | 104.95 | 50 | 83.33 | 17  | 113.33 | 47                  | 37.30 | 6                 | 15.00  | 1                         | 10.00  | 566           | 21.81 |
| 21-25 Years                  | 603 | 142.22 | 57 | 95.00 | 8   | 53.33  | 78                  | 61.90 | 24                | 60.00  | 12                        | 120.00 | 782           | 30.13 |
| 26-30 Years                  | 450 | 106.13 | 39 | 65.00 | 17  | 113.33 | 85                  | 67.46 | 41                | 102.50 | 7                         | 70.00  | 639           | 24.62 |
| 31-35 Years                  | 153 | 36.08  | 27 | 45.00 | 3   | 20.00  | 85                  | 67.46 | 30                | 75.00  | 2                         | 20.00  | 300           | 11.56 |
| 36-40 Years                  | 28  | 6.60   | 10 | 16.67 | 8   | 53.33  | 47                  | 37.30 | 20                | 50.00  | 6                         | 60.00  | 119           | 4.59  |
| 40 Years+                    | 10  | 2.36   | 7  | 11.67 | 0   | 0.00   | 4                   | 3.17  | 25                | 62.50  | 9                         | 90.00  | 55            | 2.12  |

**Table B.4.3: Perception of urban street crime victim (Respondents)**

| Perception US crime victims    | HHH |        | KI |        | SGD |       | In-depth (Hotspots) |       | In-depth (Police) |       | IUP |        | Total (N=675) | %     |
|--------------------------------|-----|--------|----|--------|-----|-------|---------------------|-------|-------------------|-------|-----|--------|---------------|-------|
|                                | f   | %      | f  | %      | f   | %     | f                   | %     | f                 | %     | f   | %      |               |       |
| All ages of people             | 114 | 26.89  | 28 | 46.67  | 4   | 26.67 | 101                 | 80.16 | 26                | 65.00 | 8   | 80.00  | 281           | 41.63 |
| Businessman                    | 62  | 14.62  | 5  | 8.33   | 3   | 20.00 | 63                  | 50.00 | 28                | 70.00 | 12  | 120.00 | 173           | 25.63 |
| Male adult people              | 7   | 1.65   | 3  | 5.00   | 5   | 33.33 | 9                   | 7.14  | 2                 | 5.00  | 0   | 0.00   | 26            | 3.85  |
| Male and female                | 199 | 46.93  | 10 | 16.67  | 5   | 33.33 | 20                  | 15.87 | 7                 | 17.50 | 0   | 0.00   | 241           | 35.70 |
| Male People                    | 505 | 119.10 | 61 | 101.67 | 7   | 46.67 | 18                  | 14.29 | 5                 | 12.50 | 0   | 0.00   | 596           | 88.30 |
| Old aged people                | 1   | 0.24   | 1  | 1.67   | 0   | 0.00  | 3                   | 2.38  | 4                 | 10.00 | 0   | 0.00   | 9             | 1.33  |
| Paedestrian                    | 77  | 18.16  | 4  | 6.67   | 4   | 26.67 | 65                  | 51.59 | 27                | 67.50 | 5   | 50.00  | 182           | 26.96 |
| Rich and middle class people   | 1   | 0.24   | 0  | 0.00   | 0   | 0.00  | 0                   | 0.00  | 0                 | 0.00  | 0   | 0.00   | 1             | 0.15  |
| School and college going girls | 25  | 5.90   | 4  | 6.67   | 0   | 0.00  | 5                   | 3.97  | 3                 | 7.50  | 1   | 10.00  | 38            | 5.63  |
| Service holders                | 5   | 1.18   | 3  | 5.00   | 0   | 0.00  | 3                   | 2.38  | 13                | 32.50 | 0   | 0.00   | 24            | 3.56  |
| Student                        | 14  | 3.30   | 6  | 10.00  | 4   | 26.67 | 3                   | 2.38  | 5                 | 12.50 | 0   | 0.00   | 32            | 4.74  |
| Women                          | 134 | 31.60  | 23 | 38.33  | 5   | 33.33 | 33                  | 26.19 | 18                | 45.00 | 1   | 10.00  | 214           | 31.70 |
| Young and adult male people    | 37  | 8.73   | 5  | 8.33   | 6   | 40.00 | 12                  | 9.52  | 12                | 30.00 | 10  | 100.00 | 82            | 12.15 |

**Table B.4.4: Causes of committing urban street crime in the business neighborhoods (Respondents)**

| Causes of street crime                                                                        | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban Planners) |          | SGD |       | Total (N=675) | %     |
|-----------------------------------------------------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|----------|-----|-------|---------------|-------|
|                                                                                               | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %        | f   | %     |               |       |
| Poverty and living in slum                                                                    | 628 | 19.26 | 74 | 22.49 | 111                 | 16.13 | 48                | 12.73 | 12                        | 15.19    | 19  | 21.11 | 892           | 18.49 |
| Drug Addiction/ Easily accessible of drugs supply                                             | 351 | 10.77 | 44 | 13.37 | 95                  | 13.81 | 46                | 12.20 | 8                         | 10.13    | 17  | 18.89 | 561           | 11.63 |
| Huge People's Gathering/ Congested Area/Hiding Opportunity in the Mass Gathering              | 199 | 6.10  | 10 | 3.04  | 27                  | 3.92  | 21                | 5.57  | 0                         | 0        | 2   | 2.22  | 259           | 5.37  |
| Lack of Parental Care/Knowledge/ Depression / Unemployment/ Financial Gain                    | 857 | 26.29 | 88 | 26.75 | 140                 | 20.35 | 107               | 28.38 | 24                        | 30.37975 | 18  | 20.00 | 1234          | 25.59 |
| Abuse of ICT/Fun & Curiosity/Bad Friends/ Social/Ethical decadence                            | 274 | 8.40  | 26 | 7.90  | 81                  | 11.77 | 58                | 15.38 | 7                         | 8.860759 | 5   | 5.56  | 451           | 9.35  |
| Illiteracy and Lack of Awareness                                                              | 205 | 6.29  | 20 | 6.08  | 40                  | 5.81  | 30                | 7.96  | 5                         | 6.33     | 8   | 8.89  | 308           | 6.39  |
| Misuse of Political Power and patronization/ Local Influence/Personal Clash                   | 384 | 11.78 | 33 | 10.03 | 97                  | 14.10 | 45                | 11.94 | 14                        | 17.72152 | 8   | 8.89  | 581           | 12.05 |
| Narrow, Bad Condition, and ZigZag Street/ Traffic Congestion                                  | 71  | 2.18  | 6  | 1.82  | 25                  | 3.63  | 2                 | 0.53  | 0                         | 0        | 1   | 1.11  | 105           | 2.18  |
| Inactive/inadequate Police force/ Lack of security/ Corruption of Police Force/Administration | 269 | 8.25  | 25 | 7.60  | 45                  | 6.54  | 20                | 5.31  | 9                         | 11.39241 | 9   | 10.00 | 377           | 7.82  |
| Quite/Vacant Area                                                                             | 22  | 0.67  | 3  | 0.91  | 27                  | 3.92  | 0                 | 0.00  | 0                         | 0        | 3   | 3.33  | 55            | 1.14  |

**Table B.4.5: Perception of crime-prone time in BN areas (respondents)**

| Crime prone time at commercial areas in CMP | HHH  |        | KI  |        | In-depth (Hotspots) |        | In-depth (Police) |        | In-depth (Urban Planners) |        | SGD |        | Total (N=675) | %      |
|---------------------------------------------|------|--------|-----|--------|---------------------|--------|-------------------|--------|---------------------------|--------|-----|--------|---------------|--------|
|                                             | f    | %      | f   | %      | f                   | %      | f                 | %      | f                         | %      | f   | %      |               |        |
| 5pm-7pm                                     | 138  | 9.10   | 11  | 5.34   | 44                  | 11.55  | 21                | 11.60  | 2                         | 4.35   | 6   | 8.00   | 222           | 9.23   |
| 7pm-9pm                                     | 203  | 13.38  | 22  | 10.68  | 25                  | 6.56   | 13                | 7.18   | 3                         | 6.52   | 8   | 10.67  | 274           | 11.39  |
| 9pm-12am                                    | 201  | 13.25  | 21  | 10.19  | 31                  | 8.14   | 8                 | 4.42   | 1                         | 2.17   | 6   | 8.00   | 268           | 11.14  |
| 12am-6am                                    | 42   | 2.77   | 9   | 4.37   | 8                   | 2.10   | 30                | 16.57  | 1                         | 2.17   | 1   | 1.33   | 91            | 3.78   |
| 6am-10am                                    | 46   | 3.03   | 5   | 2.43   | 11                  | 2.89   | 11                | 6.08   | 0                         | 0.00   | 3   | 4.00   | 76            | 3.16   |
| 10am-12pm                                   | 97   | 6.39   | 12  | 5.83   | 2                   | 0.52   | 5                 | 2.76   | 0                         | 0.00   | 5   | 6.67   | 121           | 5.03   |
| 12pm-3pm                                    | 135  | 8.90   | 11  | 5.34   | 17                  | 4.46   | 12                | 6.63   | 3                         | 6.52   | 1   | 1.33   | 179           | 7.44   |
| 3pm-5pm                                     | 105  | 6.92   | 6   | 2.91   | 8                   | 2.10   | 1                 | 0.55   | 0                         | 0.00   | 1   | 1.33   | 121           | 5.03   |
| Day                                         | 174  | 11.47  | 28  | 13.59  | 33                  | 8.66   | 8                 | 4.42   | 3                         | 6.52   | 2   | 2.67   | 248           | 10.31  |
| Night                                       | 225  | 14.83  | 49  | 23.79  | 119                 | 31.23  | 22                | 12.15  | 13                        | 28.26  | 5   | 6.67   | 433           | 18.00  |
| Day-night                                   | 137  | 9.03   | 24  | 11.65  | 74                  | 19.42  | 39                | 21.55  | 17                        | 36.96  | 4   | 5.33   | 295           | 12.26  |
| Afternoon to Mid-night                      | 14   | 0.92   | 8   | 3.88   | 9                   | 2.36   | 11                | 6.08   | 3                         | 6.52   | 4   | 5.33   | 49            | 2.04   |
| Always                                      | 0    | 0.00   | 0   | 0.00   | 0                   | 0.00   | 0                 | 0.00   | 0                         | 0.00   | 1   | 1.33   | 1             | 0.04   |
| Total                                       | 1517 | 100.00 | 206 | 100.00 | 381                 | 100.00 | 181               | 100.00 | 46                        | 100.00 | 75  | 100.00 | 2406          | 100.00 |

**B.4.6: Perception of crime prone locations in BN areas**

| crimeprone location       | co ordinate  |              | HH  |        | KI |        | IH |        | IP |        | IUP |        | SGD |        | Total (N=675) |           |           |           |       |
|---------------------------|--------------|--------------|-----|--------|----|--------|----|--------|----|--------|-----|--------|-----|--------|---------------|-----------|-----------|-----------|-------|
|                           | Latitude     | Longitud e   | f   | Σw ifi | f  | Σw ifi | f  | Σw ifi | f  | Σw ifi | f   | Σw ifi | f   | Σw ifi | N             | %         | Σ(Σw ifi) | WAI       | Ra nk |
| 2 No. Road                | 22.3768 5000 | 91.8461 1111 | 0   | 0      | 0  | 0      | 2  | 1.8    | 2  | 2      | 0   | 0      | 0   | 0      | 4             | 0.188 413 | 3.8       | 0.003 437 | 49    |
| 3 No Road                 | 22.3561 6111 | 91.7827 7778 | 0   | 0      | 0  | 0      | 2  | 0.6    | 2  | 1.2    | 0   | 0      | 0   | 0      | 4             | 0.188 413 | 1.8       | 0.001 781 | 10 0  |
| 5 no Bridge               | 22.353°      | 91.8562 2°   | 5   | 3.8    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 5             | 0.235 516 | 3.8       | 0.000 436 | 20 9  |
| A K Khan Road             | 22.3628 06   | 91.7820 39   | 7   | 4.4    | 0  | 0      | 3  | 2.8    | 0  | 0      | 0   | 0      | 1   | 0.6    | 1 1           | 0.518 135 | 7.8       | 0.004 035 | 40    |
| Abdur Rab Road            | 22.3933 1667 | 91.8127 7778 | 1   | 0.6    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 0.6       | 6.89E -05 | 35 7  |
| Abdurpara                 | 22.3481 2222 | 91.7811 1111 | 1   | 0.4    | 0  | 0      | 1  | 1      | 0  | 0      | 0   | 0      | 0   | 0      | 2             | 0.094 206 | 1.4       | 0.000 633 | 17 9  |
| Abul Kamal Road           | 22.3983 7778 | 91.8197 2222 | 1   | 1      | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 1         | 0.000 115 | 29 4  |
| Abulbiri Moor             | 22.3482 9°   | 91.7966 4°   | 1   | 0.2    | 0  | 0      | 2  | 1.6    | 0  | 0      | 0   | 0      | 0   | 0      | 3             | 0.141 309 | 1.8       | 0.000 962 | 13 9  |
| Afmi plaza                | 22.3616 6944 | 91.8269 4444 | 3   | 2.6    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 3             | 0.141 309 | 2.6       | 0.000 299 | 23 6  |
| Agrabad Sonali Bank Moor  | 22.3269 8°   | 91.8120 5°   | 1   | 0.8    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 0.8       | 9.19E -05 | 31 5  |
| Agrabad Moor              | 22.3274 61   | 91.8122 78   | 3 2 | 19     | 1  | 0.6    | 3  | 2.6    | 3  | 1.8    | 0   | 0      | 1   | 0.4    | 4 0           | 1.884 126 | 24.4      | 0.007 715 | 19    |
| Airport Link Road         | 22.2481 6°   | 91.8116 2°   | 1   | 1      | 0  | 0      | 1  | 0.6    | 0  | 0      | 0   | 0      | 0   | 0      | 2             | 0.094 206 | 1.6       | 0.000 467 | 20 3  |
| Akbarshah Bazar           | 22.3626 03°  | 91.7928 44°  | 3   | 2.4    | 0  | 0      | 1  | 0.8    | 0  | 0      | 0   | 0      | 0   | 0      | 4             | 0.188 413 | 3.2       | 0.000 745 | 16 8  |
| Akbarshah road            | 22.3626 03   | 91.7928 44   | 0   | 0      | 1  | 0.6    | 2  | 1.4    | 0  | 0      | 0   | 0      | 0   | 0      | 3             | 0.141 309 | 2         | 0.001 428 | 11 3  |
| Akhtaruzzam an            | 22.3274 28   | 91.8122 92   | 1   | 0.8    | 3  | 1.8    | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 4             | 0.188 413 | 2.6       | 0.001 91  | 92    |
| Al-Hera Road              | 22.3361 86°  | 91.8354 01°  | 9   | 4.6    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 9             | 0.423 928 | 4.6       | 0.000 528 | 19 3  |
| Alinagar                  | 22.3786 03   | 91.8284 72   | 0   | 0      | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 1   | 0.2    | 1             | 0.047 103 | 0.2       | 0.000 629 | 18 0  |
| Almas                     | 22.3497 58   | 91.8250 17   | 1   | 0.2    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 0.2       | 2.3E- 05  | 38 8  |
| Alonkar Moor              | 22.3586 83   | 91.7821 72   | 9   | 6.4    | 2  | 1      | 1  | 1      | 1  | 0.8    | 0   | 0      | 0   | 0      | 1 3           | 0.612 341 | 9.2       | 0.003 284 | 53    |
| Ambagan                   | 22.3502 56   | 91.8056 81   | 6   | 2.4    | 1  | 0.4    | 4  | 2.2    | 0  | 0      | 0   | 0      | 0   | 0      | 1 1           | 0.518 135 | 5         | 0.001 971 | 89    |
| Amin Colony               | 22.3768 53   | 91.8246 17   | 0   | 0      | 0  | 0      | 2  | 1.6    | 0  | 0      | 0   | 0      | 2   | 1      | 4             | 0.188 413 | 2.6       | 0.004 084 | 38    |
| Amin Jute Mill            | 22.3840 67   | 91.8267 22   | 7   | 4.2    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 7             | 0.329 722 | 4.2       | 0.000 482 | 19 4  |
| Amtal                     | 22.3364 75   | 91.8321 44   | 0   | 0      | 0  | 0      | 0  | 0      | 1  | 0.8    | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 0.8       | 0.000 952 | 14 0  |
| Amtol Mor Reazuddin Bazar | 22.3364 75°  | 91.8321 44°  | 5   | 4      | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 5             | 0.235 516 | 4         | 0.000 459 | 20 4  |
| Anandabazar               | 22.3145 03   | 91.7750 81   | 1   | 0.8    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 0.8       | 9.19E -05 | 31 5  |
| Andarkilla                | 22.3402 36   | 91.8376 69   | 6   | 4.2    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 6             | 0.282 619 | 4.2       | 0.000 482 | 19 4  |
| Arakan Road               | 22.3954      | 91.8205 39   | 0   | 0      | 0  | 0      | 1  | 0.2    | 0  | 0      | 0   | 0      | 0   | 0      | 1             | 0.047 103 | 0.2       | 0.000 117 | 29 2  |
| Asadgonj Road             | 22.3334 54°  | 91.8465 69°  | 3   | 2.4    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 3             | 0.141 309 | 2.4       | 0.000 276 | 24 2  |
| Ashkar Dighir Par         | 22.3468 94   | 91.8290 5    | 4   | 3.2    | 0  | 0      | 0  | 0      | 0  | 0      | 0   | 0      | 0   | 0      | 4             | 0.188 413 | 3.2       | 0.000 368 | 21 8  |

| crimeprone location                 | co ordinate  |              | HH  |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |           |                          |           |      |
|-------------------------------------|--------------|--------------|-----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|-----------|--------------------------|-----------|------|
|                                     | Latitude     | Longitude    | f   | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %         | $\Sigma(\Sigma w_{ifi})$ | WAI       | Rank |
| Ashraf Ali Road                     | 22.3321 9167 | 91.8441 6667 | 2   | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.2                      | 0.000 138 | 28 6 |
| Aturar Dipo                         | 22.3815 94   | 91.8295 667  | 2   | 1.6              | 1  | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 1.8                      | 0.000 386 | 21 7 |
| Aulanker Moor                       | 22.3586 83°  | 91.7821 72°  | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Badamtali                           | 22.3244 81   | 91.8122 64   | 9   | 5.6              | 2  | 0.6              | 0  | 0                | 2  | 1.6              | 0   | 0                | 0   | 0                | 1 3           | 0.612 341 | 7.8                      | 0.003 154 | 56   |
| Bahaddarhat                         | 22.3685 42   | 91.8441 33   | 1 7 | 10               | 5  | 2.6              | 8  | 4                | 3  | 2                | 0   | 0                | 2   | 1.2              | 3 5           | 1.648 61  | 19.8                     | 0.012 277 | 10   |
| Balirhat                            | 22.3580 92°  | 91.8603 25°  | 0   | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 0.000 352 | 22 3 |
| Baitunnur masjid road               | 22.3981 8611 | 91.8291 6667 | 0   | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 2   | 1.8              | 2             | 0.094 206 | 1.8                      | 0.005 66  | 26   |
| Bakalia                             | 22.3531 97   | 91.8547 94   | 0   | 0                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.8              | 2             | 0.094 206 | 1.6                      | 0.003 324 | 50   |
| Bakalia School Moor                 | 22.3555 8333 | 91.8444 4444 | 1   | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 1                        | 0.000 115 | 29 4 |
| Bakolia                             | 22.3531 97   | 91.8547 94   | 3   | 2.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.8                      | 0.000 322 | 23 3 |
| Balirhat                            | 22.3580 92°  | 91.8603 25°  | 1   | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.4                      | 4.59E -05 | 37 3 |
| Baluchora                           | 22.4137 44   | 91.8214 89   | 9   | 5.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.423 928 | 5.6                      | 0.000 643 | 17 7 |
| Bandar Hospital                     | 22.3130 58   | 91.7963 33   | 1   | 0.6              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.4                      | 0.000 538 | 19 2 |
| Bandar R/A                          | 22.2932 44   | 91.7833 08   | 1   | 0.4              | 1  | 0.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 0.8                      | 0.000 45  | 20 8 |
| Bandar Road                         | 22.2932 44   | 91.7833 08   | 4   | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 2.4                      | 0.000 276 | 23 9 |
| Bandartila                          | 22.2867 06   | 91.7841 42   | 0   | 0                | 0  | 0                | 0  | 0                | 3  | 2.2              | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.2                      | 0.002 619 | 70   |
| Bank Colony                         | 22.3250 25   | 91.8023 5    | 3   | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 0.6                      | 6.89E -05 | 35 4 |
| Barek Building                      | 22.3194 67   | 91.8120 86   | 1 6 | 11. 2            | 0  | 0                | 3  | 2.4              | 0  | 0                | 0   | 0                | 0   | 0                | 1 9           | 0.894 96  | 13.6                     | 0.002 695 | 68   |
| Bariband Area / Embankment Area     | 22.2847 76°  | 91.7737 98°  | 5   | 3.4              | 2  | 1.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.329 722 | 4.6                      | 0.001 603 | 10 6 |
| Baro Pool                           | 22.3292 94   | 91.7913 64   | 3   | 2.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.6                      | 0.000 299 | 23 6 |
| Baroipara                           | 22.3669 2500 | 91.8450 0000 | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Barrister Sultan Ahmad College Road | 22.2963 78   | 91.7853 22   | 2   | 0.8              | 0  | 0                | 0  | 0                | 1  | 1                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 1.8                      | 0.001 282 | 12 0 |
| Bastuhara Road                      | 22.3334 73°  | 91.8570 59°  | 0   | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 0.000 352 | 22 3 |
| Batali Hill                         | 22.3377 72   | 91.8262 81   | 5   | 3.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 3.2                      | 0.000 368 | 21 8 |
| Battali                             | 22.4508 08°  | 91.8318 97°  | 0   | 0                | 0  | 0                | 0  | 0                | 2  | 0.8              | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 0.8                      | 0.000 952 | 14 0 |
| Battali Rail Station Area           | 22.3356 33   | 91.8265 56   | 8   | 4                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 4                        | 0.000 459 | 20 4 |
| Baubazar                            | 22.3462 33   | 91.7940 22   | 5   | 2.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 2.8                      | 0.000 322 | 23 1 |
| Bayezid Bicie Road                  | 22.3880 3333 | 91.8086 1111 | 0   | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.4              | 0   | 0                | 1             | 0.047 103 | 0.4                      | 0.002 222 | 80   |
| Bayezid Bostami Road                | 22.3895 36   | 91.8105 89   | 7   | 2.8              | 1  | 1                | 3  | 2.4              | 0  | 0                | 0   | 0                | 0   | 0                | 1 1           | 0.518 135 | 6.2                      | 0.002 74  | 66   |
| Bayezid Moor                        | 22.3901 83   | 91.8105 81   | 2 0 | 12. 8            | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2 0           | 0.942 063 | 12.8                     | 0.001 47  | 11 0 |
| Beharipara                          | 22.3357 44   | 91.7740 49   | 4   | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 1.8                      | 0.000 207 | 25 6 |
| Beliyar Dighi                       | 22.3410 0556 | 91.8422 2222 | 2   | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 2   | 1                | 4             | 0.188 413 | 2.4                      | 0.003 305 | 51   |
| Bellapara                           | 22.3021 06   | 91.8682 22   | 4   | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 1.6                      | 0.000 184 | 26 5 |
| Beparipara                          | 22.3283 33   | 91.8040 75   | 1   | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.4                      | 4.59E -05 | 37 3 |
| BGMEA Road                          | 22.3469 17   | 91.8221 19   | 1 8 | 13. 6            | 1  | 0.4              | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2 0           | 0.942 063 | 14.8                     | 0.002 436 | 75   |
| Bibirhat                            | 22.3739 64°  | 91.8331 22°  | 2   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 0.8                      | 9.19E -05 | 31 5 |
| Billa Para                          | 22.3021 06   | 91.8682 22   | 0   | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 0.000 352 | 22 3 |
| Bishwa Colony                       | 22.3741 17   | 91.7835 17   | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Bisshaw Road                        | 22.3136 6°   | 91.8012 7°   | 2   | 0.6              | 2  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 1.6                      | 0.001 079 | 13 1 |
| BITAC Bazar                         | 22.3555 11   | 91.7740 53   | 5   | 3                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 3                        | 0.000 345 | 22 8 |
| Bormia Mosjid                       | 22.3582 16   | 91.8452 1    | 1   | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E -05 | 35 7 |
| Boro Kabarsthan                     | 22.3595 89°  | 91.8587 39°  | 1   | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E -05 | 35 7 |

| crimeprone location                          | co ordinate  |              | HH  |                  | KI |                  | IH |                  | IP  |                  | IUP |                  | SGD |                  | Total (N=675) |           |                          |           |      |
|----------------------------------------------|--------------|--------------|-----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|-----|------------------|---------------|-----------|--------------------------|-----------|------|
|                                              | Latitude     | Longitude    | f   | $\Sigma w_{ift}$ | f  | $\Sigma w_{ift}$ | f  | $\Sigma w_{ift}$ | f   | $\Sigma w_{ift}$ | f   | $\Sigma w_{ift}$ | f   | $\Sigma w_{ift}$ | N             | %         | $\Sigma(\Sigma w_{ift})$ | WAI       | Rank |
| Boro Pool                                    | 22.3279 08°  | 91.7893 44°  | 0   | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 0.000 469 | 19 7 |
| Boropul                                      | 22.3279 08   | 91.7893 44   | 3   | 2.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1   | 1                | 4             | 0.188 413 | 3.6                      | 0.003 443 | 48   |
| Bow Bazar Road                               | 22.3462 33°  | 91.7940 22°  | 0   | 0                | 0  | 0                | 3  | 2.4              | 3   | 1.8              | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 4.2                      | 0.003 551 | 47   |
| Brickfield Road                              | 22.3344 28   | 91.8426 28   | 1   | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8 |
| Bridgeghat                                   | 22.3172 03   | 91.8374 61   | 1   | 1                | 0  | 0                | 3  | 2.8              | 1   | 0.4              | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 4.2                      | 0.002 234 | 79   |
| Bundle Road                                  | 22.3350 81   | 91.8402      | 1   | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E-05  | 31 5 |
| Bus Terminal                                 | 22.3742 9°   | 91.8510 4°   | 5   | 3.6              | 2  | 2                | 6  | 2.8              | 0   | 0                | 0   | 0                | 0   | 0                | 1 3           | 0.612 341 | 8.4                      | 0.004 077 | 39   |
| C&B Road                                     | 22.3484 42   | 91.8396 89   | 1   | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 1                        | 0.000 115 | 29 4 |
| C, EPZ Entrance Gate Areas Streets           | 22.2930 84°  | 91.7780 26°  | 1 0 | 6.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1 0           | 0.471 032 | 6.2                      | 0.000 712 | 17 1 |
| IUP Market                                   | 22.3573 33   | 91.7875 67   | 3   | 2.4              | 0  | 0                | 2  | 1.4              | 2   | 0.8              | 0   | 0                | 0   | 0                | 7             | 0.329 722 | 4.6                      | 0.002 05  | 85   |
| CEPZ                                         | 22.2933 61   | 91.7821 44   | 1   | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8 |
| CGS Colony                                   | 22.3258 39   | 91.8069 44   | 3   | 2                | 2  | 1.8              | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 3.8                      | 0.002 048 | 87   |
| Chak Super Market                            | 22.3517 4722 | 91.8330 5556 | 0   | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 1                        | 0.001 01  | 13 7 |
| Chaktai Khalpar                              | 22.3461 03   | 91.8415 19   | 0   | 0                | 0  | 0                | 2  | 1.6              | 0   | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.6                      | 0.000 939 | 14 3 |
| Chaktai Road                                 | 22.3310 94   | 91.8488 67   | 1 9 | 14. 2            | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1 9           | 0.894 96  | 14.2                     | 0.001 631 | 10 3 |
| Chandgaon                                    | 22.3784 83   | 91.8467 5    | 8   | 3.4              | 1  | 0.8              | 3  | 2.6              | 1   | 0.8              | 0   | 0                | 0   | 0                | 1 3           | 0.612 341 | 7.6                      | 0.003 677 | 46   |
| Chandgaon Abashik                            | 22.3784 83   | 91.8467 5    | 1   | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8 |
| Chandgaon BCIC Road                          | 22.3977 6667 | 91.8575 0000 | 4   | 2.8              | 0  | 0                | 1  | 0.4              | 0   | 0                | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 3.2                      | 0.000 556 | 18 9 |
| Chandranagar                                 | 22.3763 84°  | 91.8064 65°  | 0   | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 0.000 352 | 22 3 |
| Char Chaktai                                 | 22.3387 92°  | 91.8456 87°  | 0   | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1   | 1                | 1             | 0.047 103 | 1                        | 0.003 145 | 57   |
| Char Lakshya                                 | 22.3028 11   | 91.8449 28   | 1 0 | 5                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1 0           | 0.471 032 | 5                        | 0.000 574 | 18 8 |
| Char Para (Island)                           | 22.2472 9°   | 91.7849 3°   | 1   | 0.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.4                      | 4.59E-05  | 37 3 |
| Char Patharghata                             | 22.3157 29°  | 91.8375 12°  | 0   | 0                | 0  | 0                | 0  | 0                | 2   | 1.2              | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.2                      | 0.001 429 | 11 2 |
| Chasma Hill Road                             | 22.3687 03°  | 91.8238 26°  | 2   | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.8                      | 0.000 207 | 25 7 |
| Chatteshawri Road                            | 22.3542 70°  | 91.8304 39°  | 1   | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E-05  | 31 5 |
| Chatteshwari Road                            | 22.3542 70°  | 91.8304 39°  | 1   | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E-05  | 31 5 |
| Chawkbazar                                   | 22.3572 31   | 91.8374 44   | 1 2 | 7.2              | 4  | 2.4              | 5  | 4.4              | 2   | 1.8              | 1   | 1                | 1   | 0.6              | 2 5           | 1.177 579 | 17.4                     | 0.015 419 | 8    |
| Chawkbazar Katcha Bazar                      | 22.3534 2°   | 91.8330 1°   | 0   | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 0.000 808 | 15 7 |
| Chawkbazar Kitchen Market                    | 22.3534 2°   | 91.8330 1°   | 4   | 1.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 1.4                      | 0.000 161 | 27 1 |
| Chittagong College Area Roads                | 22.3530 36   | 91.8366 31   | 2   | 1.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.6                      | 0.000 184 | 26 5 |
| Chittagong College East Gate ( Chandanpura ) | 22.349       | 91.838       | 0   | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1   | 0.4              | 1             | 0.047 103 | 0.4                      | 0.001 258 | 12 4 |
| Choumuhani                                   | 22.2002 1    | 91.4844 9    | 4   | 2.6              | 1  | 0.8              | 1  | 0.6              | 0   | 0                | 0   | 0                | 1   | 0.8              | 7             | 0.329 722 | 4.8                      | 0.003 975 | 42   |
| Chowdhuri bari                               | 22.3712 7°   | 91.8361 2°   | 1   | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8 |
| Chowdhuri School Road                        | 22.3690 62   | 91.8529 19   | 1   | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E-05  | 31 5 |
| Chowdhuripara                                | 22.3242 39°  | 91.7735 58°  | 1   | 0.4              | 0  | 0                | 2  | 1.2              | 0   | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 1.6                      | 0.000 75  | 16 7 |
| Chowmuhoni                                   | 22.2002 1    | 91.4844 9    | 1 5 | 7.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1 5           | 0.706 547 | 7.2                      | 0.000 827 | 15 3 |
| Chuna Factory Road                           | 22.3444 94°  | 91.7820 42°  | 4   | 2.6              | 2  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 3.2                      | 0.000 905 | 14 9 |
| City Ideal School                            | 22.3737 40°  | 91.7735 05°  | 1   | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E-05  | 31 5 |
| CMC                                          | 22.3606 33   | 91.8306      | 1   | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E-05  | 35 7 |
| College Bazar                                | 22.3151 10°  | 91.8372 00°  | 7   | 4                | 1  | 1                | 1  | 0.4              | 0   | 0                | 0   | 0                | 0   | 0                | 9             | 0.423 928 | 5.4                      | 0.001 704 | 10 2 |
| Colonel hat                                  | 22.3687 39   | 91.7779 72   | 0   | 0                | 0  | 0                | 1  | 1                | 1 0 | 6.8              | 0   | 0                | 0   | 0                | 1 1           | 0.518 135 | 7.8                      | 0.008 682 | 14   |

| crimeprone location    | co ordinate |             | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |          |                          |          |      |
|------------------------|-------------|-------------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|----------|--------------------------|----------|------|
|                        | Latitude    | Longitude   | f  | $\Sigma w_{ift}$ | f  | $\Sigma w_{ift}$ | f  | $\Sigma w_{ift}$ | f  | $\Sigma w_{ift}$ | f   | $\Sigma w_{ift}$ | f   | $\Sigma w_{ift}$ | N             | %        | $\Sigma(\Sigma w_{ift})$ | WAI      | Rank |
| Commerce College Road  | 22.33051°   | 91.8177°    | 2  | 1.2              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2                        | 0.000607 | 181  |
| Court Road             | 22.335256   | 91.836853   | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| CRB Hill               | 22.342594   | 91.820708   | 3  | 2.8              | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 4.4                      | 0.001261 | 123  |
| C-Type Building        | 22.285448   | 91.788384   | 2  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 0.6                      | 6.89E-05 | 354  |
| Custom Moor            | 22.31195    | 91.799331   | 22 | 16.8             | 2  | 1.8              | 4  | 2.8              | 0  | 0                | 0   | 0                | 0   | 0                | 28            | 1.318888 | 21.4                     | 0.005391 | 27   |
| Dail Bridge            | 22.319      | 91.802      | 1  | 0.6              | 0  | 0                | 5  | 4                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282619 | 4.6                      | 0.002416 | 77   |
| Dakshin Halishahar     | 22.291425   | 91.782475   | 2  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1                        | 0.000115 | 294  |
| Dakshin Kattoli        | 22.350686   | 91.771139   | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| Damapara               | 22.356581   | 91.821094   | 0  | 0                | 0  | 0                | 1  | 0.4              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 0.000235 | 249  |
| Darogar Hat            | 22.659011   | 91.635322   | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.6                      | 6.89E-05 | 357  |
| DC Hill Area           | 22.341219   | 91.831328   | 2  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.6                      | 0.000184 | 265  |
| DC Road                | 22.35176389 | 91.84027778 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.6                      | 6.89E-05 | 357  |
| Debar Bazar            | 22.35787°   | 91.81835°   | 5  | 2.6              | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282619 | 3.2                      | 0.000905 | 150  |
| Dewanhat Bridge        | 22.340189   | 91.814397   | 11 | 6.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 11            | 0.518135 | 6.6                      | 0.000758 | 166  |
| Dewanhat Moor          | 22.340775   | 91.814119   | 59 | 35.8             | 6  | 3                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.2              | 66            | 3.108808 | 39                       | 0.007771 | 18   |
| Didar Market           | 22.34814°   | 91.83841°   | 5  | 3                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 3                        | 0.000345 | 228  |
| Ek kilometer           | 22.366066   | 91.849501   | 3  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.4                      | 0.000276 | 242  |
| Enayet Bazar Road      | 22.340969   | 91.829475   | 3  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 1.8                      | 0.000207 | 257  |
| EPZ                    | 22.29315°   | 91.78206°   | 0  | 0                | 2  | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.001818 | 96   |
| Fakirhat               | 22.388789   | 91.760786   | 7  | 3.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.329722 | 3.6                      | 0.000414 | 211  |
| Firingi Bazar          | 22.328983   | 91.8328     | 5  | 2.8              | 0  | 0                | 0  | 0                | 2  | 0.8              | 1   | 1                | 0   | 0                | 8             | 0.376825 | 4.6                      | 0.00683  | 22   |
| Firozshah Colony       | 22.371467   | 91.784853   | 4  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 1.6                      | 0.000184 | 265  |
| Firozshah Rail gate    | 22.371467°  | 91.784853°  | 0  | 0                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 0.000808 | 157  |
| Flora pan              | 22.35441667 | 91.80805556 | 2  | 0.8              | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 1.4                      | 0.000698 | 174  |
| Fokir Hat              | 22.388789   | 91.760786   | 0  | 0                | 2  | 1.2              | 3  | 2.4              | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 3.6                      | 0.002621 | 69   |
| Foliatoli Bazar        | 22.357904°  | 91.842789°  | 4  | 3.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 3.2                      | 0.000368 | 218  |
| Forest Gate            | 22.368401°  | 91.829728°  | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.8              | 0   | 0                | 1             | 0.047103 | 0.8                      | 0.004444 | 33   |
| Forida Para            | 22.363635   | 91.83799    | 0  | 0                | 0  | 0                | 2  | 1.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.001056 | 132  |
| Foridar Para           | 22.363635   | 91.83799    | 0  | 0                | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.6                      | 0.000939 | 143  |
| Foyz Lake              | 22.365572   | 91.796747   | 4  | 2.6              | 3  | 2.2              | 2  | 2                | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.423928 | 6.8                      | 0.003695 | 45   |
| Free Port Area         | 22.293286   | 91.782161   | 0  | 0                | 3  | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 1.8                      | 0.001818 | 96   |
| Fultala                | 22.357904   | 91.842789   | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 4.59E-05 | 373  |
| Fultala Bazar          | 22.357904°  | 91.842789°  | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| Garibullah H/S         | 22.358228   | 91.819317   | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.2              | 2             | 0.094206 | 0.8                      | 0.000698 | 175  |
| GEC moor               | 22.359006   | 91.821308   | 16 | 9.4              | 6  | 3.4              | 2  | 1.6              | 4  | 2.4              | 3   | 1.6              | 2   | 1.4              | 33            | 1.554404 | 19.8                     | 0.021602 | 2    |
| Ghat Farhadbeg         | 22.343533   | 91.839534   | 3  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 1.4                      | 0.000161 | 271  |
| Golpahar Moor          | 22.36011667 | 91.82777778 | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 5   | 2.8              | 0   | 0                | 5             | 0.235516 | 2.8                      | 0.015556 | 7    |
| Goni Bakery            | 22.35038333 | 91.83638889 | 0  | 0                | 0  | 0                | 0  | 0                | 2  | 1                | 0   | 0                | 1   | 0.8              | 3             | 0.141309 | 1.8                      | 0.003706 | 44   |
| Goshaildanga           | 22.318333   | 91.808586   | 10 | 5.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 10            | 0.471032 | 5.8                      | 0.000666 | 176  |
| Grand trunk road       | 22.34481    | 91.801151   | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| Gulzar Market Mor      | 22.35736°   | 91.83726°   | 5  | 3.4              | 2  | 1.4              | 0  | 0                | 1  | 1                | 0   | 0                | 0   | 0                | 8             | 0.376825 | 5.8                      | 0.002995 | 61   |
| Haji Hamid Sharif Road | 22.416383   | 91.862333   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Halishahar             | 22.342667°  | 91.780056°  | 20 | 14.8             | 0  | 0                | 0  | 0                | 1  | 0.4              | 0   | 0                | 2   | 1.4              | 23            | 1.083373 | 16.6                     | 0.006579 | 24   |
| Halishahar A-Block     | 22.342667   | 91.780056   | 10 | 4.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 10            | 0.471032 | 4.8                      | 0.000551 | 190  |
| Halishahar             | 22.3382     | 91.7758     | 0  | 0                | 2  | 2                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094    | 2                        | 0.002    | 88   |

| crimeprone location                  | co ordinate  |              | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |           |                          |           |      |
|--------------------------------------|--------------|--------------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|-----------|--------------------------|-----------|------|
|                                      | Latitude     | Longitude    | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %         | $\Sigma(\Sigma w_{ifi})$ | WAI       | Rank |
| B-Block                              | 56           | 69           |    |                  |    |                  |    |                  |    |                  |     |                  |     |                  | 206           |           | 02                       |           |      |
| Halishahar Beach                     | 22.3426 67°  | 22.3426 67°  | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 0.8                      | 9.19E -05 | 31 5 |
| Halishahar J-Block                   | 22.3406 31   | 91.7832 94   | 7  | 4                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.329 722 | 4                        | 0.000 459 | 20 4 |
| Halishahar Road                      | 22.3203 76°  | 91.7853 00°  | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E -05 | 35 7 |
| Halishahar Slum area                 | 22.3141 3333 | 91.7755 5556 | 0  | 0                | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 0.000 469 | 19 7 |
| Hamid Char                           | 22.3824 44   | 91.8681 5    | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8 |
| Hamidpur                             | 22.3979 4°   | 91.8420 2°   | 0  | 0                | 0  | 0                | 1  | 1                | 2  | 1.8              | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.8                      | 0.002 73  | 67   |
| Hamzarbag                            | 22.3759 5    | 91.8275 58   | 4  | 2.2              | 4  | 2.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 4.4                      | 0.002 475 | 74   |
| Hashem Bazar                         | 22.3823 03   | 91.8302 19   | 1  | 6.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.471 032 | 6.8                      | 0.000 781 | 16 2 |
| Hathazari Road                       | 22.3828 39   | 91.8280 69   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Hazaripara                           | 22.3391 67   | 91.8363 97   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 1                        | 0.000 115 | 29 4 |
| Hill View                            | 22.3606 44   | 91.8264 75   | 5  | 3.4              | 0  | 0                | 0  | 0                | 2  | 1.2              | 0   | 0                | 0   | 0                | 7             | 0.329 722 | 4.6                      | 0.001 819 | 95   |
| Housing Area                         | 22.2686 47°  | 91.7816 85°  | 2  | 1.8              | 1  | 0.6              | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 3.2                      | 0.001 282 | 12 1 |
| Icchan Nagar                         | 22.3159 45   | 91.8333 14   | 2  | 1.2              | 2  | 1                | 2  | 1.8              | 2  | 2                | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 6                        | 0.004 585 | 31   |
| Ice Factory Road                     | 22.3331 39   | 91.8274 97   | 1  | 0.8              | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.4                      | 0.001 031 | 13 5 |
| Iqbal Road                           | 22.3316      | 91.8418 42   | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 0.000 238 | 24 8 |
| Iron Market                          | 22.3616 6111 | 91.7752 7778 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8 |
| Ispahani Colony                      | 22.3466 7°   | 91.8194 4°   | 4  | 1.8              | 0  | 0                | 0  | 0                | 2  | 2                | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 3.8                      | 0.002 588 | 71   |
| Jalalabad                            | 22.4016 5    | 91.8066 25   | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 0.8                      | 9.19E -05 | 31 5 |
| Jamal khan Road                      | 22.3456 39   | 91.8340 91   | 2  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1                        | 0.000 115 | 29 4 |
| Janata Colony                        | 22.3643 31   | 91.7848 81   | 0  | 0                | 2  | 1.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.6                      | 0.001 616 | 10 5 |
| Jele Para (Fishermen Community Area) | 22.5595 9°   | 92.2852 8°   | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.2                      | 0.000 138 | 27 8 |
| Jelepara                             | 22.5595 9°   | 92.2852 8°   | 0  | 0                | 0  | 0                | 1  | 0.4              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.4                      | 0.000 235 | 24 9 |
| Jhautala                             | 22.3597 75   | 91.8073 44   | 2  | 14.4             | 5  | 2.6              | 4  | 2.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 1.365 992 | 19.8                     | 0.005 923 | 25   |
| Jhautala Bazar                       | 22.3597 83   | 91.8073 39   | 0  | 0                | 0  | 0                | 5  | 4                | 1  | 0.8              | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 4.8                      | 0.003 3   | 52   |
| Jhautala Rail Station                | 22.3560 44   | 91.8076 72   | 2  | 0.8              | 0  | 0                | 2  | 1.2              | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 2                        | 0.000 796 | 16 1 |
| Jubilee Road                         | 22.3408      | 91.8277 72   | 6  | 3.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 3.6                      | 0.000 414 | 21 1 |
| Jukipara                             | 22.33        | 91.776       | 4  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 2.4                      | 0.000 276 | 23 9 |
| Julman Shah Road                     | 22.3773 64   | 91.8283 56   | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E -05 | 35 7 |
| Kadalipara                           | 22.3678 50   | 91.8667 33   | 8  | 4                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 4                        | 0.000 459 | 20 4 |
| Kadamtali                            | 22.3359 51°  | 91.8212 36°  | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 1                | 0   | 0                | 1   | 0.6              | 2             | 0.094 206 | 1.6                      | 0.003 077 | 59   |
| Kafco                                | 22.2263 78   | 91.8298 47   | 6  | 2.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 2.8                      | 0.000 322 | 23 1 |
| Kaiballadham                         | 22.3659 81   | 91.7818 25   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Kalamia Bazar                        | 22.3474 53   | 91.8519 03   | 2  | 14.2             | 4  | 2.2              | 4  | 2.2              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 1.318 888 | 18.6                     | 0.005 144 | 28   |
| Kalibari                             | 22.3207 8°   | 91.8118 4°   | 4  | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 2                        | 0.000 23  | 25 2 |
| Kalimandinp ara                      | 22.3529 31   | 91.8259 97   | 0  | 0                | 0  | 0                | 3  | 2.6              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.6                      | 0.001 526 | 10 7 |
| Kallul Residential                   | 22.3207 8°   | 91.8118 4°   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Kalurghat Road                       | 22.3951 22   | 91.8805 69   | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.4                      | 0.000 161 | 27 1 |
| Kamal Ataturk Road                   | 22.2435 1°   | 91.7921 4°   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5 |
| Kamrabad Road                        | 22.3831 7°   | 91.8321 6°   | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.2                      | 0.000 138 | 27 8 |
| Kapashgola Road                      | 22.3596 36   | 91.8405 47   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 1                        | 0.000 115 | 29 4 |
| Kapashkhula                          | 22.3597 2°   | 91.8406 4°   | 0  | 0                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 0.000 808 | 15 7 |
| Kaptai Road                          | 22.4146 5°   | 91.8644 °    | 5  | 2.8              | 0  | 0                | 0  | 0                | 3  | 1                | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 3.8                      | 0.001 512 | 10 9 |
| Karnafuli Market                     | 22.3322 9167 | 91.8119 4444 | 0  | 0                | 0  | 0                | 1  | 1                | 1  | 0.2              | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.2                      | 0.000 825 | 15 5 |



| crimeprone location      | co ordinate |             | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |          |                          |          |      |
|--------------------------|-------------|-------------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|----------|--------------------------|----------|------|
|                          | Latitude    | Longitude   | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %        | $\Sigma(\Sigma w_{ifi})$ | WAI      | Rank |
| Katalgang Abashik        | 22.360722   | 91.83695    | 0  | 0                | 0  | 0                | 2  | 1.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.001056 | 132  |
| Katcha Bazar             | 22.371078   | 91.842086   | 0  | 0                | 0  | 0                | 5  | 5                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 5                        | 0.002934 | 63   |
| Katcha Bazar, Chackbazar | 22.371078   | 91.842086   | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 0.8                      | 9.19E-05 | 315  |
| Katcha Rasta             | 22.344506   | 91.801428   | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.6                      | 6.89E-05 | 357  |
| Kathghoar                | 22.26025°   | 91.79165°   | 10 | 5.4              | 0  | 0                | 0  | 0                | 3  | 1.2              | 0   | 0                | 0   | 0                | 13            | 0.612341 | 6.6                      | 0.002049 | 86   |
| Katrola Katcha Bazar     | 22.341386   | 91.827461   | 0  | 0                | 0  | 0                | 1  | 0.2              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 0.000117 | 292  |
| Kazir Dewri Mor          | 22.347631   | 91.825631   | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.000207 | 257  |
| Kazirdewri Moor          | 22.347631   | 91.825631   | 5  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 2.4                      | 0.000276 | 239  |
| KB Aman Ali Road         | 22.359181   | 91.850608   | 2  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.6                      | 0.000184 | 265  |
| KDS Moor                 | 22.38039°   | 91.80589°   | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.4                      | 0.000161 | 271  |
| Khaja Road               | 22.30805    | 91.773294   | 5  | 2.6              | 3  | 2                | 5  | 3.6              | 0  | 0                | 0   | 0                | 0   | 0                | 13            | 0.612341 | 8.2                      | 0.004432 | 35   |
| Khajur Tala Road         | 22.25447500 | 91.77805556 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 1                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.00119  | 126  |
| Khal Par                 | 22.336161   | 91.775972   | 2  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1                        | 0.000115 | 294  |
| Khalifa para             | 22.370792   | 91.854706   | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.000207 | 257  |
| Khalpar                  | 22.336161   | 91.775972   | 2  | 0.6              | 0  | 0                | 2  | 1.8              | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 2.4                      | 0.001125 | 129  |
| Kharampara               | 22.368573°  | 91.850179°  | 3  | 1.8              | 2  | 1.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 3.2                      | 0.001621 | 104  |
| Khatunganj               | 22.337889   | 91.8443     | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.000207 | 257  |
| Khulshi                  | 22.360958   | 91.811058   | 4  | 2                | 3  | 2                | 19 | 10               | 7  | 4.4              | 0   | 0                | 2   | 1.4              | 35            | 1.64861  | 19.8                     | 0.017759 | 5    |
| Khulshi 10               | 22.365342°  | 91.809158°  | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 4.59E-05 | 373  |
| Khulshi 3                | 22.360958   | 91.811058   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Khulshi Colony           | 22.365342   | 91.809158   | 4  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 1.2                      | 0.000138 | 278  |
| Kosaipara                | 22.254      | 91.788      | 3  | 1.6              | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 2.6                      | 0.000771 | 163  |
| Koshai Goli/ Koshai Para | 22.254      | 91.788      | 2  | 0.6              | 2  | 1.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 1.8                      | 0.001281 | 122  |
| Kotowali                 | 22.341386   | 91.827461   | 1  | 0.2              | 1  | 0.8              | 0  | 0                | 4  | 3.2              | 3   | 1.6              | 1   | 1                | 10            | 0.471032 | 6.8                      | 0.016674 | 6    |
| Kuaish                   | 22.406003   | 91.862622   | 6  | 3.8              | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.329722 | 4.8                      | 0.001023 | 136  |
| Kulgaon                  | 22.403881   | 91.825931   | 8  | 5                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.4              | 9             | 0.423928 | 5.4                      | 0.001832 | 94   |
| Labour Colony            | 22.291514   | 91.787397   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Lake Valley              | 22.362447   | 91.793456   | 6  | 2.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282619 | 2.8                      | 0.000322 | 233  |
| Laldighi                 | 22.338419   | 91.838253   | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.2                      | 0.000138 | 278  |
| Lalkhan Bazar            | 22.352028   | 91.821094   | 12 | 7                | 3  | 2                | 4  | 2.2              | 0  | 0                | 0   | 0                | 1   | 0.8              | 20            | 0.942063 | 12                       | 0.006631 | 23   |
| Love lane                | 22.342114   | 91.828922   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| M.A. Aziz Road           | 22.26945°   | 91.78811°   | 6  | 3.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282619 | 3.4                      | 0.000391 | 215  |
| Ma Building, Patanga     | 22.29328°   | 91.78755°   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Mahankhal Bazar          | 22.330175   | 91.823797   | 0  | 0                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 0.000808 | 157  |
| Maiz Para Road           | 22.256275   | 91.807517   | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.4                      | 0.000161 | 271  |
| Maizpara Road            | 22.256275   | 91.807517   | 4  | 2.6              | 1  | 0.4              | 3  | 1.6              | 0  | 0                | 0   | 0                | 4   | 3.4              | 12            | 0.565238 | 8                        | 0.012333 | 9    |
| Malipara Road            | 22.26945°   | 91.78811°   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Mariners' Road           | 22.328944   | 91.847028   | 1  | 0.4              | 0  | 0                | 1  | 1                | 1  | 0.6              | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2                        | 0.001347 | 117  |
| Master Lane              | 22.357369   | 91.794944   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Mayor Goli               | 22.368106   | 91.821236   | 4  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 2.4                      | 0.000276 | 242  |
| Mayor Road               | 22.356761   | 91.791611   | 3  | 2                | 1  | 0.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 2.4                      | 0.000634 | 178  |
| Mehedibag                | 22.356803   | 91.824992   | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.4              | 5   | 3.8              | 0   | 0                | 6             | 0.282619 | 4.2                      | 0.021587 | 3    |
| Merinurse Drive          | 22.328944   | 91.847028   | 5  | 3.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 3.4                      | 0.000391 | 216  |
| MES college Moor         | 22.360618   | 91.817533   | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.2                      | 0.000138 | 278  |

| crimeprone location           | co ordinate |             | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |          |                          |          |      |
|-------------------------------|-------------|-------------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|----------|--------------------------|----------|------|
|                               | Latitude    | Longitude   | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %        | $\Sigma(\Sigma w_{ifi})$ | WAI      | Rank |
| Mia khan road                 | 22.350147   | 91.855794   | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.4                      | 0.000161 | 271  |
| Miahnagar                     | 22.4030556  | 91.8433333  | 2  | 1.8              | 1  | 0.6              | 1  | 0.4              | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 2.8                      | 0.001048 | 134  |
| Miakhan Nagar                 | 22.341231   | 91.846283   | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.6                      | 6.89E-05 | 357  |
| Milkvita                      | 22.31289°   | 91.85139°   | 0  | 0                | 1  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.00101  | 137  |
| Mimi Super Market             | 22.36118°   | 91.82711°   | 5  | 4.8              | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 1   | 1                | 8             | 0.376825 | 7.4                      | 0.004635 | 29   |
| Misturipara                   | 22.336844   | 91.810081   | 1  | 9                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 16            | 0.75365  | 9.8                      | 0.001842 | 93   |
| Mohin Das Road                | 22.33347222 | 91.8383333  | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 4.59E-05 | 373  |
| Mojijartek                    | 22.310904   | 91.856106   | 1  | 11.8             | 3  | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 19            | 0.89496  | 13.6                     | 0.003174 | 55   |
| Mominbag Road                 | 22.377258   | 91.827894   | 5  | 3.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 3.8                      | 0.000436 | 209  |
| Motijharna lane               | 22.348286   | 91.816819   | 7  | 6.2              | 1  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.2              | 9             | 0.423928 | 7.4                      | 0.002351 | 78   |
| Moushumi R/A                  | 22.345936   | 91.789997   | 0  | 0                | 3  | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 1.8                      | 0.001818 | 99   |
| Moydar mill                   | 22.340906   | 91.847539   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Munsef Lane                   | 22.35782°   | 91.84038°   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Muradpur                      | 22.369197   | 91.833111   | 1  | 7.2              | 9  | 6.8              | 2  | 1.8              | 5  | 1.8              | 3   | 2.6              | 0   | 0                | 30            | 1.413095 | 20.2                     | 0.025339 | 1    |
| Muslimbad                     | 22.257642   | 91.782297   | 1  | 0.8              | 0  | 0                | 1  | 0.8              | 1  | 0.8              | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.4                      | 0.001514 | 108  |
| Nal para road                 | 22.331611   | 91.829322   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Nalapara Road                 | 22.331611   | 91.829322   | 2  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 0.6                      | 6.89E-05 | 354  |
| Nasirabad                     | 22.36081944 | 91.8233333  | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.8              | 0   | 0                | 1             | 0.047103 | 0.8                      | 0.004444 | 33   |
| Naval Street                  | 22.344739   | 91.825192   | 2  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1                        | 0.000115 | 294  |
| Navy Colony                   | 22.291114   | 91.781297   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Nazrul Shawronce              | 22.342354°  | 91.830651°  | 3  | 2.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.6                      | 0.000299 | 236  |
| Neval Academy Street, Patanga | 22.233764   | 91.798539   | 0  | 0                | 0  | 0                | 1  | 1                | 1  | 1                | 0   | 0                | 1   | 0.8              | 3             | 0.141309 | 2.8                      | 0.004293 | 36   |
| New Bridge                    | 22.331644   | 91.851725   | 2  | 1.6              | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.2                      | 0.000898 | 151  |
| New Chaktai Road              | 22.33244444 | 91.84722222 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| New Market                    | 22.334144   | 91.832519   | 3  | 24.8             | 1  | 0.8              | 3  | 21.6             | 2  | 1.8              | 0   | 0                | 0   | 0                | 72            | 3.391427 | 49                       | 0.018476 | 4    |
| New Mooring                   | 22.295811   | 91.786453   | 8  | 4                | 0  | 0                | 1  | 0.6              | 2  | 1.8              | 0   | 0                | 0   | 0                | 11            | 0.518135 | 6.4                      | 0.002954 | 62   |
| Nimtala                       | 22.314353   | 91.798375   | 0  | 0                | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 0.000469 | 197  |
| Nimtola Bissharoad            | 22.313414°  | 91.801578°  | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Noman College Road            | 22.35759°   | 91.83991°   | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.000207 | 257  |
| Nondonkano n T& T Area        | 22.338836   | 91.833678   | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| North Rahattarpul             | 22.360183   | 91.852337   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Notun Bridge                  | 22.331644   | 91.851725   | 0  | 0                | 0  | 0                | 0  | 0                | 3  | 2.4              | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.4                      | 0.002857 | 64   |
| Noyabazar                     | 22.344397   | 91.78991    | 1  | 7.4              | 3  | 1.8              | 3  | 2.6              | 0  | 0                | 0   | 0                | 0   | 0                | 16            | 0.75365  | 11.8                     | 0.004194 | 37   |
| Noyapara                      | 22.359706   | 91.785569   | 5  | 2.8              | 1  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282619 | 3.8                      | 0.001332 | 118  |
| Old Biman Office              | 22.345028   | 91.827058   | 2  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1                        | 0.000115 | 294  |
| Old Chandgaon                 | 22.378464°  | 91.853683°  | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 4.59E-05 | 373  |
| Omar Chand Road               | 22.332708°  | 91.823526°  | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Oxygen                        | 22.393453   | 91.821417   | 5  | 28.8             | 0  | 0                | 3  | 2.4              | 1  | 1                | 0   | 0                | 2   | 1                | 56            | 2.637777 | 33.2                     | 0.009052 | 12   |
| Pahartali                     | 22.365869   | 91.779906   | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 0.8                      | 9.19E-05 | 315  |
| Panchlaish                    | 22.362208   | 91.834439   | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.2                      | 0.000138 | 286  |
| Parade Ground                 | 22.355580°  | 91.839469°  | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 1                | 1             | 0.047103 | 1                        | 0.003145 | 57   |
| Patanga Bus stand Area        | 22.240128   | 91.817789   | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| Patanpara                     | 22.39543°   | 91.88237°   | 1  | 1                | 0  | 0                | 2  | 1                | 0  | 0                | 0   | 0                | 1   | 1                | 4             | 0.188413 | 3                        | 0.003846 | 43   |
| Patenga                       | 22.2602     | 91.7914     | 0  | 0                | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094    | 1.6                      | 0.000    | 14   |

| crimeprone location                   | co ordinate  |              | HH  |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |           |                          |           |       |
|---------------------------------------|--------------|--------------|-----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|-----------|--------------------------|-----------|-------|
|                                       | Latitude     | Longitude    | f   | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %         | $\Sigma(\Sigma w_{ifi})$ | WAI       | Ra nk |
|                                       | 61           | 25           |     |                  |    |                  |    |                  |    |                  |     |                  |     |                  |               | 206       |                          | 939       | 3     |
| Pathantuli                            | 22.3333 17   | 91.8171 72   | 1 9 | 13.4             | 3  | 2                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2 3           | 1.083 373 | 16.2                     | 0.004 029 | 41    |
| Pathar Ghata                          | 22.3308 17   | 91.8453 17   | 4   | 2.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 2.2                      | 0.000 253 | 24 7  |
| Patia Crossing                        | 22.2917 60°  | 91.8698 85°  | 4   | 3.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 3.6                      | 0.000 414 | 21 1  |
| Port Colony                           | 22.3148 61   | 91.7941 89   | 9   | 5.2              | 2  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1 1           | 0.518 135 | 6                        | 0.001 405 | 11 4  |
| Port Connecting Road                  | 22.3359 25   | 91.7888 25   | 5   | 2.8              | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 3.8                      | 0.000 908 | 14 7  |
| Postarpar                             | 22.3372 67   | 91.8163 78   | 3   | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2                        | 0.000 23  | 25 2  |
| Prabartok mor                         | 22.3610 08   | 91.8285 89   | 2   | 1.4              | 0  | 0                | 0  | 0                | 4  | 3.6              | 0   | 0                | 0   | 0                | 6             | 0.282 619 | 5                        | 0.004 447 | 32    |
| Purba Nimtola                         | 22.3130 53   | 91.7964 22   | 4   | 3.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 3.6                      | 0.000 414 | 21 1  |
| Rahattarpul                           | 22.3601 19   | 91.8522 17   | 1 5 | 10.6             | 2  | 2                | 2  | 1.2              | 3  | 1.2              | 0   | 0                | 1   | 0.8              | 2 3           | 1.083 373 | 15.8                     | 0.007 886 | 17    |
| Rahman Nagar Road                     | 22.3719 78   | 91.8201 42   | 2   | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 2                        | 0.000 23  | 25 2  |
| Rail Crossing/ Rail Gate (Still Mill) | 22.3247 14°  | 91.7804 64°  | 6   | 2.4              | 0  | 0                | 2  | 2                | 0  | 0                | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 4.4                      | 0.001 449 | 11 1  |
| Rail Gate                             | 22.3360 91°  | 91.8214 01°  | 1 2 | 9                | 1  | 1                | 4  | 2.2              | 0  | 0                | 0   | 0                | 1   | 0.4              | 1 8           | 0.847 857 | 12.6                     | 0.004 593 | 30    |
| Rail Station                          | 22.3338 5°   | 91.8300 9°   | 4   | 2.6              | 0  | 0                | 0  | 0                | 4  | 1.4              | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 4                        | 0.001 965 | 90    |
| Railway Academy                       | 22.3217 17   | 91.7866 78   | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5  |
| Railway Colony                        | 22.3550 11   | 91.8038 94   | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5  |
| Railway School                        | 22.3553 94°  | 91.7982 32°  | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5  |
| Rajakhali                             | 22.3471 3    | 91.8532 3    | 9   | 7.8              | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 1   | 0.2              | 1 1           | 0.518 135 | 9                        | 0.002 112 | 84    |
| Rajar Fakir Road                      | 22.3816 4444 | 91.8111 1111 | 2   | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1.2                      | 0.000 138 | 27 8  |
| Rampura                               | 20.3794 4°   | 91.7940 7°   | 1   | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 1                        | 0.000 115 | 29 4  |
| Ranggan Cinema Hall Area Road         | 22.3350 6°   | 91.8376 5°   | 1   | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E -05 | 35 7  |
| Rasulbhag                             | 22.3545 83   | 91.8474 97   | 1   | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.4                      | 4.59E -05 | 37 3  |
| Riazuddin Bazar                       | 22.3364 75°  | 91.8321 44°  | 0   | 0                | 0  | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 0.000 952 | 14 0  |
| Rubigate                              | 22.3749 8°   | 91.8129 8°   | 2   | 1                | 2  | 1.6              | 0  | 0                | 0  | 0                | 2   | 1.2              | 0   | 0                | 6             | 0.282 619 | 3.8                      | 0.008 398 | 15    |
| Rupali Abashik                        | 22.3486 9°   | 91.7772 6°   | 1   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.8                      | 9.19E -05 | 31 5  |
| S Club Moor                           | 22.3375      | 91.7745      | 1 3 | 7                | 3  | 2.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1 6           | 0.753 65  | 9.4                      | 0.003 228 | 54    |
| Sabanghata                            | 22.3674 3056 | 91.8600 0000 | 2   | 1.8              | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 2.4                      | 0.000 813 | 15 6  |
| Sadarghat Road                        | 22.3318 47   | 91.8319 64   | 3   | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 1.2                      | 0.000 138 | 27 8  |
| Sagorika Bisic                        | 22.3583 8°   | 91.7745 7°   | 2   | 1.4              | 0  | 0                | 5  | 3                | 1  | 0.2              | 0   | 0                | 0   | 0                | 8             | 0.376 825 | 4.6                      | 0.002 159 | 82    |
| Sagorika Housing                      | 22.3541 86   | 91.7845 42   | 1   | 0.8              | 0  | 0                | 1  | 0.2              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1                        | 0.000 209 | 25 5  |
| Sagorika Road                         | 22.3559 78   | 91.7767 86   | 1 1 | 4.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1 1           | 0.518 135 | 4.8                      | 0.000 551 | 19 1  |
| Saltgola Moor                         | 22.302       | 91.791       | 4   | 2.6              | 1  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235 516 | 3.6                      | 0.001 309 | 11 9  |
| Sangeet Cinema                        | 22.3636 83°  | 91.8312 94°  | 1   | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.2                      | 2.3E-05   | 38 8  |
| Sanuara abashik                       | 22.3809 57°  | 91.8597 37°  | 2   | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 0.8                      | 9.19E -05 | 31 5  |
| Sarson Road                           | 22.3495 11°  | 91.8295 83°  | 1   | 0.4              | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 2             | 0.094 206 | 1                        | 0.000 76  | 16 4  |
| Saultgula                             | 22.302       | 91.791       | 1 4 | 7.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1 4           | 0.659 444 | 7.2                      | 0.000 827 | 15 3  |
| Sayed Shah Road                       | 22.3541 5    | 91.8483 42   | 1   | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047 103 | 0.6                      | 6.89E -05 | 35 7  |
| Sea Beach                             | 22.2345 67   | 91.7924 53   | 0   | 0                | 0  | 0                | 0  | 0                | 3  | 1.4              | 0   | 0                | 3   | 2                | 6             | 0.282 619 | 3.4                      | 0.007 956 | 16    |
| Sea Beach Patanga                     | 22.2345 67   | 91.7924 53   | 2 3 | 15               | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2 3           | 1.083 373 | 15                       | 0.001 723 | 10 1  |
| Sea world road                        | 22.3765 44   | 91.7861 11   | 7   | 6                | 3  | 1.6              | 1  | 0.4              | 0  | 0                | 0   | 0                | 0   | 0                | 1 1           | 0.518 135 | 8                        | 0.002 54  | 73    |
| Seabeach Bus Stand Moor               | 22.2604 03   | 91.7911 78   | 3   | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141 309 | 1.4                      | 0.000 161 | 27 1  |
| Shahid Nagar                          | 22.3935 56   | 91.8278 81   | 4   | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188 413 | 1.2                      | 0.000 138 | 27 8  |
| Shamsher                              | 22.3836      | 22.3836      | 0   | 0                | 0  | 0                | 2  | 2                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094     | 2                        | 0.001     | 12    |

| crimeprone location    | co ordinate |             | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |          |                          |          |      |
|------------------------|-------------|-------------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|----------|--------------------------|----------|------|
|                        | Latitude    | Longitude   | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %        | $\Sigma(\Sigma w_{ifi})$ | WAI      | Rank |
| Para                   | 4167        | 4167        |    |                  |    |                  |    |                  |    |                  |     |                  |     |                  |               | 206      |                          | 174      | 7    |
| Shanti Nagar Colony    | 22.39127778 | 91.81027778 | 0  | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.6                      | 0.000352 | 223  |
| Shegun Bagan           | 22.355997   | 91.804064   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |
| Shekh Mujib Road       | 22.32382500 | 91.81222222 | 0  | 0                | 0  | 0                | 0  | 0                | 2  | 1.8              | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.8                      | 0.002143 | 83   |
| Shikalbaha             | 22.313956   | 91.863369   | 1  | 8                | 0  | 0                | 1  | 0.8              | 2  | 1                | 0   | 0                | 0   | 0                | 15            | 0.706547 | 9.8                      | 0.002579 | 72   |
| Sholakbahar            | 22.366797   | 91.838322   | 3  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 1.6                      | 0.000184 | 270  |
| Sholashahar 2 no. gate | 22.366519   | 91.822878   | 0  | 0                | 5  | 2.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 2.8                      | 0.002828 | 65   |
| Sholashahar 2 no. gate | 22.366519   | 91.822878   | 0  | 0                | 1  | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 0.000202 | 264  |
| Sholashahar, 2 No Gate | 22.366519   | 91.822878   | 1  | 6.6              | 0  | 0                | 13 | 7.4              | 1  | 0.2              | 2   | 1                | 0   | 0                | 28            | 1.318888 | 15.2                     | 0.010894 | 11   |
| Siraj-ud-dawla Road    | 22.35028333 | 91.83861111 | 0  | 0                | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000587 | 182  |
| Sohid Salam H/A        | 22.35856389 | 91.77222222 | 0  | 0                | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 0.000469 | 197  |
| Sojon Super Market     | 22.378483°  | 22.378483°  | 0  | 0                | 0  | 0                | 2  | 2                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 2                        | 0.001174 | 127  |
| Soraipara              | 22.352247   | 91.789181   | 7  | 3.8              | 0  | 0                | 2  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.423928 | 4.6                      | 0.000906 | 148  |
| South Agrabad          | 22.320108   | 91.805264   | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| South Chandgaon        | 22.378483°  | 22.378483°  | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000115 | 294  |
| Still Mill Area        | 22.27105    | 91.790772   | 1  | 0.4              | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1                        | 0.00076  | 164  |
| Strand Road            | 22.323717   | 91.822836   | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.2                      | 0.000138 | 286  |
| Studeam                | 22.34626667 | 91.82444444 | 0  | 0                | 0  | 0                | 2  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1                        | 0.000587 | 182  |
| Sugandha R/A           | 22.364572   | 91.831817   | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.2              | 0   | 0                | 1             | 0.047103 | 0.2                      | 0.001111 | 130  |
| Sultan Colony          | 22.20036    | 91.48492    | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.094206 | 1.2                      | 0.000138 | 286  |
| Taktar Pool            | 22.294803   | 91.790483   | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 4.59E-05 | 373  |
| Taktar pul             | 22.294803   | 91.790483   | 2  | 2                | 1  | 1                | 1  | 0.8              | 3  | 0.6              | 0   | 0                | 0   | 0                | 7             | 0.329722 | 4.4                      | 0.002424 | 76   |
| Talukdar Bari Road     | 22.437328   | 91.876583   | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 4.59E-05 | 373  |
| Tankir Pahar           | 22.348664   | 91.815947   | 3  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.4                      | 0.000276 | 242  |
| Teliputti              | 22.35845000 | 91.83944444 | 3  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.141309 | 2.4                      | 0.000276 | 242  |
| Teribazar              | 22.340031   | 91.838944   | 7  | 4.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.329722 | 4.2                      | 0.000482 | 196  |
| Textile Moor           | 22.378858   | 91.813244   | 15 | 10.2             | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.6              | 16            | 0.75365  | 10.8                     | 0.003058 | 60   |
| Tiger pass Bridge      | 22.33599722 | 91.82138889 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.6                      | 6.89E-05 | 357  |
| Tigerpass Moor         | 22.337097   | 91.820522   | 12 | 6.6              | 2  | 1.2              | 0  | 0                | 0  | 0                | 0   | 0                | 2   | 1.6              | 16            | 0.75365  | 9.4                      | 0.007002 | 21   |
| Toll Road              | 22.33831111 | 91.83027778 | 0  | 0                | 0  | 0                | 1  | 0.4              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.4                      | 0.000235 | 249  |
| Tool Road              | 22.33831111 | 91.83027778 | 0  | 0                | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000587 | 182  |
| Tulatoli Bakulia       | 22.3385     | 91.853      | 7  | 6.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.329722 | 6.2                      | 0.000712 | 172  |
| Tulatoli Road          | 22.368572   | 91.817806   | 1  | 0.2              | 1  | 1                | 2  | 1.4              | 3  | 3                | 0   | 0                | 1   | 0.6              | 8             | 0.376825 | 6.2                      | 0.007313 | 20   |
| USTC Moor              | 22.361981   | 91.798211   | 4  | 2                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 2.6                      | 0.000582 | 187  |
| WASA Goli              | 22.351878   | 91.822597   | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.2                      | 2.3E-05  | 388  |
| Wasa Moor              | 22.351278   | 91.822078   | 1  | 0.6              | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 2             | 0.094206 | 0.8                      | 0.000307 | 235  |
| Wireless Moor          | 22.361617   | 91.8044     | 2  | 2                | 0  | 0                | 3  | 2                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.235516 | 4                        | 0.001403 | 115  |
| Women College Moor     | 22.362706   | 91.820068   | 0  | 0                | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 1                        | 0.000587 | 182  |
| Zakir Hossain Road     | 22.361931   | 91.801572   | 2  | 1.2              | 2  | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.188413 | 3                        | 0.001956 | 91   |
| Zamal Khan road        | 22.345639   | 91.834094   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.047103 | 0.8                      | 9.19E-05 | 315  |

**Table B.5: Perception of crime-prone socio-economic groups of people (Respondents)**

| Perception of crime-prone socio-economic groups of people | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban Planners) |       | SGD |        | Total (N=675) | %     |
|-----------------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|--------|---------------|-------|
|                                                           | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %      |               |       |
| Rich people                                               | 236 | 55.66 | 40 | 66.67 | 54                  | 42.86 | 2                 | 5.00  | 5                         | 50.00 | 7   | 46.67  | 344           | 50.96 |
| Higher middle class people                                | 231 | 54.48 | 31 | 51.67 | 52                  | 41.27 | 21                | 52.50 | 5                         | 50.00 | 9   | 60.00  | 349           | 51.70 |
| Lower middle class people                                 | 242 | 57.08 | 29 | 48.33 | 75                  | 59.52 | 23                | 57.50 | 5                         | 50.00 | 9   | 60.00  | 383           | 56.74 |
| Poor people                                               | 306 | 72.17 | 40 | 66.67 | 86                  | 68.25 | 27                | 67.50 | 6                         | 60.00 | 11  | 73.33  | 476           | 70.52 |
| Very poor people                                          | 393 | 92.69 | 53 | 88.33 | 99                  | 78.57 | 29                | 72.50 | 7                         | 70.00 | 15  | 100.00 | 596           | 88.30 |

**Table B.6: Reasons of committing crime of the perceived socio-economic groups of people (Respondents)**

| Reason for committing crime                                                                                                                                                    | HHH |       | KI |       | SGD |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban Planners) |       | Total (N=675) | %     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|-----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|---------------|-------|
|                                                                                                                                                                                | f   | %     | f  | %     | f   | %     | f                   | %     | f                 | %     | f                         | %     |               |       |
| Poverty and living in slum                                                                                                                                                     | 283 | 66.75 | 40 | 66.67 | 8   | 53.33 | 61                  | 48.41 | 27                | 67.50 | 5                         | 50.00 | 424           | 62.81 |
| Drug addiction                                                                                                                                                                 | 129 | 30.42 | 15 | 25.00 | 3   | 20.00 | 39                  | 30.95 | 14                | 35.00 | 6                         | 60.00 | 206           | 30.52 |
| Greediness/ financial gain                                                                                                                                                     | 108 | 25.47 | 13 | 21.67 | 2   | 13.33 | 44                  | 34.92 | 14                | 35.00 | 5                         | 50.00 | 186           | 27.56 |
| Lack of parental care/moral knowledge/ abuse of ict/ bad friend/fun& curiosity/ illiteracy and lack of awareness/ degradation of socio-cultural environment/ ethical decadence | 200 | 47.17 | 35 | 58.33 | 7   | 46.67 | 79                  | 62.70 | 34                | 85.00 | 8                         | 80.00 | 363           | 53.78 |
| Depression/unemployment/ over population                                                                                                                                       | 185 | 43.63 | 21 | 35.00 | 8   | 53.33 | 42                  | 33.33 | 11                | 27.50 | 2                         | 20.00 | 269           | 39.85 |
| Misuse of political power and political patronization                                                                                                                          | 52  | 12.26 | 12 | 20.00 | 4   | 26.67 | 19                  | 15.08 | 3                 | 7.50  | 4                         | 40.00 | 94            | 13.93 |
| Corruption/inactiveness of police/lack of security                                                                                                                             | 71  | 16.75 | 4  | 6.67  | 6   | 40.00 | 4                   | 3.17  | 0                 | 0.00  | 0                         | 0.00  | 85            | 12.59 |

**Table B.7: Rank of causal factor rank of social class**

| Causal factor Rank of social class                            | HH |       | KI |       | IH |       | IP |       | CDA |       | FGD |       | Total |       |
|---------------------------------------------------------------|----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|-------|-------|
|                                                               | f  | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f     | %     |
| Abuse of information technology                               | 63 | 3.016 | 1  | 4.530 | 5  | 10.55 | 8  | 4.103 | 1   | 22.91 | 1   | 17.56 | 16    | 5.135 |
| Drugs addition                                                | 34 | 16.61 | 4  | 14.63 | 9  | 16.63 | 3  | 17.43 | 2   | 4.167 | 2   | 2.703 | 52    | 15.99 |
| Inadequate state supports for the vulnerable groups of people | 24 | 1.149 | 9  | 3.136 | 2  | 5.009 | 6  | 3.077 | 4   | 8.333 | 1   | 18.91 | 85    | 2.614 |
| Lack of awareness and mass illiteracy                         | 11 | 5.601 | 1  | 5.226 | 4  | 8.587 | 1  | 9.744 | 0   | 0.000 | 0   | 0.000 | 19    | 6.119 |
| Lack of legal actions against the offenders                   | 15 | 7.563 | 1  | 5.923 | 5  | 9.302 | 1  | 7.692 | 6   | 12.50 | 4   | 5.405 | 25    | 7.749 |
| Lack of parental care                                         | 25 | 12.11 | 3  | 12.54 | 5  | 8.945 | 1  | 8.205 | 4   | 8.333 | 6   | 8.108 | 36    | 11.22 |
| Living in poverty                                             | 36 | 17.61 | 4  | 16.72 | 4  | 8.766 | 3  | 15.89 | 2   | 4.167 | 7   | 9.459 | 50    | 15.52 |
| Local environmental influence (Living in slum)                | 20 | 9.670 | 3  | 10.45 | 5  | 9.839 | 2  | 11.79 | 2   | 4.167 | 7   | 9.459 | 31    | 9.809 |
| Political patronization and local influence                   | 20 | 9.861 | 2  | 9.756 | 5  | 10.01 | 1  | 7.692 | 1   | 22.91 | 9   | 12.16 | 32    | 9.994 |
| Unemployment and frustration                                  | 35 | 16.80 | 4  | 17.07 | 6  | 12.34 | 2  | 14.35 | 6   | 12.50 | 1   | 16.21 | 51    | 15.83 |

**C. Street crime prone location in Chittagong city****Table C.1.1.i: Crime prone location in RN in CC**

| Most crime-prone locations in RN | Coordinate  |             | HH |                | KI |                | IH |                | IP |                | N |        | Total (N=675)         |        |      |
|----------------------------------|-------------|-------------|----|----------------|----|----------------|----|----------------|----|----------------|---|--------|-----------------------|--------|------|
|                                  | Latitude    | Longitude   | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | N | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
| 11 No Road                       | 22.37125833 | 91.82250000 | 0  | 0              | 0  | 0              | 2  | 1.6            | 0  | 0              | 2 | 0.0894 | 1.6000                | 0.0007 | 290  |
| 3 No Road                        | 22.35616111 | 91.78277778 | 0  | 0              | 0  | 0              | 2  | 2.2            | 0  | 0              | 2 | 0.0894 | 2.2000                | 0.0010 | 228  |
| 5 no Bridge                      | 22.353°     | 91.85622°   | 0  | 0              | 0  | 0              | 0  | 0              | 2  | 1.4            | 2 | 0.0894 | 1.4000                | 0.0006 | 323  |
| A K Khan Road                    | 22.362806   | 91.782039   | 3  | 2.2            | 1  | 1              | 3  | 3.2            | 0  | 0              | 7 | 0.3131 | 6.4000                | 0.0029 | 52   |
| Abbaspara                        | 22.331992   | 91.775256   | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1 | 0.0447 | 1.0000                | 0.0005 | 398  |
| Abdul Mia Road                   | 22.397722°  | 91.822565°  | 5  | 4.6            | 0  | 0              | 0  | 0              | 0  | 0              | 5 | 0.2236 | 4.6000                | 0.0021 | 98   |
| Abdurpara                        | 22.34812222 | 91.78111111 | 0  | 0              | 0  | 0              | 2  | 2              | 0  | 0              | 2 | 0.0894 | 2.0000                | 0.0009 | 241  |
| Abidar Para                      | 22.32004167 | 91.80361111 | 0  | 0              | 0  | 0              | 1  | 1              | 0  | 0              | 1 | 0.0447 | 1.0000                | 0.0005 | 398  |
| Abu Jafor Road                   | 22.3386     | 91.843      | 3  | 2              | 0  | 0              | 1  | 1.4            | 0  | 0              | 4 | 0.1789 | 3.4000                | 0.0015 | 142  |
| Abul Kamal Road                  | 22.31337°   | 91.90085°   | 0  | 0              | 1  | 0.6            | 0  | 0              | 0  | 0              | 1 | 0.0447 | 0.6000                | 0.0003 | 488  |
| Abulbiri Moor                    | 22.34829°   | 91.79664°   | 0  | 0              | 1  | 0.8            | 0  | 0              | 0  | 0              | 1 | 0.0447 | 0.8000                | 0.0004 | 446  |
| Agrabad Moor                     | 22.327461   | 91.812278   | 2  | 1.6            | 0  | 0              | 2  | 1.6            | 3  | 2.4            | 7 | 0.3131 | 5.6000                | 0.0025 | 72   |
| Ahmadullah Road                  | 22.37518056 | 91.76083333 | 0  | 0              | 0  | 0              | 2  | 2.4            | 0  | 0              | 2 | 0.0894 | 2.4000                | 0.0011 | 208  |
| Akbarshah Bazar                  | 22.362603   | 91.792844   | 0  | 0              | 1  | 1              | 6  | 5              | 0  | 0              | 7 | 0.313  | 6.0000                | 0.002  | 60   |

| Most crime-prone locations in RN | Coordinate  |             | HH  |                     | KI  |                     | IH  |                     | IP  |                     | Total (N=675) |        |                           |        |          |
|----------------------------------|-------------|-------------|-----|---------------------|-----|---------------------|-----|---------------------|-----|---------------------|---------------|--------|---------------------------|--------|----------|
|                                  | Latitude    | Longitude   | $f$ | $\sum W_i$<br>$F_i$ | $f$ | $\sum W_i$<br>$F_i$ | $f$ | $\sum W_i$<br>$F_i$ | $f$ | $\sum W_i$<br>$F_i$ | $N$           | %      | $\sum(\sum W_i)$<br>$F_i$ | WAI    | Ran<br>k |
|                                  | °           | °           |     |                     |     |                     |     |                     |     |                     |               | 1      | 7                         |        |          |
| Akbarshah road                   | 22.362603   | 91.792844   | 5   | 4.4                 | 1   | 0.6                 | 2   | 2                   | 2   | 0.4                 | 10            | 0.4472 | 7.4000                    | 0.0033 | 37       |
| Akhtaruzzaman                    | 22.327428   | 91.812292   | 3   | 2.8                 | 1   | 0.4                 | 0   | 0                   | 0   | 0                   | 4             | 0.1789 | 3.2000                    | 0.0014 | 160      |
| Akmal Ali Road                   | 22.279731   | 91.782332   | 4   | 1.4                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 4             | 0.1789 | 1.4000                    | 0.0006 | 323      |
| Al Hera road                     | 22.336186   | 91.835401   | 0   | 0                   | 1   | 0.6                 | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.6000                    | 0.0003 | 488      |
| AlekaChuani                      | 22.345109   | 91.854037   | 2   | 1                   | 0   | 0                   | 0   | 0                   | 0   | 0                   | 2             | 0.0894 | 1.0000                    | 0.0005 | 398      |
| Al-Falah Lane                    | 22.366078   | 91.821081   | 1   | 1                   | 1   | 0.6                 | 0   | 0                   | 1   | 0.8                 | 3             | 0.1342 | 2.4000                    | 0.0011 | 204      |
| Al-Hera Road                     | 22.336186   | 91.835401   | 1   | 0.6                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.6000                    | 0.0003 | 488      |
| Ali Munshi Road                  | 22.287714   | 91.786883   | 6   | 4.2                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 6             | 0.2683 | 4.2000                    | 0.0019 | 108      |
| Alinagar                         | 22.378603   | 91.828472   | 1   | 0.6                 | 0   | 0                   | 1   | 1                   | 0   | 0                   | 2             | 0.0894 | 1.6000                    | 0.0007 | 290      |
| Almas                            | 22.349758   | 91.825017   | 1   | 0.8                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.8000                    | 0.0004 | 446      |
| Alonkar Moor                     | 22.358683   | 91.782172   | 1   | 1                   | 0   | 0                   | 2   | 1.4                 | 0   | 0                   | 3             | 0.1342 | 2.4000                    | 0.0011 | 208      |
| Amanatullah                      | 22.360644   | 91.787156   | 5   | 2.6                 | 1   | 0.8                 | 3   | 2.2                 | 0   | 0                   | 9             | 0.4025 | 5.6000                    | 0.0025 | 71       |
| Ambagan                          | 22.350256   | 91.805681   | 1   | 0.8                 | 1   | 0.6                 | 4   | 2                   | 0   | 0                   | 6             | 0.2683 | 3.4000                    | 0.0015 | 142      |
| Amin Colony                      | 22.376853   | 91.824617   | 13  | 10.2                | 1   | 0.6                 | 2   | 2                   | 0   | 0                   | 16            | 0.7156 | 12.8000                   | 0.0058 | 12       |
| Amin Jute Mill                   | 22.384067   | 91.826722   | 1   | 0.6                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.6000                    | 0.0003 | 488      |
| Amtal                            | 22.336475   | 91.832144   | 4   | 2.8                 | 0   | 0                   | 1   | 1.4                 | 0   | 0                   | 5             | 0.2236 | 4.2000                    | 0.0019 | 114      |
| Anandabazar                      | 22.314503   | 91.775081   | 1   | 0.2                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.2000                    | 0.0001 | 551      |
| Ananna R/A                       | 22.401244   | 91.848808   | 3   | 2.2                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 3             | 0.1342 | 2.2000                    | 0.0010 | 228      |
| Andarkilla                       | 22.340236   | 91.837669   | 1   | 0.6                 | 0   | 0                   | 1   | 0.6                 | 1   | 0.8                 | 3             | 0.1342 | 2.0000                    | 0.0009 | 241      |
| Anirban Club                     | 22.3954     | 91.820539   | 3   | 2                   | 1   | 1                   | 0   | 0                   | 0   | 0                   | 4             | 0.1789 | 3.0000                    | 0.0014 | 163      |
| Arefinnagar                      | 22.38658056 | 91.80277778 | 0   | 0                   | 1   | 1                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 1.0000                    | 0.0005 | 398      |
| Artillary                        | 22.33415    | 91.781633   | 1   | 1                   | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 1.0000                    | 0.0005 | 398      |
| Asadgonj Road                    | 22.333454   | 91.846569   | 1   | 0.6                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.6000                    | 0.0003 | 488      |
| Asatganj                         | 22.33298056 | 91.84833333 | 0   | 0                   | 0   | 0                   | 1   | 1.4                 | 0   | 0                   | 1             | 0.0447 | 1.4000                    | 0.0006 | 323      |
| AshkarDighir Par                 | 22.346894   | 91.82905    | 2   | 1.8                 | 0   | 0                   | 1   | 1                   | 0   | 0                   | 3             | 0.1342 | 2.8000                    | 0.0013 | 180      |
| Asian H/S                        | 22.368927   | 91.839757   | 1   | 0.6                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.6000                    | 0.0003 | 488      |
| AturarDipo                       | 22.381594   | 91.829569   | 5   | 2.8                 | 3   | 1.6                 | 0   | 0                   | 1   | 0.2                 | 9             | 0.4025 | 4.6000                    | 0.0021 | 98       |
| Azad Colony                      | 22.35653333 | 91.78305556 | 0   | 0                   | 0   | 0                   | 3   | 2.8                 | 0   | 0                   | 3             | 0.1342 | 2.8000                    | 0.0013 | 180      |
| Badamtali                        | 22.324481   | 91.812264   | 2   | 1                   | 3   | 2.8                 | 2   | 2.4                 | 1   | 0.6                 | 8             | 0.3578 | 6.8000                    | 0.0031 | 49       |
| BADC Road                        | 22.364628   | 91.803153   | 2   | 13                  | 0   | 0                   | 0   | 0                   | 0   | 0                   | 2             | 0.9839 | 13.0000                   | 0.0059 | 11       |
| Badurtola                        | 22.36401111 | 91.84194444 | 0   | 0                   | 2   | 0.8                 | 0   | 0                   | 2   | 0.8                 | 4             | 0.1789 | 1.6000                    | 0.0007 | 290      |
| Bagla Bazar                      | 22.381956   | 91.809469   | 1   | 0.8                 | 0   | 0                   | 0   | 0                   | 1   | 0.6                 | 2             | 0.0894 | 1.4000                    | 0.0006 | 323      |
| Bahaddarhat                      | 22.368542   | 91.844133   | 1   | 0.6                 | 0   | 0                   | 5   | 5                   | 1   | 0.4                 | 7             | 0.3131 | 6.0000                    | 0.0027 | 60       |
| Bakalia                          | 22.353197   | 91.854794   | 0   | 0                   | 0   | 0                   | 1   | 0.6                 | 0   | 0                   | 1             | 0.0447 | 0.6000                    | 0.0003 | 488      |
| Bakolia                          | 22.353197   | 91.854794   | 2   | 15.8                | 0   | 0                   | 0   | 0                   | 0   | 0                   | 2             | 0.9839 | 15.8000                   | 0.0071 | 5        |
| Balirbari                        | 22.358092   | 91.860325   | 0   | 0                   | 1   | 0.8                 | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.8000                    | 0.0004 | 446      |
| Balirhat police bit              | 22.358092   | 91.860325   | 5   | 3.6                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 5             | 0.2236 | 3.6000                    | 0.0016 | 135      |
| Baluchora                        | 22.413744   | 91.821489   | 1   | 0.4                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.4000                    | 0.0002 | 522      |
| Bandar Hospital                  | 22.313058   | 91.796333   | 0   | 0                   | 1   | 1                   | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 1.0000                    | 0.0005 | 398      |
| Bandar Hospital Area             | 22.313058   | 91.796333   | 3   | 3                   | 0   | 0                   | 0   | 0                   | 0   | 0                   | 3             | 0.1342 | 3.0000                    | 0.0014 | 163      |
| Bandar R/A                       | 22.293244   | 91.783308   | 2   | 1.2                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 2             | 0.0894 | 1.2000                    | 0.0005 | 371      |
| Bandar Road                      | 22.31219°   | 91.79312°   | 0   | 0                   | 1   | 0.8                 | 0   | 0                   | 0   | 0                   | 1             | 0.0447 | 0.8000                    | 0.0004 | 446      |
| Bandartila                       | 22.286706   | 91.784142   | 1   | 0.4                 | 1   | 0.8                 | 0   | 0                   | 0   | 0                   | 2             | 0.0894 | 1.2000                    | 0.0005 | 368      |
| Bangshal Road                    | 22.33035    | 91.839847   | 5   | 2.8                 | 0   | 0                   | 0   | 0                   | 0   | 0                   | 5             | 0.2236 | 2.8000                    | 0.0013 | 180      |



| Most crime-prone locations in RN        | Coordinate  |             | HH  |                | KI  |                | IH  |                | IP  |                | Total (N=675) |        |                       |        |      |
|-----------------------------------------|-------------|-------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|--------|-----------------------|--------|------|
|                                         | Latitude    | Longitude   | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
| Banikpara                               | 22.352081   | 91.777958   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Bank Colony                             | 22.325025   | 91.80235    | 3   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 1.4000                | 0.0006 | 323  |
| Barai para Rd                           | 22.366858   | 91.845277   | 3   | 1.8            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 1.8000                | 0.0008 | 264  |
| Barairhat                               | 22.36608°   | 91.86683°   | 2   | 1.4            | 0   | 0              | 3   | 2.6            | 0   | 0              | 5             | 0.2236 | 4.0000                | 0.0018 | 116  |
| Barek Building                          | 22.319467   | 91.812086   | 1   | 0.8            | 0   | 0              | 2   | 2              | 1   | 0.4            | 4             | 0.1789 | 3.2000                | 0.0014 | 160  |
| Bariband Area / Chittagong coastal Area | 22.284776   | 91.773798   | 14  | 8              | 0   | 0              | 0   | 0              | 0   | 0              | 14            | 0.6261 | 8.0000                | 0.0036 | 30   |
| Bariband Area / Embankment Area         | 22.284776   | 91.773798   | 0   | 0              | 1   | 0.2            | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Barma Colony                            | 22.319467   | 91.812086   | 2   | 1.6            | 2   | 1.2            | 0   | 0              | 0   | 0              | 4             | 0.1789 | 2.8000                | 0.0013 | 180  |
| Baro Pool                               | 22.329294   | 91.791364   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Barrister Sultan Ahmad College Road     | 22.296378   | 91.785322   | 4   | 2.4            | 0   | 0              | 0   | 0              | 0   | 0              | 4             | 0.1789 | 2.4000                | 0.0011 | 208  |
| Bastuhara Road                          | 22.333473   | 91.857059   | 2   | 1.8            | 0   | 0              | 2   | 2              | 0   | 0              | 4             | 0.1789 | 3.8000                | 0.0017 | 125  |
| Basundhara R/A                          | 22.338345   | 91.793547   | 5   | 4.8            | 0   | 0              | 0   | 0              | 1   | 0.4            | 6             | 0.2683 | 5.2000                | 0.0023 | 82   |
| Batali Hill Road                        | 22.337772   | 91.826281   | 1   | 0.6            | 0   | 0              | 0   | 0              | 4   | 1.2            | 5             | 0.2236 | 1.8000                | 0.0008 | 287  |
| Battali                                 | 22.450808   | 91.831897   | 1   | 0.2            | 0   | 0              | 1   | 1.4            | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 322  |
| Battali Rail Station Area               | 22.335633   | 91.826556   | 2   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Battery Golli                           | 22.351017   | 91.828068   | 5   | 2.4            | 0   | 0              | 0   | 0              | 1   | 0.2            | 6             | 0.2683 | 2.6000                | 0.0012 | 193  |
| Battol                                  | 22.402394   | 91.819007   | 1   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Baubazar                                | 22.346233   | 91.794022   | 1   | 0.2            | 0   | 0              | 2   | 2.4            | 0   | 0              | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| Bayezid Bicic Road                      | 22.38803333 | 91.80861111 | 0   | 0              | 0   | 0              | 1   | 1.2            | 0   | 0              | 1             | 0.0447 | 1.2000                | 0.0005 | 371  |
| BayezidBostami Road                     | 22.389536   | 91.810589   | 4   | 1.8            | 1   | 1              | 1   | 1.4            | 0   | 0              | 6             | 0.2683 | 4.2000                | 0.0019 | 114  |
| Bayezid Moor                            | 22.390183   | 91.810581   | 2   | 1.6            | 0   | 0              | 3   | 2.8            | 0   | 0              | 5             | 0.2236 | 4.4000                | 0.0020 | 104  |
| Beharipara                              | 22.335744   | 91.774049   | 5   | 4.2            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 4.2000                | 0.0019 | 108  |
| Bellapara                               | 22.302106   | 91.868222   | 10  | 6.4            | 1   | 1              | 0   | 0              | 0   | 0              | 11            | 0.4919 | 7.4000                | 0.0033 | 37   |
| Beparipara                              | 22.328333   | 91.804075   | 4   | 3.8            | 0   | 0              | 0   | 0              | 0   | 0              | 4             | 0.1789 | 3.8000                | 0.0017 | 125  |
| BGMEA Road                              | 22.346917   | 91.822119   | 3   | 1.4            | 1   | 1              | 1   | 1.4            | 0   | 0              | 5             | 0.2236 | 3.8000                | 0.0017 | 125  |
| Bibirhat                                | 22.373964   | 91.833122   | 5   | 4              | 2   | 1              | 0   | 0              | 0   | 0              | 7             | 0.3131 | 5.0000                | 0.0023 | 88   |
| Bijoy Nagar                             | 22.2421500  | 91.81138889 | 0   | 0              | 0   | 0              | 0   | 0              | 1   | 0.4            | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Bishwa Colony                           | 22.374117   | 91.783517   | 2   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.0000                | 0.0005 | 398  |
| Bishwaspara                             | 22.365767   | 91.769731   | 5   | 4.4            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 4.4000                | 0.0020 | 104  |
| Bisshaw Road                            | 22.31366°   | 91.80127°   | 0   | 0              | 2   | 0.6            | 0   | 0              | 0   | 0              | 2             | 0.0894 | 0.6000                | 0.0003 | 487  |
| BITAC Bazar                             | 22.355511   | 91.774053   | 5   | 3.2            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 3.2000                | 0.0014 | 155  |
| Boardbazar                              | 22.400219   | 91.861792   | 2   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.0000                | 0.0005 | 398  |
| BogarBil                                | 22.347206   | 91.842561   | 0   | 0              | 3   | 2.6            | 0   | 0              | 0   | 0              | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| Bogarbil Road                           | 22.347206   | 91.842561   | 1   | 0.2            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Bojroghona                              | 22.357514   | 91.868008   | 1   | 0.2            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| BoluarDighir par                        | 22.340845   | 91.843063   | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| BormiaMosjid                            | 22.358216   | 91.84521    | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| BoroKabarsthan                          | 22.359589   | 91.858739   | 1   | 0.6            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Boro Mia Masjid                         | 22.358199   | 91.844667   | 13  | 6.2            | 0   | 0              | 0   | 0              | 0   | 0              | 13            | 0.5814 | 6.2000                | 0.0028 | 56   |
| Boro Pool                               | 22.327908   | 91.789344   | 0   | 0              | 0   | 0              | 6   | 5.2            | 0   | 0              | 6             | 0.2683 | 5.2000                | 0.0023 | 82   |
| Boro Pukur Par                          | 22.34265556 | 91.79833333 | 0   | 0              | 0   | 0              | 2   | 2              | 0   | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Borofkol                                | 22.342675   | 91.801152   | 3   | 2.2            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 2.2000                | 0.0010 | 228  |
| Boropul                                 | 22.327908   | 91.789344   | 1   | 1              | 3   | 2.4            | 0   | 0              | 0   | 0              | 4             | 0.1789 | 3.4000                | 0.0015 | 142  |
| Bou Bazar                               | 22.346233   | 91.794022   | 0   | 0              | 0   | 0              | 1   | 0.6            | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Boubazar                                | 22.346233   | 91.794022   | 0   | 0              | 0   | 0              | 4   | 2.8            | 0   | 0              | 4             | 0.178  | 2.8000                | 0.001  | 180  |

| Most crime-prone locations in RN            | Coordinate  |             | HH |                | KI |                | IH |                | IP |                | Total (N=675) |        |                       |        |      |
|---------------------------------------------|-------------|-------------|----|----------------|----|----------------|----|----------------|----|----------------|---------------|--------|-----------------------|--------|------|
|                                             | Latitude    | Longitude   | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | N             | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
|                                             | °           | °           |    |                |    |                |    |                |    |                |               | 9      |                       | 3      |      |
| Bow Bazar Road                              | 22.346233   | 91.794022   | 0  | 0              | 0  | 0              | 0  | 0              | 3  | 1.8            | 3             | 0.1342 | 1.8000                | 0.0008 | 264  |
| Boxirhat                                    | 22.33657222 | 91.86000000 | 0  | 0              | 0  | 0              | 0  | 0              | 1  | 0.2            | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Brickfield Road                             | 22.334428   | 91.842628   | 5  | 3.8            | 0  | 0              | 0  | 0              | 1  | 0.8            | 6             | 0.2683 | 4.6000                | 0.0021 | 98   |
| Bridge Ghat                                 | 22.317203   | 91.837461   | 0  | 0              | 0  | 0              | 0  | 0              | 1  | 0.4            | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Bridgeghat                                  | 22.317203   | 91.837461   | 1  | 0.2            | 1  | 1              | 0  | 0              | 3  | 2              | 5             | 0.2236 | 3.2000                | 0.0014 | 155  |
| BRTC Bus Depo Area                          | 22.416481   | 91.819197   | 2  | 1.2            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| BRTC Moor                                   | 22.390161   | 91.812536   | 1  | 0.4            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Buddist Temple Road                         | 22.340264   | 91.832694   | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| BuluarDighir East Side                      | 22.340753   | 91.843045   | 4  | 3.2            | 0  | 0              | 0  | 0              | 0  | 0              | 4             | 0.1789 | 3.2000                | 0.0014 | 155  |
| Bundle Road                                 | 22.335081   | 91.8402     | 2  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 264  |
| Bus Terminal                                | 22.37429°   | 91.85104°   | 0  | 0              | 0  | 0              | 2  | 1.8            | 1  | 0.6            | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| C&B Road                                    | 22.348442   | 91.839689   | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| C, EPZ Entrance Gate Areas Streets          | 22.293084   | 91.778026   | 3  | 2              | 0  | 0              | 0  | 0              | 1  | 0.2            | 4             | 0.1789 | 2.2000                | 0.0010 | 228  |
| Cant. College Moor                          | 22.39733056 | 91.81388889 | 0  | 0              | 0  | 0              | 1  | 1.4            | 0  | 0              | 1             | 0.0447 | 1.4000                | 0.0006 | 323  |
| Cantonment Gate                             | 22.395625   | 91.814567   | 6  | 2.4            | 0  | 0              | 0  | 0              | 0  | 0              | 6             | 0.2683 | 2.4000                | 0.0011 | 208  |
| IUP Market                                  | 22.357333   | 91.787567   | 2  | 1              | 0  | 0              | 3  | 2.8            | 1  | 0.4            | 6             | 0.2683 | 4.2000                | 0.0019 | 108  |
| CEPZ                                        | 22.293361   | 91.782144   | 5  | 2.6            | 0  | 0              | 0  | 0              | 0  | 0              | 5             | 0.2236 | 2.6000                | 0.0012 | 193  |
| CGS Colony                                  | 22.325839   | 91.806944   | 8  | 5.4            | 1  | 0.6            | 0  | 0              | 0  | 0              | 9             | 0.4025 | 6.0000                | 0.0027 | 60   |
| ChaktaiKhalpar                              | 22.346103   | 91.841519   | 3  | 1.6            | 0  | 0              | 1  | 1.2            | 3  | 1.2            | 7             | 0.3131 | 4.0000                | 0.0018 | 116  |
| Chaktai Road                                | 22.331094   | 91.848867   | 3  | 2              | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.0000                | 0.0009 | 241  |
| Chandgaon 10 no road                        | 22.381222   | 91.850753   | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Chandgaon 3 no road                         | 22.377410   | 91.845208   | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Chandgaon 5 no road                         | 22.378503   | 91.846093   | 5  | 3.6            | 0  | 0              | 0  | 0              | 0  | 0              | 5             | 0.2236 | 3.6000                | 0.0016 | 135  |
| Chandgaon 9 no road                         | 22.379574   | 91.848790   | 1  | 0.6            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| ChandgaonAbashik                            | 22.378483   | 91.84675    | 1  | 0.4            | 0  | 0              | 1  | 1.2            | 2  | 1.2            | 4             | 0.1789 | 2.8000                | 0.0013 | 180  |
| Chandranagar                                | 22.376384   | 91.806465   | 2  | 1.6            | 1  | 1              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| Chandrima                                   | 22.38174722 | 91.84972222 | 0  | 0              | 0  | 0              | 2  | 2              | 0  | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Char Chaktai                                | 22.338792   | 91.845687   | 2  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 0.8000                | 0.0004 | 446  |
| Char Farid                                  | 22.30684444 | 91.86000000 | 0  | 0              | 0  | 0              | 0  | 0              | 1  | 1              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Char Lakshya                                | 22.302811   | 91.844928   | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Char Para                                   | 22.24729°   | 91.78493°   | 0  | 0              | 0  | 0              | 0  | 0              | 2  | 1.4            | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Char Patharghata                            | 22.315729   | 91.837512   | 7  | 4.6            | 0  | 0              | 0  | 0              | 0  | 0              | 7             | 0.3131 | 4.6000                | 0.0021 | 98   |
| Chasma Hill Road                            | 22.368703   | 91.823826   | 5  | 3              | 0  | 0              | 0  | 0              | 0  | 0              | 5             | 0.2236 | 3.0000                | 0.0014 | 163  |
| Chatteshawri Road                           | 22.354270   | 91.830439   | 5  | 4.2            | 1  | 0.8            | 4  | 3              | 1  | 0.8            | 11            | 0.4919 | 8.8000                | 0.0040 | 23   |
| Chatteshwari Road                           | 22.354270   | 91.830439   | 3  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.8000                | 0.0008 | 264  |
| Chawkbazar                                  | 22.357231   | 91.837444   | 1  | 0.4            | 5  | 3.6            | 6  | 5.2            | 1  | 1              | 13            | 0.5814 | 10.2000               | 0.0046 | 20   |
| Chawkbazarkatcha bazar                      | 22.371078   | 91.842086   | 0  | 0              | 2  | 0.4            | 0  | 0              | 0  | 0              | 2             | 0.0894 | 0.4000                | 0.0002 | 522  |
| CheragiPahar Road                           | 22.343706   | 91.833694   | 3  | 3              | 0  | 0              | 1  | 1.4            | 0  | 0              | 4             | 0.1789 | 4.4000                | 0.0020 | 104  |
| Chittagong College Area Roads               | 22.353036   | 91.836631   | 1  | 0.2            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Chittagong College East Gate ( Chandanpura) | 22.349      | 91.838      | 1  | 0.6            | 1  | 1              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| Chittagong Poli-technique                   | 22.369797   | 91.810444   | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Choto Pool                                  | 22.329577   | 91.794894   | 12 | 6.4            | 0  | 0              | 0  | 0              | 0  | 0              | 12            | 0.5367 | 6.4000                | 0.0029 | 52   |
| Chotopul                                    | 22.329577   | 91.794894   | 0  | 0              | 2  | 1.4            | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Chowdhuri School Road                       | 22.369062   | 91.852919   | 2  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.0000                | 0.0005 | 398  |

| Most crime-prone locations in RN | Coordinate  |             | HH  |                | KI  |                | IH  |                | IP  |                | Total (N=675) |        |                       |        |      |
|----------------------------------|-------------|-------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|--------|-----------------------|--------|------|
|                                  | Latitude    | Longitude   | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
| Chowdhuripara                    | 22.324239   | 91.773558   | 1   | 0.4            | 1   | 0.8            | 1   | 1.2            | 0   | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 204  |
| Chowmuhoni                       | 22.20021    | 91.48449    | 5   | 3              | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 3.0000                | 0.0014 | 163  |
| Christian para                   | 22.393664   | 91.865462   | 5   | 3.4            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 3.4000                | 0.0015 | 142  |
| Chuna Factory Lane               | 22.344494   | 91.782042   | 2   | 2              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| City Gate Road                   | 22.373740   | 91.773505   | 3   | 3              | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 3.0000                | 0.0014 | 163  |
| CMC                              | 22.360633   | 91.8306     | 2   | 1.6            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| College Bazar                    | 22.315110   | 91.837200   | 1   | 0.2            | 1   | 1              | 3   | 3.2            | 0   | 0              | 5             | 0.2236 | 4.4000                | 0.0020 | 104  |
| Colonel hat                      | 22.368739   | 91.777972   | 2   | 1.2            | 0   | 0              | 3   | 3              | 4   | 2.4            | 9             | 0.4025 | 6.6000                | 0.0030 | 51   |
| Cosmopolitan Road                | 22.369864   | 91.820856   | 1   | 0.6            | 0   | 0              | 1   | 1.4            | 0   | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Court Road                       | 22.335256   | 91.836853   | 2   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| CRB Hill                         | 22.342594   | 91.820708   | 3   | 1              | 1   | 0.8            | 1   | 1.2            | 1   | 1              | 6             | 0.2683 | 4.0000                | 0.0018 | 116  |
| C-Type Building                  | 22.285448   | 91.788384   | 5   | 4              | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 4.0000                | 0.0018 | 116  |
| Custom Moor                      | 22.31195    | 91.799331   | 1   | 0.6            | 0   | 0              | 1   | 1.4            | 2   | 1.8            | 4             | 0.1789 | 3.8000                | 0.0017 | 125  |
| Dail Bridge                      | 22.319      | 91.802      | 15  | 8.2            | 0   | 0              | 4   | 4.2            | 1   | 0.8            | 20            | 0.8945 | 13.2000               | 0.0060 | 8    |
| DakshinHalishahar                | 22.291425   | 91.782475   | 5   | 3.4            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 3.4000                | 0.0015 | 142  |
| DakshinKattoli                   | 22.350686   | 91.771139   | 9   | 5.2            | 0   | 0              | 0   | 0              | 0   | 0              | 9             | 0.4025 | 5.2000                | 0.0023 | 82   |
| Damapara                         | 22.356581   | 91.821094   | 7   | 5.8            | 1   | 0.4            | 1   | 1.4            | 0   | 0              | 9             | 0.4025 | 7.6000                | 0.0034 | 35   |
| Dampara                          | 22.356581   | 91.821094   | 0   | 0              | 0   | 0              | 1   | 1.4            | 0   | 0              | 1             | 0.0447 | 1.4000                | 0.0006 | 323  |
| Darogar Hat                      | 22.659011   | 91.635322   | 7   | 4.6            | 0   | 0              | 0   | 0              | 0   | 0              | 7             | 0.3131 | 4.6000                | 0.0021 | 98   |
| DC Hill Area                     | 22.341219   | 91.831328   | 2   | 0.6            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 0.6000                | 0.0003 | 488  |
| DC Road                          | 22.356581   | 91.821094   | 0   | 0              | 2   | 1.6            | 5   | 5.4            | 1   | 1              | 8             | 0.3578 | 8.0000                | 0.0036 | 30   |
| Debar Bazar                      | 22.35787°   | 91.81835°   | 0   | 0              | 0   | 0              | 1   | 1.4            | 0   | 0              | 1             | 0.0447 | 1.4000                | 0.0006 | 323  |
| Debar Pahar                      | 22.35787°   | 91.81835°   | 0   | 0              | 0   | 0              | 0   | 0              | 1   | 0.4            | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Depoti Road                      | 22.354697   | 91.860386   | 3   | 2.4            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| Deputy Road                      | 22.335592   | 91.834381   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Dewanhat Bridge                  | 22.340189   | 91.814397   | 2   | 2              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Dewanhat Moor                    | 22.340775   | 91.814119   | 1   | 1              | 4   | 3.4            | 1   | 1.4            | 3   | 2.2            | 9             | 0.4025 | 8.0000                | 0.0036 | 30   |
| Diesel Colony                    | 22.35889    | 91.808665   | 19  | 12.4           | 0   | 0              | 0   | 0              | 0   | 0              | 19            | 0.8497 | 12.4000               | 0.0056 | 14   |
| Digel Colony                     | 22.35889    | 91.808665   | 0   | 0              | 1   | 0.8            | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Eidghah                          | 22.34066389 | 91.81333333 | 0   | 0              | 0   | 0              | 1   | 1.4            | 0   | 0              | 1             | 0.0447 | 1.4000                | 0.0006 | 323  |
| Ek kilometer                     | 22.366066   | 91.849501   | 2   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 0.8000                | 0.0004 | 446  |
| Enayet Bazar Road                | 22.340969   | 91.829475   | 2   | 1.6            | 0   | 0              | 0   | 0              | 2   | 0.4            | 4             | 0.1789 | 2.0000                | 0.0009 | 241  |
| Esanhat                          | 22.35635000 | 91.84888889 | 4   | 2.6            | 0   | 0              | 0   | 0              | 0   | 0              | 4             | 0.1789 | 2.6000                | 0.0012 | 193  |
| Fakirhat                         | 22.388789   | 91.760786   | 2   | 1.6            | 1   | 0.6            | 0   | 0              | 1   | 1              | 4             | 0.1789 | 3.2000                | 0.0014 | 155  |
| Faridapara                       | 22.363635   | 91.83799    | 6   | 3.4            | 0   | 0              | 0   | 0              | 0   | 0              | 6             | 0.2683 | 3.4000                | 0.0015 | 142  |
| Fazlul Karim Road                | 22.360717   | 91.829764   | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Firingi Bazar                    | 22.328983   | 91.8328     | 1   | 0.6            | 0   | 0              | 1   | 1.4            | 1   | 1              | 3             | 0.1342 | 3.0000                | 0.0014 | 163  |
| Firozshah Colony                 | 22.371467   | 91.784853   | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Firozshah Rail gate              | 22.371467   | 91.784853   | 8   | 6.6            | 3   | 2.8            | 3   | 3.4            | 0   | 0              | 14            | 0.6261 | 12.8000               | 0.0058 | 12   |
| FishariGhat                      | 22.31901667 | 91.83861111 | 0   | 0              | 0   | 0              | 1   | 0.6            | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Foillatali Bazar                 | 22.344569   | 91.775531   | 5   | 3.8            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 3.8000                | 0.0017 | 125  |
| Fokir Hat                        | 22.388789   | 91.760786   | 0   | 0              | 0   | 0              | 1   | 1.4            | 0   | 0              | 1             | 0.0447 | 1.4000                | 0.0006 | 323  |
| FokirMajar Lane                  | 22.32644167 | 91.82111111 | 0   | 0              | 0   | 0              | 0   | 0              | 1   | 0.6            | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Forest Gate                      | 22.368401   | 91.829728   | 1   | 0.8            | 0   | 0              | 2   | 1.2            | 0   | 0              | 3             | 0.1342 | 2.0000                | 0.0009 | 241  |
| Forida Para                      | 22.363635   | 91.83799    | 0   | 0              | 0   | 0              | 4   | 3.6            | 0   | 0              | 4             | 0.178  | 3.6000                | 0.001  | 135  |

| Most crime-prone locations in RN | Coordinate  |             | HH  |                | KI  |                | IH  |                | IP  |                | Total (N=675) |        |                       |        |      |
|----------------------------------|-------------|-------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|--------|-----------------------|--------|------|
|                                  | Latitude    | Longitude   | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
| Forider Para                     | 22.37227778 | 22.37227778 | 0   | 0              | 2   | 1.6            | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| Foyz Lake                        | 22.365572   | 91.796747   | 3   | 0.8            | 3   | 1.8            | 5   | 3.6            | 0   | 0              | 11            | 0.4919 | 6.2000                | 0.0028 | 59   |
| Free Port Area                   | 22.293286   | 91.782161   | 7   | 5              | 0   | 0              | 0   | 0              | 0   | 0              | 7             | 0.3131 | 5.0000                | 0.0023 | 88   |
| Fultala                          | 22.357904   | 91.842789   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Gafur view masjid                | 22.337197   | 91.853592   | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Dangar Char                      | 22.28500000 | 91.81000000 | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Garibullah H/S                   | 22.358228   | 91.819317   | 1   | 0.6            | 2   | 1.6            | 2   | 2.2            | 1   | 1              | 6             | 0.2683 | 5.4000                | 0.0024 | 76   |
| GEC moor                         | 22.359006   | 91.821308   | 5   | 4              | 2   | 0.8            | 5   | 3.4            | 1   | 0.4            | 13            | 0.5814 | 8.6000                | 0.0039 | 26   |
| GhatFarhadbeg                    | 22.343533   | 91.839534   | 18  | 12.2           | 0   | 0              | 1   | 1              | 0   | 0              | 19            | 0.8497 | 13.2000               | 0.0060 | 8    |
| Golpahar Moor                    | 22.36011667 | 91.82777778 | 0   | 0              | 1   | 0.2            | 0   | 0              | 2   | 1.6            | 3             | 0.1342 | 1.8000                | 0.0008 | 264  |
| Goni Bakery                      | 22.35038333 | 91.83638889 | 0   | 0              | 1   | 0.4            | 1   | 1.4            | 0   | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 287  |
| Goshaildanga                     | 22.318333   | 91.808586   | 1   | 0.6            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Gosyaldanga                      | 22.318333   | 91.808586   | 11  | 7.2            | 0   | 0              | 1   | 1              | 0   | 0              | 12            | 0.5367 | 8.2000                | 0.0037 | 29   |
| Grand trunk road                 | 22.34481    | 91.801151   | 1   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Greenview R/A                    | 22.394669   | 91.824578   | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Guru Mondir Road                 | 22.34193889 | 91.83666667 | 0   | 0              | 0   | 0              | 2   | 2.4            | 0   | 0              | 2             | 0.0894 | 2.4000                | 0.0011 | 208  |
| Habilder bari                    | 22.36707222 | 91.85277778 | 1   | 0.4            | 1   | 0.8            | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 368  |
| Hafez Nagar                      | 22.33236389 | 91.83694444 | 0   | 0              | 0   | 0              | 1   | 1.4            | 0   | 0              | 1             | 0.0447 | 1.4000                | 0.0006 | 323  |
| Haji Hamid Sharif Road           | 22.416383   | 91.862333   | 1   | 0.8            | 1   | 0.4            | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 368  |
| Hajipara                         | 22.328789   | 91.805988   | 1   | 0.2            | 0   | 0              | 0   | 0              | 1   | 0.8            | 2             | 0.0894 | 1.0000                | 0.0005 | 398  |
| Halishahar A-Block               | 22.342667   | 91.780056   | 2   | 0.6            | 1   | 0.2            | 0   | 0              | 0   | 0              | 3             | 0.1342 | 0.8000                | 0.0004 | 446  |
| Halishahar B-Block               | 22.338256   | 91.775869   | 10  | 3.2            | 2   | 1.4            | 0   | 0              | 0   | 0              | 12            | 0.5367 | 4.6000                | 0.0021 | 98   |
| Halishahar J-Block               | 22.340631   | 91.783294   | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Halishahar K-Block               | 22.3335     | 91.790619   | 2   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 0.4000                | 0.0002 | 522  |
| Halishohor Rail Station          | 22.320376   | 91.785300   | 1   | 0.6            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Hamid Char                       | 22.382444   | 91.86815    | 2   | 2              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Hamidpur                         | 22.39875278 | 91.84416667 | 0   | 0              | 0   | 0              | 2   | 2.4            | 0   | 0              | 2             | 0.0894 | 2.4000                | 0.0011 | 208  |
| HamjaKha Road                    | 22.376935   | 91.832926   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Hamzarbag                        | 22.37595    | 91.827558   | 2   | 0.8            | 4   | 2.2            | 0   | 0              | 0   | 0              | 6             | 0.2683 | 3.0000                | 0.0014 | 163  |
| Haque Goli                       | 22.32166389 | 91.81166667 | 0   | 0              | 0   | 0              | 0   | 0              | 2   | 0.8            | 2             | 0.0894 | 0.8000                | 0.0004 | 446  |
| Harbatoli                        | 22.377744   | 91.782036   | 2   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.0000                | 0.0005 | 398  |
| Hashem Bazar                     | 22.382303   | 91.830219   | 1   | 0.6            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Hasnahena School                 | 22.395078   | 91.820656   | 2   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Hathazari Road                   | 22.382839   | 91.828069   | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Hazari Lane                      | 22.339167   | 91.836397   | 1   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Hazi Ashraf Ali Road             | 22.352047   | 91.7869     | 2   | 1.2            | 1   | 0.2            | 0   | 0              | 0   | 0              | 3             | 0.1342 | 1.4000                | 0.0006 | 323  |
| HaziNeyamat Ali Road             | 22.420976   | 91.851689   | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Hill View                        | 22.360644   | 91.826475   | 3   | 2.2            | 3   | 1.4            | 1   | 1.2            | 2   | 1              | 9             | 0.4025 | 5.8000                | 0.0026 | 66   |
| Hindu para                       | 22.26050556 | 91.79138889 | 0   | 0              | 0   | 0              | 3   | 3.4            | 0   | 0              | 3             | 0.1342 | 3.4000                | 0.0015 | 142  |
| Housing Area                     | 22.268647   | 91.781685   | 0   | 0              | 0   | 0              | 0   | 0              | 1   | 0.4            | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Housing Colony Rd                | 22.268647   | 91.781685   | 3   | 1.6            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 1.6000                | 0.0007 | 290  |
| Icchannagar                      | 22.315945   | 91.833314   | 3   | 1.6            | 2   | 0.8            | 2   | 2.4            | 1   | 0.6            | 8             | 0.3578 | 5.4000                | 0.0024 | 76   |
| Ice Factory Road                 | 22.333139   | 91.827497   | 4   | 2.6            | 0   | 0              | 2   | 2.4            | 2   | 1.8            | 8             | 0.3578 | 6.8000                | 0.0031 | 47   |
| Iqbal Road                       | 22.3316     | 91.841842   | 2   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |

| Most crime-prone locations in RN | Coordinate      |                 | HH     |                | KI  |                | IH  |                | IP  |                | Total (N=675) |                    |                       |                    |      |
|----------------------------------|-----------------|-----------------|--------|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|--------------------|-----------------------|--------------------|------|
|                                  | Latitude        | Longitude       | $f$    | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %                  | $\sum (\sum W_i F_i)$ | WAI                | Rank |
| Ispahani Colony                  | 22.34667°       | 91.81944°       | 0      | 0              | 2   | 1.4            | 1   | 1              | 4   | 2.8            | 7             | 0.313 <sub>1</sub> | 5.2000                | 0.002 <sub>3</sub> | 86   |
| Jalalabad                        | 22.40165        | 91.806625       | 2      | 1.8            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.089 <sub>4</sub> | 1.8000                | 0.000 <sub>8</sub> | 264  |
| Jamai Bazar                      | 22.338197<br>22 | 91.851944<br>44 | 1<br>0 | 7.2            | 0   | 0              | 0   | 0              | 0   | 0              | 1<br>0        | 0.447<br>2         | 7.2000                | 0.003<br>3         | 42   |
| Jamal khan Road                  | 22.345639       | 91.834094       | 3      | 3              | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.134<br>2         | 3.0000                | 0.001<br>4         | 163  |
| Janata Colony                    | 22.364331       | 91.784881       | 3      | 2.2            | 0   | 0              | 4   | 3.8            | 0   | 0              | 7             | 0.313<br>1         | 6.0000                | 0.002<br>7         | 60   |
| Jangalpara                       | 22.375353       | 91.837839       | 2      | 1.8            | 0   | 0              | 1   | 1.4            | 0   | 0              | 3             | 0.134<br>2         | 3.2000                | 0.001<br>4         | 155  |
| Jejepara                         | 22.55959°       | 92.28528°       | 1      | 0.8            | 0   | 0              | 2   | 2.2            | 0   | 0              | 3             | 0.134<br>2         | 3.0000                | 0.001<br>4         | 163  |
| Jhautala                         | 22.359775       | 91.807344       | 5      | 3              | 5   | 4.6            | 2   | 1.4            | 0   | 0              | 1<br>2        | 0.536<br>7         | 9.0000                | 0.004<br>1         | 22   |
| Jhautala Bazar                   | 22.359783       | 91.807339       | 1<br>6 | 14.2           | 0   | 0              | 1   | 1.2            | 0   | 0              | 1<br>7        | 0.760<br>3         | 15.4000               | 0.007<br>0         | 6    |
| Jhautala Rail Station            | 22.356044       | 91.807672       | 1      | 0.8            | 0   | 0              | 2   | 2              | 0   | 0              | 3             | 0.134<br>2         | 2.8000                | 0.001<br>3         | 180  |
| Jinnat Ali Baperbari road        | 22.350019<br>°  | 91.863503<br>°  | 6      | 5              | 0   | 0              | 0   | 0              | 0   | 0              | 6             | 0.268<br>3         | 5.0000                | 0.002<br>3         | 88   |
| Jonota Colony                    | 22.365327<br>78 | 91.784444<br>44 | 0      | 0              | 0   | 0              | 1   | 1.2            | 0   | 0              | 1             | 0.044<br>7         | 1.2000                | 0.000<br>5         | 371  |
| Joy Nagar                        | 22.356858<br>33 | 91.837222<br>22 | 0      | 0              | 0   | 0              | 0   | 0              | 1   | 0.8            | 1             | 0.044<br>7         | 0.8000                | 0.000<br>4         | 446  |
| Jubilee Road                     | 22.3408         | 91.827772       | 1      | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.044<br>7         | 0.8000                | 0.000<br>4         | 446  |
| Jukipara                         | 22.33           | 91.776          | 3      | 1.6            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.134<br>2         | 1.6000                | 0.000<br>7         | 290  |
| Julda                            | 22.277961       | 91.829267       | 1<br>5 | 10.8           | 0   | 0              | 0   | 0              | 0   | 0              | 1<br>5        | 0.670<br>8         | 10.8000               | 0.004<br>9         | 18   |
| Julman Shah Road                 | 22.377364       | 91.828356       | 2      | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.089<br>4         | 1.0000                | 0.000<br>5         | 398  |
| Kadamtali                        | 22.335951<br>°  | 91.821236<br>°  | 0      | 0              | 0   | 0              | 1   | 1.2            | 0   | 0              | 1             | 0.044<br>7         | 1.2000                | 0.000<br>5         | 371  |
| Kafco                            | 22.226378       | 91.829847       | 2      | 2              | 1   | 0.4            | 0   | 0              | 0   | 0              | 3             | 0.134<br>2         | 2.4000                | 0.001<br>1         | 208  |
| Kaiballadham                     | 22.365981       | 91.781825       | 1      | 0.2            | 0   | 0              | 1   | 1.2            | 0   | 0              | 2             | 0.089<br>4         | 1.4000                | 0.000<br>6         | 323  |
| Kalamia Bazar                    | 22.347453       | 91.851903       | 1      | 0.8            | 1   | 1              | 3   | 2.4            | 0   | 0              | 5             | 0.223<br>6         | 4.2000                | 0.001<br>9         | 108  |
| Kalimandinpara                   | 22.352931       | 91.825997       | 3      | 2.8            | 0   | 0              | 1   | 1              | 0   | 0              | 4             | 0.178<br>9         | 3.8000                | 0.001<br>7         | 125  |
| Kalurghat Road                   | 22.395122       | 91.880569       | 3      | 1.6            | 0   | 0              | 0   | 0              | 1   | 0.6            | 4             | 0.178<br>9         | 2.2000                | 0.001<br>0         | 228  |
| Kapashgola Road                  | 22.359636       | 91.840547       | 2      | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.089<br>4         | 1.2000                | 0.000<br>5         | 371  |
| Kapashkhula                      | 22.35972°       | 91.84064°       | 0      | 0              | 0   | 0              | 0   | 0              | 1   | 0.4            | 1             | 0.044<br>7         | 0.4000                | 0.000<br>2         | 522  |
| Kaptai Road                      | 22.41465°       | 91.8644°        | 0      | 0              | 0   | 0              | 0   | 0              | 1   | 0.8            | 1             | 0.044<br>7         | 0.8000                | 0.000<br>4         | 446  |
| KatalgangAbashik                 | 22.360722       | 91.83695        | 4      | 1.8            | 1   | 0.6            | 0   | 0              | 3   | 0.6            | 8             | 0.357<br>8         | 3.0000                | 0.001<br>4         | 163  |
| Katcha Bazar, Chackbazar         | 22.371078       | 91.842086       | 7      | 5.8            | 0   | 0              | 1   | 1.4            | 0   | 0              | 8             | 0.357<br>8         | 7.2000                | 0.003<br>3         | 43   |
| Katcha Rasta                     | 22.344506       | 91.801428       | 2      | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.089<br>4         | 1.2000                | 0.000<br>5         | 371  |
| Kathghoar                        | 22.26025°       | 91.79165°       | 0      | 0              | 0   | 0              | 1   | 1.4            | 0   | 0              | 1             | 0.044<br>7         | 1.4000                | 0.000<br>6         | 323  |
| Kazi para Road                   | 22.448141       | 91.857152       | 2      | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.089<br>4         | 0.8000                | 0.000<br>4         | 446  |
| Kazirdewri Moor                  | 22.347631       | 91.825631       | 1      | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.044<br>7         | 0.4000                | 0.000<br>2         | 522  |
| KB amanali road                  | 22.359181       | 91.850608       | 2      | 1.6            | 1   | 0.8            | 0   | 0              | 0   | 0              | 3             | 0.134<br>2         | 2.4000                | 0.001<br>1         | 204  |
| KC Dey Road                      | 22.337678       | 91.834658       | 2      | 1.8            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.089<br>4         | 1.8000                | 0.000<br>8         | 264  |
| Khaja Road                       | 22.30805        | 91.773294       | 2      | 1.6            | 4   | 3.6            | 2   | 1.8            | 0   | 0              | 8             | 0.357<br>8         | 7.0000                | 0.003<br>2         | 45   |
| Khalifa para                     | 22.370792       | 91.854706       | 7      | 5.6            | 0   | 0              | 0   | 0              | 0   | 0              | 7             | 0.313<br>1         | 5.6000                | 0.002<br>5         | 72   |
| Khalpar                          | 22.336161       | 91.775972       | 3      | 1              | 2   | 1.8            | 2   | 2.2            | 0   | 0              | 7             | 0.313<br>1         | 5.0000                | 0.002<br>3         | 88   |
| Khan Brothers CNG Station        | 22.362735       | 91.836175       | 1      | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.044<br>7         | 1.0000                | 0.000<br>5         | 398  |
| Kharampara                       | 22.368573<br>°  | 91.850179<br>°  | 0      | 0              | 2   | 0.4            | 1   | 1.2            | 0   | 0              | 3             | 0.134<br>2         | 1.6000                | 0.000<br>7         | 290  |
| Khatunganj                       | 22.337889       | 91.8443         | 1      | 0.6            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.044<br>7         | 0.6000                | 0.000<br>3         | 488  |
| Khulshi                          | 22.360958       | 91.811058       | 3      | 1.8            | 4   | 2              | 5   | 4              | 0   | 0              | 1<br>2        | 0.536<br>7         | 7.8000                | 0.003<br>5         | 34   |
| Khulshi Colony                   | 22.365342       | 91.809158       | 2      | 0.4            | 0   | 0              | 1   | 1              | 0   | 0              | 3             | 0.134<br>2         | 1.4000                | 0.000<br>6         | 323  |
| Kodomtoli Bus Terminal Area      | 22.3355         | 91.821008       | 1<br>0 | 7              | 0   | 0              | 0   | 0              | 0   | 0              | 1<br>0        | 0.447<br>2         | 7.0000                | 0.003<br>2         | 45   |
| Kolpolokabashik                  | 22.342663       | 91.856816       | 1      | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.044<br>7         | 0.4000                | 0.000<br>2         | 522  |
| Korrompara                       | 22.368573       | 91.850179       | 1      | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.044              | 1.0000                | 0.000              | 398  |

| Most crime-prone locations in RN | Coordinate  |             | HH  |                | KI  |                | IH  |                | IP  |                | Total (N=675) |        |                       |        |      |
|----------------------------------|-------------|-------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|--------|-----------------------|--------|------|
|                                  | Latitude    | Longitude   | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
|                                  | °           | °           |     |                |     |                |     |                |     |                |               | 7      | 5                     |        |      |
| Kosaipara                        | 22.254      | 91.788      | 0   | 0              | 0   | 0              | 3   | 2.6            | 0   | 0              | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| KoshaiGoli/ Koshai Para          | 22.254      | 91.788      | 5   | 2.6            | 2   | 0.8            | 0   | 0              | 0   | 0              | 7             | 0.3131 | 3.4000                | 0.0015 | 141  |
| Kotowali                         | 22.341386   | 91.827461   | 2   | 1.2            | 0   | 0              | 1   | 1.2            | 5   | 1.6            | 8             | 0.3578 | 4.0000                | 0.0018 | 116  |
| Kotowali Moor                    | 22.333325   | 91.836675   | 3   | 1.6            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 1.6000                | 0.0007 | 290  |
| Kattroli                         | 22.36279722 | 91.76111111 | 0   | 0              | 0   | 0              | 2   | 1.6            | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| Kattroli Rail Gate               | 22.36279722 | 91.76111111 | 0   | 0              | 0   | 0              | 2   | 2              | 0   | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Kattroli Road                    | 22.36279722 | 91.76111111 | 0   | 0              | 0   | 0              | 1   | 0.6            | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Kuaish                           | 22.406003   | 91.862622   | 1   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Kulgaon                          | 22.403881   | 91.825931   | 8   | 4.4            | 0   | 0              | 5   | 4.2            | 0   | 0              | 13            | 0.5814 | 8.6000                | 0.0039 | 25   |
| Kunjachaya R/A                   | 22.380928   | 91.816747   | 13  | 7.6            | 0   | 0              | 0   | 0              | 0   | 0              | 13            | 0.5814 | 7.6000                | 0.0034 | 35   |
| Kusumbag R/A                     | 22.356927   | 91.81676    | 2   | 1.2            | 0   | 0              | 1   | 0.6            | 2   | 1.6            | 5             | 0.2236 | 3.4000                | 0.0015 | 142  |
| Labour Colony                    | 22.291514   | 91.787397   | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Lake city R/A                    | 22.37777778 | 91.78722222 | 0   | 0              | 1   | 0.8            | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Lake Valley                      | 22.362447   | 91.793456   | 2   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Laldighi                         | 22.338419   | 91.838253   | 1   | 0.8            | 0   | 0              | 1   | 1              | 0   | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 264  |
| Lalkhan Bazar                    | 22.352028   | 91.821094   | 2   | 0.4            | 0   | 0              | 2   | 1.6            | 0   | 0              | 4             | 0.1789 | 2.0000                | 0.0009 | 241  |
| Lamar Bazar                      | 22.289939   | 91.891439   | 2   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.0000                | 0.0005 | 398  |
| Latifpur                         | 22.376441°  | 91.761094°  | 2   | 1.6            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| Love lane                        | 22.342114   | 91.828922   | 4   | 2.8            | 0   | 0              | 0   | 0              | 0   | 0              | 4             | 0.1789 | 2.8000                | 0.0013 | 180  |
| Loyal Road                       | 22.337208   | 91.836289   | 3   | 2.4            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| Ma Building, Patanga             | 22.29328°   | 91.78755°   | 3   | 2.2            | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 2.2000                | 0.0010 | 228  |
| Madanhath                        | 22.47265    | 91.814764   | 7   | 5.8            | 0   | 0              | 0   | 0              | 0   | 0              | 7             | 0.3131 | 5.8000                | 0.0026 | 67   |
| Madarbari                        | 22.32745    | 91.828642   | 1   | 1              | 2   | 0.6            | 0   | 0              | 0   | 0              | 3             | 0.1342 | 1.6000                | 0.0007 | 290  |
| Madarbari Road                   | 22.330175   | 91.823797   | 2   | 1.6            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| Mahankhal Bazar                  | 22.330175   | 91.823797   | 1   | 0.2            | 1   | 1              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| MaijijurTek                      | 22.310904   | 91.856106   | 0   | 0              | 0   | 0              | 0   | 0              | 2   | 2              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Maizpara Road                    | 22.256275   | 91.807517   | 1   | 0.8            | 2   | 1.2            | 2   | 1.8            | 0   | 0              | 5             | 0.2236 | 3.8000                | 0.0017 | 125  |
| Malipara Road                    | 22.26945°   | 91.78811°   | 10  | 7.4            | 0   | 0              | 0   | 0              | 0   | 0              | 10            | 0.4472 | 7.4000                | 0.0033 | 37   |
| Mansurabad                       | 22.340042   | 91.805764   | 1   | 1              | 1   | 0.6            | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| Mariners' Road                   | 22.328944   | 91.847028   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Master Lane                      | 22.357369   | 91.794944   | 1   | 1              | 1   | 0.6            | 1   | 1.4            | 0   | 0              | 3             | 0.1342 | 3.0000                | 0.0014 | 163  |
| Master Para                      | 22.35707°   | 91.79609°   | 1   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Masterpol                        | 22.342703   | 91.841503   | 4   | 1.4            | 0   | 0              | 0   | 0              | 0   | 0              | 4             | 0.1789 | 1.4000                | 0.0006 | 323  |
| Maulavipara                      | 22.29315    | 91.825589   | 1   | 0.4            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Mayor Goli                       | 22.368106   | 91.821236   | 11  | 6.4            | 0   | 0              | 0   | 0              | 0   | 0              | 11            | 0.4919 | 6.4000                | 0.0029 | 52   |
| Mayor Road                       | 22.356761   | 91.791611   | 3   | 2.2            | 1   | 0.4            | 0   | 0              | 0   | 0              | 4             | 0.1789 | 2.6000                | 0.0012 | 193  |
| Medical College road             | 22.359294   | 91.829992   | 3   | 2.8            | 1   | 0.4            | 0   | 0              | 0   | 0              | 4             | 0.1789 | 3.2000                | 0.0014 | 160  |
| Mehedibag                        | 22.356803   | 91.824992   | 1   | 1              | 0   | 0              | 0   | 0              | 2   | 1.8            | 3             | 0.1342 | 2.8000                | 0.0013 | 180  |
| Marinerse Drive                  | 22.32726667 | 91.83888889 | 0   | 0              | 0   | 0              | 1   | 0.6            | 1   | 0.6            | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Mia khan road                    | 22.350147   | 91.855794   | 1   | 1              | 1   | 0.6            | 4   | 4              | 0   | 0              | 6             | 0.2683 | 5.6000                | 0.0025 | 72   |
| Miah nagar                       | 22.34658056 | 91.79305556 | 0   | 0              | 0   | 0              | 1   | 1.2            | 0   | 0              | 1             | 0.0447 | 1.2000                | 0.0005 | 371  |
| Miakhan Nagar                    | 22.341231   | 91.846283   | 6   | 5              | 0   | 0              | 0   | 0              | 0   | 0              | 6             | 0.2683 | 5.0000                | 0.0023 | 88   |
| Mini Bangladesh                  | 22.374672   | 91.849603   | 1   | 0.2            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Mistripara                       | 22.336844   | 91.810081   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |



| Most crime-prone locations in RN | Coordinate |           | HH |                      | KI |                      | IH |                      | IP |                      | Total (N=675) |        |                             |        |      |
|----------------------------------|------------|-----------|----|----------------------|----|----------------------|----|----------------------|----|----------------------|---------------|--------|-----------------------------|--------|------|
|                                  | Latitude   | Longitude | f  | $\sum \frac{Wi}{Fi}$ | f  | $\sum \frac{Wi}{Fi}$ | f  | $\sum \frac{Wi}{Fi}$ | f  | $\sum \frac{Wi}{Fi}$ | N             | %      | $\sum (\sum \frac{Wi}{Fi})$ | WAI    | Rank |
| Misturipara                      | 22.336844  | 91.810081 | 0  | 0                    | 3  | 2.2                  | 1  | 1.4                  | 1  | 0.6                  | 5             | 0.2236 | 4.2000                      | 0.0019 | 108  |
| Mohal Khan Bazar                 | 22.330175  | 91.823797 | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1  | 0.4                  | 1             | 0.0447 | 0.4000                      | 0.0002 | 522  |
| Mohammadpur                      | 22.369592  | 91.837961 | 26 | 17.8                 | 0  | 0                    | 0  | 0                    | 0  | 0                    | 26            | 1.1628 | 17.8000                     | 0.0080 | 4    |
| Mojijartek                       | 22.310904  | 91.856106 | 2  | 1.8                  | 4  | 2.2                  | 0  | 0                    | 0  | 0                    | 6             | 0.2683 | 4.0000                      | 0.0018 | 116  |
| Moizzartak                       | 22.310872  | 91.857067 | 7  | 6                    | 0  | 0                    | 0  | 0                    | 0  | 0                    | 7             | 0.3131 | 6.0000                      | 0.0027 | 60   |
| Mokbul Housing Society           | 22.267522  | 91.781388 | 22 | 89                   | 0  | 0                    | 2  | 0.8                  | 0  | 0                    | 0             | 0.0894 | 0.8000                      | 0.0004 | 446  |
| Momenbag Colony                  | 22.376400  | 91.828055 | 00 | 56                   | 0  | 0                    | 0  | 0                    | 1  | 1                    | 1             | 0.0447 | 1.0000                      | 0.0005 | 398  |
| Momin Road                       | 22.343786  | 91.833381 | 2  | 1.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 2             | 0.0894 | 1.6000                      | 0.0007 | 290  |
| Mominbag Road                    | 22.377258  | 91.827894 | 1  | 0.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 0.6000                      | 0.0003 | 488  |
| Moor Ali baper masjid            | 22.346727  | 91.851647 | 2  | 2                    | 0  | 0                    | 0  | 0                    | 0  | 0                    | 2             | 0.0894 | 2.0000                      | 0.0009 | 241  |
| Motijharna lane                  | 22.348286  | 91.816819 | 3  | 2.4                  | 0  | 0                    | 4  | 4                    | 0  | 0                    | 7             | 0.3131 | 6.4000                      | 0.0029 | 52   |
| Moushumi R/A                     | 22.345936  | 91.789997 | 2  | 1.6                  | 1  | 0.2                  | 5  | 4.4                  | 1  | 0.6                  | 9             | 0.4025 | 6.8000                      | 0.0031 | 47   |
| Moydar mill                      | 22.340906  | 91.847539 | 2  | 1                    | 1  | 1                    | 1  | 1.4                  | 0  | 0                    | 4             | 0.1789 | 3.4000                      | 0.0015 | 142  |
| Muhuripara                       | 22.331311  | 91.802475 | 1  | 1                    | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 1.0000                      | 0.0005 | 398  |
| Muradpur                         | 22.369197  | 91.833111 | 1  | 1                    | 5  | 3.6                  | 9  | 6.2                  | 0  | 0                    | 15            | 0.6708 | 10.8000                     | 0.0049 | 18   |
| Muslimbad                        | 22.257642  | 91.782297 | 20 | 11.6                 | 0  | 0                    | 0  | 0                    | 0  | 0                    | 20            | 0.8945 | 11.6000                     | 0.0052 | 16   |
| N.M.M.J College Road             | 22.332171  | 91.853336 | 2  | 1.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 2             | 0.0894 | 1.6000                      | 0.0007 | 290  |
| Nabinagar                        | 22.377793  | 91.821055 | 1  | 1                    | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 1.0000                      | 0.0005 | 398  |
| Nala para road                   | 22.331611  | 91.829322 | 1  | 0.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 0.6000                      | 0.0003 | 488  |
| Nalapara Road                    | 22.331611  | 91.829322 | 0  | 0                    | 2  | 1.6                  | 0  | 0                    | 0  | 0                    | 2             | 0.0894 | 1.6000                      | 0.0007 | 290  |
| Nasirabad                        | 22.360819  | 91.823333 | 44 | 33                   | 0  | 0                    | 1  | 0.8                  | 1  | 1.4                  | 3             | 0.1342 | 2.4000                      | 0.0011 | 204  |
| NatunMosjid                      | 22.359743  | 91.847452 | 2  | 0.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 2             | 0.0894 | 0.6000                      | 0.0003 | 488  |
| Naval Street                     | 22.344739  | 91.825192 | 3  | 2.2                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 3             | 0.1342 | 2.2000                      | 0.0010 | 228  |
| Navy Colony                      | 22.291114  | 91.781297 | 2  | 1.2                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 2             | 0.0894 | 1.2000                      | 0.0005 | 371  |
| Nazir Para Road                  | 22.239428  | 91.794467 | 2  | 1.4                  | 0  | 0                    | 1  | 1.4                  | 0  | 0                    | 3             | 0.1342 | 2.8000                      | 0.0013 | 180  |
| NazrulShawronee                  | 22.342354  | 91.830651 | 3  | 1.8                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 3             | 0.1342 | 1.8000                      | 0.0008 | 264  |
| NazuMeah Road                    | 22.336021  | 91.841385 | 1  | 0.4                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 0.4000                      | 0.0002 | 522  |
| Neval Academy Street, Patanga    | 22.233764  | 91.798539 | 1  | 0.4                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 0.4000                      | 0.0002 | 522  |
| New Bridge                       | 22.331644  | 91.851725 | 3  | 2.4                  | 0  | 0                    | 0  | 0                    | 3  | 2.6                  | 6             | 0.2683 | 5.0000                      | 0.0023 | 88   |
| New Market                       | 22.334144  | 91.832519 | 1  | 0.2                  | 0  | 0                    | 5  | 5                    | 3  | 2.6                  | 9             | 0.4025 | 7.8000                      | 0.0035 | 33   |
| New Mooring                      | 22.295811  | 91.786453 | 27 | 24.8                 | 0  | 0                    | 0  | 0                    | 1  | 0.8                  | 28            | 1.2522 | 25.6000                     | 0.0116 | 2    |
| Nimtala                          | 22.314353  | 91.798375 | 1  | 0.8                  | 0  | 0                    | 2  | 2                    | 1  | 0.8                  | 4             | 0.1789 | 3.6000                      | 0.0016 | 140  |
| NimtolaBissharoad                | 22.313414  | 91.801578 | 4  | 1.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 4             | 0.1789 | 1.6000                      | 0.0007 | 290  |
| Nirapod Housing Society          | 22.34744°  | 91.84488° | 8  | 5.4                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 8             | 0.3578 | 5.4000                      | 0.0024 | 76   |
| Noapara                          | 22.359706  | 91.785569 | 1  | 1                    | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 1.0000                      | 0.0005 | 398  |
| Nondonkanon T& T Area            | 22.338836  | 91.833678 | 11 | 6.6                  | 0  | 0                    | 0  | 0                    | 2  | 0.8                  | 13            | 0.5814 | 7.4000                      | 0.0033 | 41   |
| Notun Bridge                     | 22.331644  | 91.851725 | 0  | 0                    | 0  | 0                    | 3  | 3.2                  | 1  | 0.8                  | 4             | 0.1789 | 4.0000                      | 0.0018 | 116  |
| Noyabazar                        | 22.344397  | 91.7899   | 3  | 1.4                  | 2  | 2                    | 0  | 0                    | 0  | 0                    | 5             | 0.2236 | 3.4000                      | 0.0015 | 142  |
| Noyarhat                         | 22.287042  | 91.790632 | 3  | 1.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 3             | 0.1342 | 1.6000                      | 0.0007 | 290  |
| Old Biman Office                 | 22.345028  | 91.827058 | 3  | 1.4                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 3             | 0.1342 | 1.4000                      | 0.0006 | 323  |
| Old Chandgaon                    | 22.378464  | 91.853683 | 4  | 1.8                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 4             | 0.1789 | 1.8000                      | 0.0008 | 264  |
| Old Church Road                  | 22.337694  | 91.836628 | 1  | 0.8                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 0.8000                      | 0.0004 | 446  |
| Omar Ali Matabbor Road           | 22.357225  | 91.847769 | 4  | 1.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 4             | 0.1789 | 1.6000                      | 0.0007 | 290  |
| Omar Chand Road                  | 22.332708  | 91.823526 | 1  | 0.6                  | 0  | 0                    | 0  | 0                    | 0  | 0                    | 1             | 0.0447 | 0.6000                      | 0.0003 | 488  |
| Oxygen                           | 22.393453  | 91.821417 | 1  | 1                    | 0  | 0                    | 1  | 1.4                  | 2  | 1                    | 4             | 0.178  | 3.4000                      | 0.001  | 142  |

| Most crime-prone locations in RN      | Coordinate |            | HH |                | KI |                | IH |                | IP |                | Total (N=675) |        |                       |        |      |
|---------------------------------------|------------|------------|----|----------------|----|----------------|----|----------------|----|----------------|---------------|--------|-----------------------|--------|------|
|                                       | Latitude   | Longitude  | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | N             | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
| Pahartali                             | 22.365869  | 91.779906  | 9  | 5.6            | 1  | 1              | 3  | 3.4            | 2  | 1.6            | 15            | 0.6708 | 11.6000               | 0.0052 | 16   |
| Pahartali College Road                | 22.35651°  | 91.8041°   | 0  | 0              | 1  | 0.2            | 2  | 1.2            | 0  | 0              | 3             | 0.1342 | 1.4000                | 0.0006 | 323  |
| Panchlaish                            | 22.362208  | 91.834439  | 4  | 3.6            | 2  | 1.4            | 0  | 0              | 2  | 1.2            | 8             | 0.3578 | 6.2000                | 0.0028 | 56   |
| Parade Field Corner                   | 22.355580° | 91.839469° | 4  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 4             | 0.1789 | 0.8000                | 0.0004 | 446  |
| Patanga Bus stand Area                | 22.240128  | 91.817789  | 1  | 0.4            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Patanpara                             | 22.39543°  | 91.88237°  | 0  | 0              | 1  | 1              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Patenga                               | 22.260261  | 91.791425  | 1  | 1              | 0  | 0              | 1  | 1.4            | 1  | 0.2            | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| Pathantuli                            | 22.333317  | 91.817172  | 1  | 0.4            | 0  | 0              | 1  | 1.2            | 0  | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| PatharGhata                           | 22.330817  | 91.845317  | 35 | 23.8           | 0  | 0              | 0  | 0              | 2  | 0.8            | 37            | 1.6547 | 24.6000               | 0.0111 | 3    |
| Patia Crossing                        | 22.291760° | 91.869885° | 2  | 1.6            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| P-block                               | 22.376775  | 91.784703  | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| PCIU Road                             | 22.3584    | 91.810392  | 1  | 0.6            | 1  | 0.6            | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Peshkar Para                          | 22.35022   | 91.849156  | 3  | 2.8            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.8000                | 0.0013 | 180  |
| Port Colony                           | 22.314861  | 91.794189  | 1  | 1              | 2  | 1.4            | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| Port Colony Gate-1                    | 22.324022  | 91.790133  | 14 | 13.4           | 0  | 0              | 0  | 0              | 0  | 0              | 14            | 0.6261 | 13.4000               | 0.0061 | 7    |
| Port Connecting Road                  | 22.335925  | 91.788825  | 1  | 0.4            | 1  | 1              | 1  | 1              | 0  | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| Port Link Road                        | 22.329894  | 91.773522  | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Postarpar                             | 22.337267  | 91.816378  | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Prabartokmor                          | 22.361008  | 91.828589  | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Puran para Masjid                     | 22.304223° | 91.788372° | 3  | 1.6            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.6000                | 0.0007 | 290  |
| PurbaCathgor                          | 22.268826° | 91.799595° | 3  | 1.2            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.2000                | 0.0005 | 371  |
| PurbaNimtola                          | 22.313053  | 91.796422  | 3  | 2.6            | 0  | 0              | 1  | 1.2            | 0  | 0              | 4             | 0.1789 | 3.8000                | 0.0017 | 125  |
| Rahattarpul                           | 22.360119  | 91.852217  | 5  | 4.2            | 0  | 0              | 1  | 0.6            | 3  | 0.6            | 9             | 0.4025 | 5.4000                | 0.0024 | 80   |
| Rahman Nagar Road                     | 22.371978  | 91.820142  | 10 | 6.8            | 0  | 0              | 1  | 1              | 1  | 0.6            | 12            | 0.5367 | 8.4000                | 0.0038 | 27   |
| Rail Crossing/ Rail Gate (Still Mill) | 22.324714° | 91.780464° | 4  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 4             | 0.1789 | 1.8000                | 0.0008 | 264  |
| Rail Gate                             | 22.336091° | 91.821401° | 4  | 3              | 3  | 1.6            | 2  | 2.2            | 3  | 2              | 12            | 0.5367 | 8.8000                | 0.0040 | 23   |
| Rail Station                          | 22.33385°  | 91.83009°  | 0  | 0              | 0  | 0              | 0  | 0              | 4  | 3              | 4             | 0.1789 | 3.0000                | 0.0014 | 163  |
| Railway Academy                       | 22.321717  | 91.786678  | 7  | 4.8            | 0  | 0              | 0  | 0              | 0  | 0              | 7             | 0.3131 | 4.8000                | 0.0022 | 96   |
| Railway Colony                        | 22.355011  | 91.803894  | 1  | 1              | 1  | 0.8            | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 264  |
| Railway School                        | 22.355394° | 91.798232° | 9  | 5.8            | 0  | 0              | 0  | 0              | 0  | 0              | 9             | 0.4025 | 5.8000                | 0.0026 | 67   |
| Raj Hotel Road                        | 22.337317  | 91.832492  | 4  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 4             | 0.1789 | 1.8000                | 0.0008 | 264  |
| Rajakhali                             | 22.34713   | 91.85323   | 2  | 1.4            | 0  | 0              | 1  | 1              | 0  | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| RajmoniGhat                           | 22.352372  | 91.760008  | 3  | 1.4            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.4000                | 0.0006 | 323  |
| RastharMatha                          | 22.394469  | 91.868611  | 2  | 0.6            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 0.6000                | 0.0003 | 488  |
| Rasulbag Residential                  | 22.354733  | 91.846342  | 1  | 0.2            | 1  | 1              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Rasulbhag                             | 22.354583  | 91.847497  | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Rose Valley                           | 22.36345   | 91.800147  | 2  | 2              | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Roufabad Bihari Colony                | 22.389037° | 91.822674° | 2  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 264  |
| Rubigate                              | 22.37498°  | 91.81298°  | 0  | 0              | 0  | 0              | 0  | 0              | 2  | 1.8            | 2             | 0.0894 | 1.8000                | 0.0008 | 264  |
| Ruby cement colony                    | 22.271472  | 91.782384  | 2  | 1.6            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.6000                | 0.0007 | 290  |
| RupaliAbashik                         | 22.34869°  | 91.77726°  | 6  | 4.8            | 1  | 0.6            | 0  | 0              | 0  | 0              | 7             | 0.3131 | 5.4000                | 0.0024 | 80   |
| S Club Moor                           | 22.3375    | 91.7745    | 4  | 2.4            | 3  | 1.4            | 1  | 1.4            | 0  | 0              | 8             | 0.3578 | 5.2000                | 0.0023 | 86   |
| Sadarghat                             | 22.331847° | 91.831964° | 11 | 10.2           | 0  | 0              | 0  | 0              | 0  | 0              | 11            | 0.4919 | 10.2000               | 0.0046 | 20   |
| Sadarghat Road                        | 22.331847  | 91.831964  | 1  | 0.8            | 0  | 0              | 2  | 2              | 0  | 0              | 3             | 0.1342 | 2.8000                | 0.0013 | 180  |

| Most crime-prone locations in RN | Coordinate             |                        | HH |                | KI |                | IH |                | IP |                | Total (N=675) |        |                       |        |      |
|----------------------------------|------------------------|------------------------|----|----------------|----|----------------|----|----------------|----|----------------|---------------|--------|-----------------------|--------|------|
|                                  | Latitude               | Longitude              | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | f  | $\sum W_i F_i$ | N             | %      | $\sum (\sum W_i F_i)$ | WAI    | Rank |
| Sagorika Housing                 | 22.354186              | 91.784542              | 2  | 1.4            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Sagorika Road                    | 22.355978              | 91.776786              | 1  | 0.4            | 0  | 0              | 2  | 1.8            | 0  | 0              | 3             | 0.1342 | 2.2000                | 0.0010 | 228  |
| Sailors Colony, Patanga          | 22.282601 <sub>o</sub> | 91.782843 <sub>o</sub> | 3  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.8000                | 0.0008 | 264  |
| SangeetBhavan                    | 22.363683 <sub>o</sub> | 91.831294 <sub>o</sub> | 2  | 0.6            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 0.6000                | 0.0003 | 488  |
| Sanowara R/A                     | 22.380957 <sub>o</sub> | 91.859737 <sub>o</sub> | 1  | 0.4            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Satish Babu Road                 | 22.334311              | 91.838583              | 2  | 0.4            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 0.4000                | 0.0002 | 522  |
| Saultgola Crossing               | 22.302419              | 91.791564              | 3  | 2.6            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| Saultgula                        | 22.302                 | 91.791                 | 7  | 5.6            | 0  | 0              | 0  | 0              | 0  | 0              | 7             | 0.3131 | 5.6000                | 0.0025 | 72   |
| Sayed Shah Road                  | 22.35415               | 91.848342              | 3  | 2.2            | 1  | 0.8            | 0  | 0              | 0  | 0              | 4             | 0.1789 | 3.0000                | 0.0014 | 163  |
| Sea Beach Patanga                | 22.234567              | 91.792453              | 2  | 2              | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Sea world road                   | 22.376544              | 91.786111              | 5  | 4.4            | 1  | 1              | 1  | 1.2            | 0  | 0              | 7             | 0.3131 | 6.6000                | 0.0030 | 50   |
| Seabeach Bus Stand Moor          | 22.260403              | 91.791178              | 1  | 0.2            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Shah Amanat Housing              | 22.354481              | 91.851253              | 1  | 0.8            | 1  | 1              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 264  |
| Shah WaliullahAbashik            | 22.365803              | 91.850942              | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Shahid Lane                      | 22.358803              | 91.793442              | 2  | 2              | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Shahid Nagar                     | 22.393556              | 91.827881              | 3  | 2.4            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| Shahidullah para                 | 22.405292              | 91.845791              | 2  | 1.2            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371  |
| Shahjahan Bakery                 | 22.338908              | 91.772492              | 5  | 2.2            | 0  | 0              | 0  | 0              | 0  | 0              | 5             | 0.2236 | 2.2000                | 0.0010 | 228  |
| Shapla R/A                       | 22.344742              | 91.781606              | 1  | 0.8            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446  |
| Shapla Road                      | 22.345383              | 91.781619              | 3  | 1.4            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.4000                | 0.0006 | 323  |
| Shegun Bagan                     | 22.355997              | 91.804064              | 2  | 1.4            | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 1.4000                | 0.0006 | 323  |
| Shershah                         | 22.3828                | 91.813003              | 3  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.8000                | 0.0008 | 264  |
| Shikalbaha                       | 22.313956              | 91.863369              | 8  | 7.4            | 1  | 0.8            | 0  | 0              | 0  | 0              | 9             | 0.4025 | 8.2000                | 0.0037 | 28   |
| Sholakbahar                      | 22.366797              | 91.838322              | 4  | 2.2            | 0  | 0              | 0  | 0              | 0  | 0              | 4             | 0.1789 | 2.2000                | 0.0010 | 228  |
| Sholashahar 2 no. gate           | 22.366519              | 91.822878              | 0  | 0              | 9  | 7              | 0  | 0              | 0  | 0              | 9             | 0.4025 | 7.0000                | 0.0032 | 44   |
| SholashaharAbashik               | 22.368103              | 91.821222              | 1  | 0.4            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Sholashahar, 2 No Gate           | 22.366519              | 91.822878              | 39 | 29.8           | 0  | 0              | 11 | 9.2            | 2  | 2              | 52            | 2.3256 | 41.0000               | 0.0185 | 1    |
| Shuvopur Bus stand               | 22.333344              | 91.822008              | 1  | 0.2            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Signal Road                      | 22.406419              | 91.816317              | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Sobujbag                         | 22.340839              | 91.786081              | 1  | 0.2            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.2000                | 0.0001 | 551  |
| Soraipara                        | 22.352247              | 91.789181              | 2  | 1              | 0  | 0              | 1  | 0.6            | 0  | 0              | 3             | 0.1342 | 1.6000                | 0.0007 | 290  |
| South Agrabad                    | 22.320108              | 91.805264              | 5  | 2.4            | 0  | 0              | 0  | 0              | 0  | 0              | 5             | 0.2236 | 2.4000                | 0.0011 | 208  |
| South Khulshi R/A                | 22.358597              | 91.811122              | 4  | 3.4            | 0  | 0              | 1  | 1.2            | 2  | 1.2            | 7             | 0.3131 | 5.8000                | 0.0026 | 67   |
| South Patanga VIP Road           | 22.239519              | 91.80735               | 2  | 2              | 0  | 0              | 0  | 0              | 0  | 0              | 2             | 0.0894 | 2.0000                | 0.0009 | 241  |
| Star Housing Area                | 22.398178              | 91.824175              | 4  | 1.8            | 0  | 0              | 0  | 0              | 0  | 0              | 4             | 0.1789 | 1.8000                | 0.0008 | 264  |
| Still Mill Area                  | 22.27105               | 91.790772              | 1  | 1              | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398  |
| Strand Road                      | 22.323717              | 91.822836              | 1  | 0.6            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488  |
| Sugandha R/A                     | 22.364572              | 91.831817              | 5  | 4              | 1  | 1              | 0  | 0              | 0  | 0              | 6             | 0.2683 | 5.0000                | 0.0023 | 88   |
| Sultan Colony                    | 22.20036               | 91.48492               | 16 | 12.4           | 0  | 0              | 0  | 0              | 0  | 0              | 16            | 0.7156 | 12.4000               | 0.0056 | 14   |
| Surmol School                    | 22.396214              | 91.824926              | 1  | 0.4            | 0  | 0              | 0  | 0              | 0  | 0              | 1             | 0.0447 | 0.4000                | 0.0002 | 522  |
| Surovi R/A                       | 22.342963              | 91.782702              | 3  | 2.6            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.6000                | 0.0012 | 193  |
| Surson Road                      | 22.349511 <sub>o</sub> | 91.829583 <sub>o</sub> | 3  | 1.6            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 1.6000                | 0.0007 | 290  |
| Taktar Pool                      | 22.294803              | 91.790483              | 3  | 2.4            | 0  | 0              | 0  | 0              | 0  | 0              | 3             | 0.1342 | 2.4000                | 0.0011 | 208  |
| TaktarPul                        | 22.294803              | 91.790483              | 0  | 0              | 2  | 1.8            | 1  | 1              | 3  | 3              | 6             | 0.2683 | 5.8000                | 0.0026 | 67   |
| Taltala                          | 22.345736              | 91.792786              | 1  | 1              | 0  | 0              | 2  | 2              | 0  | 0              | 3             | 0.134  | 3.0000                | 0.001  | 163  |

| Most crime-prone locations in RN | Coordinate |            | HH  |                | KI  |                | IH  |                | IP  |                | Total (N=675) |        |                       |        |       |
|----------------------------------|------------|------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|--------|-----------------------|--------|-------|
|                                  | Latitude   | Longitude  | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %      | $\sum (\sum W_i F_i)$ | WAI    | Ran k |
|                                  |            |            |     |                |     |                |     |                |     |                |               | 2      |                       | 4      |       |
| Talukdar Bari Road               | 22.437328  | 91.876583  | 3   | 3              | 0   | 0              | 0   | 0              | 0   | 0              | 3             | 0.1342 | 3.0000                | 0.0014 | 163   |
| TankeyPahar In                   | 22.348664  | 91.815947  | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446   |
| Teri Bazar                       | 22.340031  | 91.838944  | 5   | 2.8            | 0   | 0              | 0   | 0              | 0   | 0              | 5             | 0.2236 | 2.8000                | 0.0013 | 180   |
| Textile Moor                     | 22.378858  | 91.813244  | 6   | 3.2            | 0   | 0              | 0   | 0              | 1   | 1              | 7             | 0.3131 | 4.2000                | 0.0019 | 108   |
| Tigerpass Moor                   | 22.337097  | 91.820522  | 5   | 3.2            | 1   | 1              | 3   | 1.8            | 0   | 0              | 9             | 0.4025 | 6.0000                | 0.0027 | 60    |
| TSP Colony                       | 22.26995   | 91.782811  | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371   |
| TulatoliBakulia                  | 22.3385    | 91.853     | 2   | 1.8            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.8000                | 0.0008 | 264   |
| Tulatoli Road                    | 22.368572  | 91.817806  | 3   | 1.8            | 0   | 0              | 5   | 5.2            | 1   | 0.4            | 9             | 0.4025 | 7.4000                | 0.0033 | 37    |
| USTC Moor                        | 22.361981  | 91.798211  | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371   |
| Veterinary U. Road               | 22.36179°  | 91.80393°  | 0   | 0              | 0   | 0              | 1   | 0.6            | 0   | 0              | 1             | 0.0447 | 0.6000                | 0.0003 | 488   |
| Vola shah Mazar                  | 22.359125° | 91.849837° | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398   |
| WASA Goli                        | 22.351878  | 91.822597  | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371   |
| Wasa Moor                        | 22.351278  | 91.822078  | 1   | 0.6            | 0   | 0              | 0   | 0              | 2   | 0.6            | 3             | 0.1342 | 1.2000                | 0.0005 | 371   |
| Wazedia road                     | 22.400687  | 91.83857   | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446   |
| West Khulshi R/A                 | 22.365958  | 91.801814  | 1   | 1              | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 1.0000                | 0.0005 | 398   |
| Wireless Moor                    | 22.361617  | 91.8044    | 4   | 3.4            | 2   | 0.8            | 2   | 2              | 0   | 0              | 8             | 0.3578 | 6.2000                | 0.0028 | 56    |
| Women College Moor               | 22.362706  | 91.820068  | 4   | 3.2            | 1   | 0.4            | 0   | 0              | 0   | 0              | 5             | 0.2236 | 3.6000                | 0.0016 | 135   |
| Yonus Market                     | 22.448983  | 91.855217  | 1   | 0.8            | 0   | 0              | 0   | 0              | 0   | 0              | 1             | 0.0447 | 0.8000                | 0.0004 | 446   |
| Zakir Hossain Road               | 22.361931  | 91.801572  | 2   | 1.2            | 0   | 0              | 0   | 0              | 0   | 0              | 2             | 0.0894 | 1.2000                | 0.0005 | 371   |
| Zamal Khan road                  | 22.345639  | 91.834094  | 0   | 0              | 2   | 0.4            | 0   | 0              | 1   | 0.6            | 3             | 0.1342 | 1.0000                | 0.0005 | 398   |

Table C.2.1.1: Crime prone locations in the business neighborhood

| Most crime-prone locations in BN areas | Coordinate  |             | HH  |                | KI  |                | IH  |                | IP  |                | Total (N=675) |         |                       |     |       |
|----------------------------------------|-------------|-------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|---------------|---------|-----------------------|-----|-------|
|                                        | Latitude    | Longitude   | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $f$ | $\sum W_i F_i$ | $N$           | %       | $\sum (\sum W_i F_i)$ | WAI | Ran k |
| 14 no Garage                           | 22.37675556 | 91.85138889 | 2   | 1.4000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 2             | 1.4000  | 0.0007                |     | 226   |
| 2 No Gate Shalashahar                  | 22.366519   | 91.822878   | 2   | 0.8000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 2             | 0.8000  | 0.0004                |     | 316   |
| 2 No. Road                             | 22.37685000 | 91.84611111 | 0   | 0.0000         | 0   | 0.0000         | 4   | 2.6000         | 0   | 0.0000         | 4             | 2.6000  | 0.0012                |     | 144   |
| 3 No Road                              | 22.35616111 | 91.78277778 | 0   | 0.0000         | 1   | 1.0000         | 6   | 4.6000         | 0   | 0.0000         | 7             | 5.6000  | 0.0026                |     | 68    |
| 5 no Bridge                            | 22.353°     | 91.85622°   | 3   | 2.6000         | 0   | 0.0000         | 0   | 0.0000         | 1   | 0.6000         | 4             | 3.2000  | 0.0015                |     | 122   |
| A K Khan Road                          | 22.362806   | 91.782039   | 11  | 6.0000         | 1   | 1.0000         | 3   | 2.6000         | 0   | 0.0000         | 15            | 9.6000  | 0.0045                |     | 35    |
| Abbaspara                              | 22.331992   | 91.775256   | 0   | 0.0000         | 0   | 0.0000         | 1   | 0.8000         | 0   | 0.0000         | 1             | 0.8000  | 0.0004                |     | 316   |
| Abdur Rab Road                         | 22.39331667 | 91.81277778 | 3   | 1.4000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 3             | 1.4000  | 0.0007                |     | 226   |
| Abdurpara                              | 22.34812222 | 91.78111111 | 1   | 0.6000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 1             | 0.6000  | 0.0003                |     | 369   |
| Abu Jafor Road                         | 22.3386     | 91.843      | 0   | 0.0000         | 0   | 0.0000         | 1   | 0.6000         | 0   | 0.0000         | 1             | 0.6000  | 0.0003                |     | 369   |
| Abul Kalam Road                        | 22.39837778 | 91.81972222 | 1   | 0.8000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 1             | 0.8000  | 0.0004                |     | 316   |
| Abul Kamal Road                        | 22.31337°   | 91.90085°   | 1   | 0.8000         | 2   | 1.6000         | 0   | 0.0000         | 0   | 0.0000         | 3             | 2.4000  | 0.0011                |     | 157   |
| Abulbiri Moor                          | 22.34829°   | 91.79664°   | 1   | 1.0000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 1             | 1.0000  | 0.0005                |     | 251   |
| Afmi plaza                             | 22.36166944 | 91.82694444 | 5   | 4.0000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 5             | 4.0000  | 0.0019                |     | 98    |
| Agrabad                                | 22.327461°  | 91.812278°  | 1   | 0.2000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 1             | 0.2000  | 0.0001                |     | 440   |
| Agrabad Sonali Bank Moor               | 22.32698°   | 91.81205°   | 4   | 2.2000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 4             | 2.2000  | 0.0010                |     | 165   |
| Agrabad Moor                           | 22.327461   | 91.812278   | 43  | 28.4000        | 4   | 3.6000         | 5   | 4.6000         | 3   | 2.8000         | 55            | 39.4000 | 0.0185                |     | 1     |
| Airport Link Road                      | 22.24816°   | 91.81162°   | 1   | 1.0000         | 0   | 0.0000         | 0   | 0.0000         | 0   | 0.0000         | 1             | 1.0000  | 0.0005                |     | 251   |
| Akbarshah Bazar                        | 22.362603°  | 91.792844°  | 2   | 1.6000         | 0   | 0.0000         | 7   | 6.2000         | 0   | 0.0000         | 9             | 7.8000  | 0.0037                |     | 46    |
| Akbarshah road                         | 22.362603   | 91.792844   | 2   | 1.6000         | 0   | 0.0000         | 7   | 3.8000         | 0   | 0.0000         | 9             | 5.4000  | 0.0025                |     | 72    |

| Most crime-prone locations in BN areas | Coordinate      |                 | HH     |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                    |            |          |
|----------------------------------------|-----------------|-----------------|--------|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|--------------------|------------|----------|
|                                        | Latitude        | Longitude       | $f$    | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum (\sum WiFi)$ | WAI        | Ran<br>k |
| Akhtaruzzaman                          | 22.327428       | 91.812292       | 7      | 5.4000      | 0   | 0.000<br>0  | 2   | 1.6000      | 0   | 0.000<br>0  | 9             | 7.0000             | 0.003<br>3 | 51       |
| Al-Falah Lane                          | 22.366078       | 91.821081       | 1      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Al-Hera Road                           | 22.336186<br>°  | 91.835401<br>°  | 4      | 3.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 4             | 3.2000             | 0.001<br>5 | 122      |
| Alkaran Road (New Market)              | 22.331469<br>44 | 91.834444<br>44 | 2      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.0000             | 0.000<br>5 | 251      |
| Alonkar Moor                           | 22.358683       | 91.782172       | 1<br>3 | 9.2000      | 3   | 2.400<br>0  | 4   | 2.6000      | 0   | 0.000<br>0  | 2<br>0        | 14.2000            | 0.006<br>7 | 17       |
| Amanatullah                            | 22.360644       | 91.787156       | 1      | 0.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Ambagan                                | 22.350256       | 91.805681       | 6      | 4.6000      | 1   | 1.000<br>0  | 3   | 2.4000      | 1   | 0.800<br>0  | 1<br>1        | 8.8000             | 0.004<br>1 | 39       |
| Amin Colony                            | 22.376853       | 91.824617       | 1      | 0.6000      | 0   | 0.000<br>0  | 1   | 1.0000      | 0   | 0.000<br>0  | 2             | 1.6000             | 0.000<br>8 | 202      |
| Amin Jute Mill                         | 22.384067       | 91.826722       | 4      | 2.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 4             | 2.8000             | 0.001<br>3 | 139      |
| Amtal                                  | 22.336475       | 91.832144       | 1      | 0.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.2000             | 0.000<br>1 | 440      |
| Amtol Mor Reazuddin Bazar              | 22.336475<br>°  | 91.832144<br>°  | 2      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.0000             | 0.000<br>5 | 251      |
| Anandbazar                             | 22.314503       | 91.775081       | 7      | 3.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 7             | 3.8000             | 0.001<br>8 | 109      |
| Andarkilla                             | 22.340236       | 91.837669       | 1      | 0.2000      | 1   | 0.400<br>0  | 1   | 0.6000      | 2   | 1.400<br>0  | 5             | 2.6000             | 0.001<br>2 | 144      |
| Anderkilla                             | 22.340236       | 91.837669       | 4      | 2.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 4             | 2.6000             | 0.001<br>2 | 144      |
| Anirban Club                           | 22.3954         | 91.820539       | 0      | 0.0000      | 1   | 1.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Arakan Road                            | 22.365069<br>44 | 91.842777<br>78 | 0      | 0.0000      | 0   | 0.000<br>0  | 1   | 1.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Asadgonj Road                          | 22.333454<br>°  | 91.846569<br>°  | 1      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Ashkar Dighir Par                      | 22.346894       | 91.82905        | 1      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Aturar Dipo                            | 22.381594       | 91.829569       | 1      | 0.8000      | 4   | 3.000<br>0  | 0   | 0.0000      | 1   | 0.400<br>0  | 6             | 4.2000             | 0.002<br>0 | 94       |
| Azad Colony                            | 22.356850<br>00 | 91.783333<br>33 | 0      | 0.0000      | 0   | 0.000<br>0  | 1   | 1.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Bapari Para Road                       | 22.328333       | 91.804075       | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 0.400<br>0  | 1             | 0.4000             | 0.000<br>2 | 415      |
| Badamtali                              | 22.324481       | 91.812264       | 1<br>7 | 10.200<br>0 | 2   | 1.800<br>0  | 1   | 0.6000      | 0   | 0.000<br>0  | 2<br>0        | 12.6000            | 0.005<br>9 | 20       |
| Badamtol                               | 22.324481       | 91.812264       | 4      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 4             | 1.0000             | 0.000<br>5 | 251      |
| BADC Road                              | 22.364628       | 91.803153       | 5      | 4.4000      | 0   | 0.000<br>0  | 1   | 0.8000      | 0   | 0.000<br>0  | 6             | 5.2000             | 0.002<br>4 | 75       |
| Badurtola                              | 22.366638<br>89 | 91.842500<br>00 | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 2   | 1.200<br>0  | 2             | 1.2000             | 0.000<br>6 | 241      |
| Baghghuna                              | 22.350863<br>89 | 91.816111<br>11 | 3      | 1.2000      | 1   | 0.400<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 4             | 1.6000             | 0.000<br>8 | 202      |
| Bagla bazar                            | 22.381956       | 91.809469       | 1      | 0.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Bahaddar Hat Moor                      | 22.368542<br>°  | 91.844133<br>°  | 5      | 2.4000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 5             | 2.4000             | 0.001<br>1 | 162      |
| Bahaddarhat                            | 22.368542       | 91.844133       | 2<br>1 | 17.000<br>0 | 4   | 3.200<br>0  | 6   | 4.2000      | 2   | 2.000<br>0  | 3<br>3        | 26.4000            | 0.012<br>4 | 5        |
| Baitunnur masjid road                  | 22.398186<br>11 | 91.829166<br>67 | 0      | 0.0000      | 1   | 0.400<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.4000             | 0.000<br>2 | 415      |
| Bakalia School Moor                    | 22.355583<br>33 | 91.844444<br>44 | 1      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Balirbari                              | 22.358092<br>°  | 91.860325<br>°  | 0      | 0.0000      | 1   | 0.800<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Balirhat                               | 22.358092<br>°  | 91.860325<br>°  | 1      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Baluchora                              | 22.413744       | 91.821489       | 5      | 4.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 5             | 4.0000             | 0.001<br>9 | 98       |
| Bandar Hospital                        | 22.313058       | 91.796333       | 0      | 0.0000      | 0   | 0.000<br>0  | 1   | 0.6000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Bandar R/A                             | 22.293244       | 91.783308       | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 0.800<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Bandar Road                            | 22.293244       | 91.783308       | 8      | 5.6000      | 0   | 0.000<br>0  | 3   | 2.4000      | 0   | 0.000<br>0  | 1<br>1        | 8.0000             | 0.003<br>8 | 43       |
| Bandartila                             | 22.286706       | 91.784142       | 3      | 1.2000      | 1   | 1.000<br>0  | 1   | 0.4000      | 0   | 0.000<br>0  | 5             | 2.6000             | 0.001<br>2 | 144      |
| Bangal Bazar Hat                       | 22.313719<br>44 | 91.822222<br>22 | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 0.400<br>0  | 1             | 0.4000             | 0.000<br>2 | 415      |
| Bangla Bazar                           | 22.313719<br>44 | 91.822222<br>22 | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 0.200<br>0  | 1             | 0.2000             | 0.000<br>1 | 440      |
| Bangshal Road                          | 22.33035        | 91.839847       | 1      | 0.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.2000             | 0.000<br>1 | 440      |
| Bank Colony                            | 22.325025       | 91.80235        | 2      | 1.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.2000             | 0.000<br>6 | 237      |
| Barafkal Moor                          | 22.341852<br>78 | 91.801111<br>11 | 1      | 0.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Barek Building                         | 22.319467       | 91.812086       | 2<br>2 | 14.400<br>0 | 1   | 0.600<br>0  | 6   | 5.0000      | 2   | 1.000<br>0  | 3<br>1        | 21.0000            | 0.009<br>8 | 9        |

| Most crime-prone locations in BN areas | Coordinate  |             | HH  |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                   |        |          |
|----------------------------------------|-------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|-------------------|--------|----------|
|                                        | Latitude    | Longitude   | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum \sum WiFij$ | WAI    | Ran<br>k |
| Bariband Area / Embankment Area        | 22.284776°  | 91.773798°  | 3   | 2.2000      | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.8000            | 0.0013 | 138      |
| Barishal Bazar                         | 22.38547778 | 91.86361111 | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 1             | 1.0000            | 0.0005 | 251      |
| Baro Pool                              | 22.329294   | 91.791364   | 5   | 3.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 3.8000            | 0.0018 | 104      |
| Baroi para                             | 22.36692500 | 91.84500000 | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000            | 0.0004 | 316      |
| Barrister Sultan Ahmad College Road    | 22.296378   | 91.785322   | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 1             | 0.2000            | 0.0001 | 440      |
| Batali Hill                            | 22.337772   | 91.826281   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 4   | 1.6000      | 5             | 2.6000            | 0.0012 | 144      |
| Batali Hill Road                       | 22.337772   | 91.826281   | 3   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.2000            | 0.0010 | 165      |
| Battali                                | 22.337772   | 91.826281   | 2   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.0000            | 0.0005 | 251      |
| Battali Rail Station Area              | 22.335633   | 91.826556   | 10  | 4.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 4.6000            | 0.0022 | 83       |
| Baubazar                               | 22.346233   | 91.794022   | 6   | 3.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 6             | 3.2000            | 0.0015 | 122      |
| Bayezid Bostami Road                   | 22.389536   | 91.810589   | 4   | 3.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 3.6000            | 0.0017 | 110      |
| Bayezid Moor                           | 22.390183   | 91.810581   | 15  | 9.2000      | 0   | 0.0000      | 0   | 0.0000      | 3   | 2.2000      | 18            | 11.4000           | 0.0053 | 25       |
| Beharipara                             | 22.335744   | 91.774049   | 8   | 3.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 8             | 3.0000            | 0.0014 | 132      |
| Bellapara                              | 22.302106   | 91.868222   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000            | 0.0002 | 415      |
| Beparipara                             | 22.328333   | 91.804075   | 4   | 2.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.6000            | 0.0012 | 144      |
| Beribadh Road                          | 22.284776°  | 91.773798°  | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.6000      | 1             | 0.6000            | 0.0003 | 369      |
| BGMEA Road                             | 22.346917   | 91.822119   | 5   | 4.8000      | 0   | 0.0000      | 4   | 2.6000      | 0   | 0.0000      | 9             | 7.4000            | 0.0035 | 48       |
| Bibirhat                               | 22.373964°  | 91.833122°  | 2   | 1.2000      | 2   | 1.0000      | 4   | 2.4000      | 0   | 0.0000      | 8             | 4.6000            | 0.0022 | 83       |
| Bihari Colony                          | 22.335744°  | 91.774049°  | 1   | 0.2000      | 0   | 0.0000      | 1   | 0.4000      | 0   | 0.0000      | 2             | 0.6000            | 0.0003 | 361      |
| Bijoy Nagar                            | 22.2421500  | 91.81138889 | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.4000      | 1             | 0.4000            | 0.0002 | 415      |
| Bishik Road                            | 22.38803333 | 91.80861111 | 0   | 0.0000      | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000            | 0.0002 | 415      |
| Bishwa Colony                          | 22.374117   | 91.783517   | 3   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.2000            | 0.0010 | 165      |
| Bishwaspara                            | 22.365767   | 91.769731   | 3   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 0.6000            | 0.0003 | 361      |
| Bisshaw Road                           | 22.31366°   | 91.80127°   | 1   | 0.2000      | 3   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.2000            | 0.0010 | 165      |
| BITAC Bazar                            | 22.355511   | 91.774053   | 5   | 3.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 3.8000            | 0.0018 | 104      |
| Boardbazar                             | 22.400219   | 91.861792   | 1   | 0.8000      | 0   | 0.0000      | 1   | 0.2000      | 0   | 0.0000      | 2             | 1.0000            | 0.0005 | 251      |
| Bormia Mosjid                          | 22.358216   | 91.84521    | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000            | 0.0003 | 369      |
| Boropul                                | 22.327908   | 91.789344   | 12  | 9.4000      | 2   | 1.8000      | 1   | 0.8000      | 0   | 0.0000      | 15            | 12.0000           | 0.0056 | 21       |
| Bow Bazar Road                         | 22.346233°  | 91.794022°  | 1   | 1.0000      | 1   | 0.2000      | 4   | 3.4000      | 0   | 0.0000      | 6             | 4.6000            | 0.0022 | 83       |
| Boxirhat                               | 22.33657222 | 91.86000000 | 2   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.0000            | 0.0005 | 251      |
| Bridge Ghat                            | 22.317203   | 91.837461   | 2   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 0.4000            | 0.0002 | 415      |
| Bridgeghat                             | 22.317203   | 91.837461   | 3   | 2.8000      | 1   | 0.8000      | 1   | 1.0000      | 3   | 2.4000      | 8             | 7.0000            | 0.0033 | 51       |
| BRTC Bus Depo Area                     | 22.416481   | 91.819197   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000            | 0.0002 | 415      |
| BRTC Moor                              | 22.390161   | 91.812536   | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.4000      | 1   | 0.4000      | 2             | 0.8000            | 0.0004 | 316      |
| Buddist Temple Road                    | 22.340264   | 91.832694   | 3   | 2.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.4000            | 0.0011 | 162      |
| Buluar Dighir East Side                | 22.340753°  | 91.843045°  | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000            | 0.0004 | 316      |
| Bundle Road                            | 22.335081   | 91.8402     | 3   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 1.6000            | 0.0008 | 202      |
| Bus Terminal                           | 22.37429°   | 91.85104°   | 8   | 5.6000      | 3   | 1.8000      | 2   | 1.6000      | 0   | 0.0000      | 13            | 9.0000            | 0.0042 | 38       |
| C&B Road                               | 22.348442   | 91.839689   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000            | 0.0004 | 316      |
| C. EPZ Entrance Gate Areas Streets     | 22.293084°  | 91.778026°  | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.4000      | 2             | 1.0000            | 0.0005 | 251      |
| Cant. College Moor                     | 22.39747°   | 91.81435°   | 3   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 0.6000            | 0.0003 | 361      |
| IUP Abashik                            | 22.37289444 | 91.775555   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000            | 0.0004 | 316      |
| IUP Market                             | 22.357333   | 91.787567   | 6   | 5.2000      | 2   | 1.8000      | 3   | 2.4000      | 3   | 0.8000      | 14            | 10.2000           | 0.0048 | 32       |
| CEPZ                                   | 22.293361   | 91.782144   | 5   | 3.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 3.0000            | 0.0014 | 132      |



| Most crime-prone locations in BN areas     | Coordinate  |             | HH  |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                     |        |          |
|--------------------------------------------|-------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|---------------------|--------|----------|
|                                            | Latitude    | Longitude   | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum (\sum WiFij)$ | WAI    | Ran<br>k |
| CGS Colony                                 | 22.325839   | 91.806944   | 4   | 2.0000      | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 3.0000              | 0.0014 | 132      |
| Chaktai Khalpar                            | 22.346103   | 91.841519   | 2   | 1.4000      | 0   | 0.0000      | 1   | 0.8000      | 3   | 2.4000      | 6             | 4.6000              | 0.0022 | 81       |
| Chaktai Road                               | 22.331094   | 91.848867   | 15  | 13.4000     | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 15            | 13.4000             | 0.0063 | 18       |
| Chandgaon                                  | 22.378483   | 91.84675°   | 7   | 5.0000      | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 8             | 5.8000              | 0.0027 | 62       |
| Chandgaon 3 no road                        | 22.377410   | 91.845208   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000              | 0.0004 | 316      |
| Chandgaon 9 no road                        | 22.379574   | 91.848790   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000              | 0.0004 | 316      |
| Chandgaon Abashik                          | 22.378483   | 91.84675    | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.2000              | 0.0001 | 440      |
| Chandgaon A-block                          | 22.37210833 | 91.84611111 | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000              | 0.0004 | 316      |
| Chandgaon BCIC Road                        | 22.39776667 | 91.85750000 | 4   | 2.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.8000              | 0.0013 | 139      |
| Char Farid                                 | 22.30678056 | 91.86000000 | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Char Lakshya                               | 22.302811   | 91.844928   | 4   | 2.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.8000              | 0.0013 | 139      |
| Chasma Hill Road                           | 22.368703   | 91.823826   | 3   | 1.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 1.2000              | 0.0006 | 241      |
| Chatteshawri Road                          | 22.354270   | 91.830439   | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000              | 0.0005 | 251      |
| Chawkbazar                                 | 22.357231   | 91.837444   | 17  | 10.6000     | 9   | 6.2000      | 5   | 3.8000      | 0   | 0.0000      | 31            | 20.6000             | 0.0097 | 10       |
| Chawkbazar katcha bazar                    | 22.371078   | 91.842086   | 0   | 0.0000      | 3   | 2.6000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.6000              | 0.0012 | 144      |
| Chawkbazar Kitchen Market                  | 22.35342°   | 91.83301°   | 6   | 4.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 6             | 4.8000              | 0.0023 | 79       |
| Chittagong College Area Roads              | 22.353036   | 91.836631   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000              | 0.0004 | 316      |
| Chittagong College East Gate (Chandanpura) | 22.349      | 91.838      | 0   | 0.0000      | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Chittagong Junction                        | 22.34262°   | 91.81189°   | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000              | 0.0005 | 251      |
| Chittagong Poli-technique                  | 22.369797   | 91.810444   | 2   | 1.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.2000              | 0.0006 | 241      |
| Choto Pool                                 | 22.329577   | 91.794894   | 2   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 0.8000              | 0.0004 | 316      |
| Chotopul                                   | 22.329577   | 91.794894   | 1   | 0.4000      | 1   | 0.6000      | 1   | 0.6000      | 0   | 0.0000      | 3             | 1.6000              | 0.0008 | 202      |
| Choumuhani                                 | 22.20021°   | 91.48449°   | 6   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 7             | 2.4000              | 0.0011 | 157      |
| Chowdhuri bari                             | 22.37127°   | 91.83612°   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000              | 0.0002 | 415      |
| Chowdhuripara                              | 22.324239   | 91.773558   | 1   | 0.6000      | 0   | 0.0000      | 1   | 0.6000      | 0   | 0.0000      | 2             | 1.2000              | 0.0006 | 241      |
| Chowmuhoni                                 | 22.20021    | 91.48449    | 22  | 11.8000     | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 23            | 12.8000             | 0.0060 | 19       |
| Chuna Factory Road                         | 22.34390833 | 91.78250000 | 5   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 2.0000              | 0.0009 | 178      |
| Cinema Palace                              | 22.33791667 | 91.83583333 | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000              | 0.0005 | 251      |
| College Bazar                              | 22.315110   | 91.837200   | 0   | 0.0000      | 2   | 1.4000      | 3   | 1.8000      | 0   | 0.0000      | 5             | 3.2000              | 0.0015 | 122      |
| Colonel hat                                | 22.368739   | 91.777972   | 3   | 1.2000      | 0   | 0.0000      | 4   | 2.2000      | 4   | 3.2000      | 11            | 6.6000              | 0.0031 | 53       |
| Cosmopolitan Road                          | 22.369864   | 91.820856   | 2   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.6000              | 0.0008 | 202      |
| Court Road                                 | 22.335256   | 91.836853   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| CPR Gate                                   | 22.33592222 | 91.83222222 | 0   | 0.0000      | 0   | 0.0000      | 2   | 1.6000      | 0   | 0.0000      | 2             | 1.6000              | 0.0008 | 202      |
| CRB Hill                                   | 22.342594   | 91.820708   | 1   | 0.6000      | 0   | 0.0000      | 1   | 0.8000      | 0   | 0.0000      | 2             | 1.4000              | 0.0007 | 226      |
| CRB Hill Area                              | 22.342594   | 91.820708   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000              | 0.0005 | 251      |
| Ctg Shopping Mall                          | 22.36662°   | 91.82503°   | 5   | 3.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 3.2000              | 0.0015 | 129      |
| C-Type Building                            | 22.285448   | 91.788384   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Custom Moor                                | 22.31195    | 91.799331   | 13  | 10.6000     | 1   | 0.6000      | 5   | 3.6000      | 2   | 1.8000      | 21            | 16.6000             | 0.0078 | 16       |
| CWASA Moor                                 | 22.351278   | 91.822078   | 1   | 0.2000      | 0   | 0.0000      | 2   | 1.6000      | 0   | 0.0000      | 3             | 1.8000              | 0.0008 | 192      |
| Dail Bridge                                | 22.319      | 91.802      | 3   | 1.4000      | 0   | 0.0000      | 1   | 0.6000      | 0   | 0.0000      | 4             | 2.0000              | 0.0009 | 178      |
| Dakshin Kattoli                            | 22.350686   | 91.771139   | 3   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.2000              | 0.0010 | 165      |
| Damapara                                   | 22.356581   | 91.821094   | 0   | 0.0000      | 0   | 0.0000      | 2   | 1.0000      | 0   | 0.0000      | 2             | 1.0000              | 0.0005 | 251      |
| Darogar Hat                                | 22.659011   | 91.635322   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000              | 0.0002 | 415      |
| DC Hill Area                               | 22.341219   | 91.831328   | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.2000              | 0.0001 | 440      |

| Most crime-prone locations in BN areas | Coordinate  |             | HH  |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                     |        |          |
|----------------------------------------|-------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|---------------------|--------|----------|
|                                        | Latitude    | Longitude   | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum (\sum WiFij)$ | WAI    | Ran<br>k |
| Debar Bazar                            | 22.35787°   | 91.81835°   | 8   | 3.8000      | 2   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 10            | 4.6000              | 0.0022 | 83       |
| Dewan Bazar                            | 22.340775°  | 91.814119°  | 2   | 1.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.4000              | 0.0007 | 226      |
| Dewanhat Bridge                        | 22.340189   | 91.814397   | 20  | 16.6000     | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 20            | 16.6000             | 0.0078 | 13       |
| Dewanhat Moor                          | 22.340775   | 91.814119   | 26  | 19.0000     | 2   | 1.4000      | 1   | 0.8000      | 1   | 1.0000      | 30            | 22.2000             | 0.0104 | 7        |
| Didar Market                           | 22.34814°   | 91.83841°   | 1   | 1.0000      | 0   | 0.0000      | 1   | 0.8000      | 0   | 0.0000      | 2             | 1.8000              | 0.0008 | 192      |
| Double Muring Road                     | 22.32971389 | 91.80777778 | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| DT Road                                | 22.34781667 | 91.79750000 | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.8000      | 1             | 0.8000              | 0.0004 | 316      |
| Eidghah                                | 22.34066389 | 91.81333333 | 2   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 0.6000              | 0.0003 | 361      |
| Ek kilometer                           | 22.366066   | 91.849501   | 2   | 1.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.2000              | 0.0006 | 241      |
| Enayet Bazar Road                      | 22.340969   | 91.829475   | 3   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.0000              | 0.0009 | 178      |
| EPZ Moor                               | 22.29315°   | 91.78206°   | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 1             | 1.0000              | 0.0005 | 251      |
| Fakirhat                               | 22.388789   | 91.760786   | 17  | 13.8000     | 0   | 0.0000      | 3   | 1.8000      | 1   | 1.0000      | 21            | 16.6000             | 0.0078 | 13       |
| Faridapara                             | 22.363635   | 91.83799    | 2   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 2.0000              | 0.0009 | 178      |
| Fayes Lake                             | 22.365572°  | 91.796747°  | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 1             | 0.2000              | 0.0001 | 440      |
| Firingi Bazar                          | 22.328983   | 91.8328     | 4   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 2   | 1.4000      | 6             | 3.6000              | 0.0017 | 110      |
| Firozshah Colony                       | 22.371467   | 91.784853   | 2   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.6000              | 0.0008 | 202      |
| Firozshah Rail gate                    | 22.371467°  | 91.784853°  | 1   | 0.8000      | 0   | 0.0000      | 5   | 3.6000      | 0   | 0.0000      | 6             | 4.4000              | 0.0021 | 90       |
| Foillatali bazar                       | 22.344569   | 91.775531   | 5   | 3.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 5             | 3.0000              | 0.0014 | 132      |
| Fokir Hat                              | 22.388789   | 91.760786   | 0   | 0.0000      | 3   | 2.4000      | 3   | 2.0000      | 0   | 0.0000      | 6             | 4.4000              | 0.0021 | 90       |
| Forest Gate                            | 22.368401°  | 91.829728°  | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000              | 0.0002 | 415      |
| Forida Para                            | 22.363635   | 91.83799    | 0   | 0.0000      | 0   | 0.0000      | 2   | 1.6000      | 0   | 0.0000      | 2             | 1.6000              | 0.0008 | 202      |
| Foyz Lake                              | 22.365572   | 91.796747   | 6   | 6.0000      | 3   | 2.6000      | 2   | 1.6000      | 0   | 0.0000      | 11            | 10.2000             | 0.0048 | 32       |
| Fultala                                | 22.357904   | 91.842789   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000              | 0.0002 | 415      |
| Fultala Bazar                          | 22.357904°  | 91.842789°  | 2   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.6000              | 0.0008 | 202      |
| Garibullah H/S                         | 22.358228   | 91.819317   | 4   | 3.2000      | 0   | 0.0000      | 2   | 1.8000      | 1   | 0.6000      | 7             | 5.6000              | 0.0026 | 69       |
| GEC moor                               | 22.359006   | 91.821308   | 21  | 14.4000     | 8   | 4.8000      | 8   | 6.6000      | 10  | 6.0000      | 47            | 31.8000             | 0.0149 | 3        |
| Ghat Farhadbeg                         | 22.343533   | 91.839534   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Golpahar Moor                          | 22.36011667 | 91.82777778 | 1   | 1.0000      | 0   | 0.0000      | 1   | 0.8000      | 5   | 2.4000      | 7             | 4.2000              | 0.0020 | 94       |
| Goni Bakery                            | 22.35038333 | 91.83638889 | 0   | 0.0000      | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000              | 0.0002 | 415      |
| Goshaildanga                           | 22.318333   | 91.808586   | 7   | 5.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 7             | 5.4000              | 0.0025 | 74       |
| Gosyaldanga                            | 22.318333   | 91.808586   | 6   | 4.0000      | 0   | 0.0000      | 1   | 0.6000      | 0   | 0.0000      | 7             | 4.6000              | 0.0022 | 83       |
| Greenview R/A                          | 22.394669   | 91.824578   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Gulzar Market Mor                      | 22.35736°   | 91.83726°   | 3   | 2.4000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 4             | 3.4000              | 0.0016 | 119      |
| Haji Hamid Sharif Road                 | 22.416383   | 91.862333   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Halishahar                             | 22.342667°  | 91.780056°  | 7   | 3.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 7             | 3.0000              | 0.0014 | 137      |
| Halishahar A-Block                     | 22.342667   | 91.780056   | 11  | 8.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 11            | 8.8000              | 0.0041 | 39       |
| Halishahar B-Block                     | 22.338256   | 91.775869   | 12  | 7.6000      | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 13            | 7.8000              | 0.0037 | 44       |
| Halishahar Beach                       | 22.340631°  | 91.783294°  | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000              | 0.0003 | 369      |
| Halishahar J-Block                     | 22.340631   | 91.783294   | 10  | 3.6000      | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 11            | 4.0000              | 0.0019 | 98       |
| Hamzarbag                              | 22.37595    | 91.827558   | 7   | 5.0000      | 4   | 2.8000      | 0   | 0.0000      | 0   | 0.0000      | 11            | 7.8000              | 0.0037 | 45       |
| Harbatoli                              | 22.377744   | 91.782036   | 3   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.2000              | 0.0010 | 165      |
| Hashem Bazar                           | 22.382303   | 91.830219   | 6   | 3.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 6             | 3.4000              | 0.0016 | 117      |
| Hathazari Road                         | 22.382839   | 91.828069   | 4   | 2.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.6000              | 0.0012 | 144      |
| Hazari Lane                            | 22.339167   | 91.836397   | 2   | 1.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.2000              | 0.0006 | 241      |

| Most crime-prone locations in BN areas  | Coordinate  |             | HH  |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                   |        |          |
|-----------------------------------------|-------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|-------------------|--------|----------|
|                                         | Latitude    | Longitude   | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum \sum WiFij$ | WAI    | Ran<br>k |
| Hazipara                                | 22.328789   | 91.805988   | 0   | 0.0000      | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000            | 0.0002 | 415      |
| Hill View                               | 22.360644   | 91.826475   | 3   | 2.2000      | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.4000            | 0.0011 | 157      |
| Housing Area                            | 22.268647°  | 91.781685°  | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000            | 0.0003 | 369      |
| Ichhan nagar                            | 22.315945   | 91.833314   | 2   | 0.8000      | 1   | 0.6000      | 0   | 0.0000      | 2   | 1.2000      | 5             | 2.6000            | 0.0012 | 154      |
| Ice Factory Road                        | 22.333139   | 91.827497   | 2   | 1.2000      | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 3             | 2.2000            | 0.0010 | 165      |
| Iqbal Road                              | 22.3316     | 91.841842   | 2   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 0.8000            | 0.0004 | 316      |
| Ispahani Colony                         | 22.34667°   | 91.81944°   | 2   | 1.2000      | 1   | 0.6000      | 3   | 1.0000      | 5   | 4.6000      | 11            | 7.4000            | 0.0035 | 48       |
| Jamal khan Road                         | 22.345639   | 91.834094   | 3   | 1.6000      | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 4             | 2.6000            | 0.0012 | 154      |
| Janata Colony                           | 22.364331   | 91.784881   | 1   | 0.8000      | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 2             | 1.8000            | 0.0008 | 192      |
| Jele Para (Fishermen Community Area)    | 22.55959°   | 92.28528°   | 3   | 2.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.2000            | 0.0010 | 165      |
| Jejepara                                | 22.55959°   | 92.28528°   | 1   | 0.6000      | 0   | 0.0000      | 1   | 0.8000      | 0   | 0.0000      | 2             | 1.4000            | 0.0007 | 226      |
| Jhautala                                | 22.359775   | 91.807344   | 5   | 3.2000      | 2   | 1.8000      | 8   | 6.4000      | 1   | 0.6000      | 16            | 12.0000           | 0.0056 | 21       |
| Jhautala Bazar                          | 22.359783   | 91.807339   | 0   | 0.0000      | 0   | 0.0000      | 4   | 2.2000      | 0   | 0.0000      | 4             | 2.2000            | 0.0010 | 165      |
| Jhautala Rail Station                   | 22.356044   | 91.807672   | 4   | 3.4000      | 0   | 0.0000      | 3   | 2.4000      | 0   | 0.0000      | 7             | 5.8000            | 0.0027 | 59       |
| Jubilee Road                            | 22.3408     | 91.827772   | 3   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 3   | 2.0000      | 6             | 3.6000            | 0.0017 | 116      |
| Jukipara                                | 22.33       | 91.776      | 4   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.0000            | 0.0009 | 178      |
| Julman Shah Road                        | 22.377364   | 91.828356   | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.2000            | 0.0001 | 440      |
| Jute Rail Ghate (Amin)                  | 22.382805   | 91.828020   | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 1             | 1.0000            | 0.0005 | 251      |
| Kadalipara                              | 22.367850   | 91.866733   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000            | 0.0003 | 369      |
| Kadamtali                               | 22.335951°  | 91.821236°  | 3   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.0000            | 0.0009 | 178      |
| Kafco                                   | 22.226378   | 91.829847   | 6   | 4.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 6             | 4.6000            | 0.0022 | 83       |
| Kaiballadham                            | 22.365981   | 91.781825   | 8   | 4.0000      | 1   | 1.0000      | 1   | 0.8000      | 0   | 0.0000      | 10            | 5.8000            | 0.0027 | 62       |
| Kalamia bazar                           | 22.347453   | 91.851903   | 11  | 9.2000      | 2   | 1.8000      | 4   | 3.8000      | 3   | 1.8000      | 20            | 16.6000           | 0.0078 | 13       |
| Kalibari                                | 22.32078°   | 91.81184°   | 3   | 1.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 1.2000            | 0.0006 | 237      |
| Kalurghat Road                          | 22.395122   | 91.880569   | 3   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.0000            | 0.0009 | 178      |
| Kallul Residential                      | 22.32078    | 91.81184    | 3   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 1.6000            | 0.0008 | 202      |
| Kamal Ataturk Road                      | 22.24351°   | 91.79214°   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000            | 0.0004 | 316      |
| Kamal Road                              | 22.329612°  | 91.825787°  | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 1             | 0.2000            | 0.0001 | 440      |
| Kamrabad Road                           | 22.38317°   | 91.83216°   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000            | 0.0004 | 316      |
| Kapashgola Road                         | 22.359636   | 91.840547   | 2   | 1.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.4000            | 0.0007 | 226      |
| Kapashkhula                             | 22.35972°   | 91.84064°   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.6000      | 2             | 1.0000            | 0.0005 | 251      |
| Kaptai Road                             | 22.41465°   | 91.8644°    | 6   | 3.8000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.6000      | 7             | 4.4000            | 0.0021 | 92       |
| Karnafuli Market                        | 22.33229167 | 91.81194444 | 1   | 0.6000      | 2   | 1.6000      | 0   | 0.0000      | 2   | 1.4000      | 5             | 3.6000            | 0.0017 | 110      |
| Katalgang Abashik                       | 22.360722   | 91.83695    | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2   | 0.4000      | 2             | 0.4000            | 0.0002 | 415      |
| Katapahar (Andorkilla to Bossbrother's) | 22.34243889 | 91.83833333 | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000            | 0.0003 | 369      |
| Katcha Bazar, Chackbazar                | 22.371078   | 91.842086   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000            | 0.0005 | 251      |
| Katcha Rasta                            | 22.344506   | 91.801428   | 2   | 1.8000      | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.6000            | 0.0012 | 144      |
| Kathghoar                               | 22.26025°   | 91.79165°   | 3   | 2.4000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 4             | 3.4000            | 0.0016 | 119      |
| Kazir Dewri Mor                         | 22.347631   | 91.825631   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000            | 0.0005 | 251      |
| Kazirdewri Moor                         | 22.347631   | 91.825631   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 2             | 1.6000            | 0.0008 | 202      |
| KB Aman Ali Road                        | 22.359181   | 91.850608   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000            | 0.0005 | 251      |
| KDS Moor                                | 22.38039°   | 91.80589°   | 7   | 6.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 7             | 6.0000            | 0.0028 | 57       |
| Keyari Road                             | 22.35600000 | 91.83777778 | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.8000      | 1             | 0.8000            | 0.0004 | 316      |
| Keyari Shed                             | 22.35600000 | 91.83777778 | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.8000      | 1             | 0.8000            | 0.0004 | 316      |

| Most crime-prone locations in BN areas | Coordinate      |                 | HH     |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                    |            |          |
|----------------------------------------|-----------------|-----------------|--------|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|--------------------|------------|----------|
|                                        | Latitude        | Longitude       | $f$    | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum (\sum WiFi)$ | WAI        | Ran<br>k |
| Khaja Road                             | 22.30805        | 91.773294       | 5      | 3.2000      | 2   | 1.400<br>0  | 3   | 2.6000      | 0   | 0.000<br>0  | 1<br>0        | 7.2000             | 0.003<br>4 | 50       |
| Khajurtala Road                        | 22.254475<br>00 | 91.778055<br>56 | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 1.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Khal Par                               | 22.34236°       | 91.7765°        | 1      | 0.4000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.4000             | 0.000<br>2 | 415      |
| Khalashi                               | 22.360958       | 91.811058       | 1      | 0.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Khalifa para                           | 22.370792       | 91.854706       | 1      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Khalpar                                | 22.336161       | 91.775972       | 3      | 1.2000      | 1   | 1.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 4             | 2.2000             | 0.001<br>0 | 165      |
| Kharampara                             | 22.368573<br>°  | 91.850179<br>°  | 5      | 3.4000      | 2   | 0.600<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 7             | 4.0000             | 0.001<br>9 | 98       |
| Khatunganj                             | 22.337889       | 91.8443         | 2      | 1.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.6000             | 0.000<br>8 | 202      |
| Khatunganj Road                        | 22.337889       | 91.8443         | 1      | 0.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| Khulshi                                | 22.360958       | 91.811058       | 1      | 0.4000      | 2   | 0.400<br>0  | 0   | 0.0000      | 1   | 0.200<br>0  | 4             | 1.0000             | 0.000<br>5 | 251      |
| Khulshi I                              | 22.36165°       | 91.81227°       | 0      | 0.0000      | 0   | 0.000<br>0  | 1   | 0.6000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Kodomtoli Bus Terminal Area            | 22.3355         | 91.821008       | 1      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Kosaipara                              | 22.254          | 91.788          | 1      | 0.6000      | 1   | 0.400<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.0000             | 0.000<br>5 | 251      |
| Koshai Goli/ Koshai Para               | 22.254          | 91.788          | 1      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Kotowali                               | 22.341386       | 91.827461       | 0      | 0.0000      | 0   | 0.000<br>0  | 3   | 2.2000      | 4   | 2.400<br>0  | 7             | 4.6000             | 0.002<br>2 | 81       |
| Kotowali Moor                          | 22.333325       | 91.836675       | 5      | 3.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 5             | 3.0000             | 0.001<br>4 | 132      |
| Kuaish                                 | 22.406003       | 91.862622       | 4      | 2.4000      | 0   | 0.000<br>0  | 1   | 0.6000      | 0   | 0.000<br>0  | 5             | 3.0000             | 0.001<br>4 | 131      |
| Kulgaon                                | 22.403881       | 91.825931       | 5      | 3.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 5             | 3.2000             | 0.001<br>5 | 122      |
| Lake city R/A                          | 22.362447       | 91.793456       | 0      | 0.0000      | 1   | 0.600<br>0  | 1   | 0.4000      | 0   | 0.000<br>0  | 2             | 1.0000             | 0.000<br>5 | 251      |
| Lake Valley                            | 22.362447       | 91.793456       | 2      | 1.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.6000             | 0.000<br>8 | 202      |
| Laldighi                               | 22.338419       | 91.838253       | 3      | 1.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 3             | 1.8000             | 0.000<br>8 | 192      |
| Lalkhan Bazar                          | 22.352028       | 91.821094       | 1<br>5 | 7.6000      | 3   | 2.600<br>0  | 3   | 1.6000      | 0   | 0.000<br>0  | 2<br>1        | 11.8000            | 0.005<br>5 | 23       |
| Loyal Road                             | 22.337208       | 91.836289       | 1      | 0.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316      |
| M.A. Aziz Road                         | 22.26945°       | 91.78811°       | 4      | 3.6000      | 0   | 0.000<br>0  | 1   | 0.2000      | 0   | 0.000<br>0  | 5             | 3.8000             | 0.001<br>8 | 104      |
| Ma Building, Patanga                   | 22.29328°       | 91.78755°       | 2      | 1.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.8000             | 0.000<br>8 | 192      |
| Madanhat                               | 22.47265        | 91.814764       | 1      | 1.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Madarbari Road                         | 22.330175       | 91.823797       | 2      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 0.6000             | 0.000<br>3 | 361      |
| Mahankhal Bazar                        | 22.330175       | 91.823797       | 1      | 0.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.2000             | 0.000<br>1 | 440      |
| Maijjur Tek                            | 22.310904       | 91.856106       | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 1.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Maizpara Road                          | 22.256275       | 91.807517       | 2      | 1.8000      | 0   | 0.000<br>0  | 3   | 3.0000      | 1   | 1.000<br>0  | 6             | 5.8000             | 0.002<br>7 | 62       |
| Mariners' Road                         | 22.328944       | 91.847028       | 2      | 1.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.8000             | 0.000<br>8 | 192      |
| Master Lane                            | 22.357369       | 91.794944       | 0      | 0.0000      | 0   | 0.000<br>0  | 1   | 1.0000      | 0   | 0.000<br>0  | 1             | 1.0000             | 0.000<br>5 | 251      |
| Masterpol                              | 22.342703       | 91.841503       | 1      | 0.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.2000             | 0.000<br>1 | 440      |
| Maulavipara                            | 22.29315        | 91.825589       | 1      | 0.2000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.2000             | 0.000<br>1 | 440      |
| Mayor Goli                             | 22.368106       | 91.821236       | 2      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 0.6000             | 0.000<br>3 | 361      |
| Medical College road                   | 22.359294       | 91.829992       | 2      | 1.2000      | 1   | 0.800<br>0  | 0   | 0.0000      | 1   | 0.800<br>0  | 4             | 2.8000             | 0.001<br>3 | 139      |
| Mehedibag                              | 22.356803       | 91.824992       | 0      | 0.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 1   | 0.600<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Merinurse Drive                        | 22.328944<br>°  | 91.847028<br>°  | 5      | 4.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 5             | 4.0000             | 0.001<br>9 | 98       |
| Milkvita                               | 22.31289°       | 91.85139°       | 4      | 2.8000      | 1   | 0.600<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 5             | 3.4000             | 0.001<br>6 | 119      |
| Mimi Super Market                      | 22.36118°       | 91.82711°       | 6      | 5.8000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 6             | 5.8000             | 0.002<br>7 | 62       |
| Mini Bangladesh                        | 22.374672       | 91.849603       | 1      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Mirzapul                               | 22.366027<br>78 | 91.833888<br>89 | 1      | 0.6000      | 0   | 0.000<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369      |
| Misturipara                            | 22.336844       | 91.810081       | 8      | 5.0000      | 0   | 0.000<br>0  | 0   | 0.0000      | 2   | 0.600<br>0  | 1<br>0        | 5.6000             | 0.002<br>6 | 69       |
| Mogoholi Road                          | 22.33085        | 91.82557        | 1      | 0.4000      | 1   | 0.600<br>0  | 0   | 0.0000      | 0   | 0.000<br>0  | 2             | 1.0000             | 0.000<br>5 | 251      |

| Most crime-prone locations in BN areas | Coordinate  |             | HH  |             | KI  |             | IH  |             | IP  |             | Total (N=675) |                    |        |          |
|----------------------------------------|-------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|---------------|--------------------|--------|----------|
|                                        | Latitude    | Longitude   | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $f$ | $\sum WiFi$ | $N$           | $\sum (\sum WiFi)$ | WAI    | Ran<br>k |
| Mohajan Ghata                          | 22.19892500 | 91.98611111 | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 1             | 0.2000             | 0.0001 | 440      |
| Mohal Khan Bazar                       | 22.330175   | 91.823797   | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 1             | 0.2000             | 0.0001 | 440      |
| Mohammadpur                            | 22.369592   | 91.837961   | 3   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.0000             | 0.0009 | 178      |
| Mohin Das Road                         | 22.33347222 | 91.83833333 | 3   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 1.0000             | 0.0005 | 251      |
| Mojijartek                             | 22.310904   | 91.856106   | 16  | 15.0000     | 2   | 1.8000      | 0   | 0.0000      | 0   | 0.0000      | 18            | 16.8000            | 0.0079 | 12       |
| Momin Road                             | 22.343786   | 91.833381   | 3   | 2.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 2.4000             | 0.0011 | 162      |
| Motijharna lane                        | 22.348286   | 91.816819   | 6   | 4.0000      | 1   | 0.4000      | 1   | 1.0000      | 0   | 0.0000      | 8             | 5.4000             | 0.0025 | 71       |
| Moulavi Para                           | 22.29315    | 91.825589   | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.6000      | 1             | 0.6000             | 0.0003 | 369      |
| Moushumi R/A                           | 22.345936   | 91.789997   | 0   | 0.0000      | 3   | 2.0000      | 4   | 3.2000      | 0   | 0.0000      | 7             | 5.2000             | 0.0024 | 75       |
| Moydar mill                            | 22.340906   | 91.847539   | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 0   | 0.0000      | 1             | 1.0000             | 0.0005 | 251      |
| Muhuripara                             | 22.331311   | 91.802475   | 2   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 0.6000             | 0.0003 | 361      |
| Munsef Lane                            | 22.35782°   | 91.84038°   | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 2   | 0.4000      | 3             | 1.2000             | 0.0006 | 237      |
| Muradpur                               | 22.369197   | 91.833111   | 15  | 9.2000      | 6   | 4.0000      | 7   | 3.6000      | 2   | 1.2000      | 30            | 18.0000            | 0.0084 | 11       |
| Muslimbad                              | 22.257642   | 91.782297   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000             | 0.0005 | 251      |
| Nal para road                          | 22.331611   | 91.829322   | 2   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.0000             | 0.0005 | 251      |
| Nasirabad                              | 22.36081944 | 91.82333333 | 3   | 1.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 3             | 1.8000             | 0.0008 | 192      |
| Naval Street                           | 22.344739   | 91.825192   | 2   | 1.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.2000             | 0.0006 | 241      |
| Navy Colony                            | 22.291114   | 91.781297   | 2   | 1.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.4000             | 0.0007 | 226      |
| Nazrul Shawronee                       | 22.342354°  | 91.830651°  | 2   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.0000             | 0.0005 | 251      |
| Neval Academy Street, Patanga          | 22.233764   | 91.798539   | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 2   | 1.0000      | 3             | 1.6000             | 0.0008 | 202      |
| New Bridge                             | 22.331644   | 91.851725   | 0   | 0.0000      | 0   | 0.0000      | 2   | 1.6000      | 2   | 2.0000      | 4             | 3.6000             | 0.0017 | 110      |
| New Chaktai Road                       | 22.33244444 | 91.84722222 | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000             | 0.0003 | 369      |
| New Market                             | 22.334144   | 91.832519   | 18  | 15.4000     | 4   | 4.0000      | 12  | 10.8000     | 2   | 1.2000      | 36            | 31.4000            | 0.0147 | 4        |
| New Mooring                            | 22.295811   | 91.786453   | 1   | 1.0000      | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.8000             | 0.0008 | 192      |
| Nimtala                                | 22.314353   | 91.798375   | 3   | 1.4000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.8000      | 4             | 2.2000             | 0.0010 | 165      |
| Nimtola Bissharoad                     | 22.313414°  | 91.801578°  | 9   | 5.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 9             | 5.8000             | 0.0027 | 62       |
| Noman College Road                     | 22.35759°   | 91.83991°   | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000             | 0.0005 | 251      |
| Nondonkanon T& T Area                  | 22.338836   | 91.833678   | 1   | 0.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.4000             | 0.0002 | 415      |
| Notun Bridge                           | 22.331644   | 91.851725   | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 1.0000      | 1             | 1.0000             | 0.0005 | 251      |
| Notun Mosjid                           | 22.35841°   | 91.84666°   | 2   | 1.4000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.4000             | 0.0007 | 226      |
| Noyabazar                              | 22.344397   | 91.7899     | 9   | 6.4000      | 3   | 2.8000      | 0   | 0.0000      | 0   | 0.0000      | 12            | 9.2000             | 0.0043 | 37       |
| Noyapara                               | 22.359706   | 91.785569   | 6   | 3.0000      | 0   | 0.0000      | 2   | 1.2000      | 0   | 0.0000      | 8             | 4.2000             | 0.0020 | 93       |
| Noyarhat                               | 22.287042°  | 91.790632°  | 6   | 3.6000      | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.2000      | 7             | 3.8000             | 0.0018 | 103      |
| Nur Hossen Chairman Ghata              | 22.43456111 | 91.67194444 | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.2000             | 0.0001 | 440      |
| Nurnagar Housing                       | 22.36291    | 91.85337    | 1   | 0.8000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.8000             | 0.0004 | 316      |
| O. R. Nizam Road                       | 22.35911111 | 91.82444444 | 1   | 0.2000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.2000             | 0.0001 | 440      |
| Old Biman Office                       | 22.345028   | 91.827058   | 4   | 2.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 2.0000             | 0.0009 | 191      |
| Omar Chand Road                        | 22.332708°  | 91.823526°  | 1   | 0.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 0.6000             | 0.0003 | 369      |
| Outer ring road                        | 22.34706944 | 91.76111111 | 1   | 1.0000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 1             | 1.0000             | 0.0005 | 251      |
| Oxyzen                                 | 22.393453   | 91.821417   | 25  | 19.8000     | 0   | 0.0000      | 0   | 0.0000      | 2   | 2.0000      | 27            | 21.8000            | 0.0102 | 8        |
| Oxyzen Moor                            | 22.393453   | 91.821417   | 2   | 1.6000      | 0   | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 2             | 1.6000             | 0.0008 | 202      |
| Pahartali                              | 22.365869   | 91.779906   | 3   | 2.2000      | 1   | 0.2000      | 4   | 2.2000      | 4   | 1.6000      | 12            | 6.2000             | 0.0029 | 56       |
| Pahartali College Road                 | 22.35651°   | 91.8041°    | 0   | 0.0000      | 0   | 0.0000      | 1   | 0.8000      | 0   | 0.0000      | 1             | 0.8000             | 0.0004 | 316      |
| Panchlaish                             | 22.362208   | 91.834439   | 1   | 0.8000      | 2   | 1.4000      | 0   | 0.0000      | 2   | 1.6000      | 5             | 3.8000             | 0.0018 | 104      |

| Most crime-prone locations in BN areas | Coordinate      |                 | HH     |        | KI |            | IH |        | IP |            | Total (N=675) |          |            |          |
|----------------------------------------|-----------------|-----------------|--------|--------|----|------------|----|--------|----|------------|---------------|----------|------------|----------|
|                                        | Latitude        | Longitude       | f      | ΣWiFi  | f  | ΣWiFi      | f  | ΣWiFi  | f  | ΣWiFi      | N             | Σ(ΣWiFi) | WAI        | Ran<br>k |
| Panirkal                               | 22.345644<br>44 | 91.792777<br>78 | 1      | 0.4000 | 1  | 0.600<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.0000   | 0.000<br>5 | 251      |
| Panjabi Lane                           | 22.335825<br>00 | 91.831388<br>89 | 1      | 0.6000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.6000   | 0.000<br>3 | 369      |
| Panjery Road                           | 22.338197<br>22 | 91.784166<br>67 | 4      | 0.8000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 4             | 0.8000   | 0.000<br>4 | 316      |
| Parade Ground                          | 22.355580<br>°  | 91.839469<br>°  | 1      | 0.4000 | 1  | 0.200<br>0 | 2  | 1.6000 | 0  | 0.000<br>0 | 4             | 2.2000   | 0.001<br>0 | 165      |
| Patanga Bazar (Marketplace)            | 22.260261       | 91.791425       | 1      | 1.0000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 1.0000   | 0.000<br>5 | 251      |
| Patanpara                              | 22.39543°       | 91.88237°       | 0      | 0.0000 | 0  | 0.000<br>0 | 2  | 1.6000 | 0  | 0.000<br>0 | 2             | 1.6000   | 0.000<br>8 | 202      |
| Patenga                                | 22.260261       | 91.791425       | 3      | 1.4000 | 0  | 0.000<br>0 | 1  | 0.8000 | 0  | 0.000<br>0 | 4             | 2.2000   | 0.001<br>0 | 165      |
| Pathantuli                             | 22.333317       | 91.817172       | 1<br>2 | 5.8000 | 0  | 0.000<br>0 | 1  | 0.6000 | 0  | 0.000<br>0 | 1<br>3        | 6.4000   | 0.003<br>0 | 55       |
| Pathar Ghata                           | 22.330817       | 91.845317       | 3      | 2.2000 | 0  | 0.000<br>0 | 0  | 0.0000 | 2  | 1.000<br>0 | 5             | 3.2000   | 0.001<br>5 | 122      |
| Patia Crossing                         | 22.291760<br>°  | 91.869885<br>°  | 1      | 0.6000 | 1  | 1.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.6000   | 0.000<br>8 | 202      |
| P-block                                | 22.376775       | 91.784703       | 1      | 0.8000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.8000   | 0.000<br>4 | 316      |
| Port Colony                            | 22.314861       | 91.794189       | 3      | 1.6000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 3             | 1.6000   | 0.000<br>8 | 202      |
| Port Connecting Road                   | 22.335925       | 91.788825       | 5      | 3.6000 | 1  | 0.600<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 6             | 4.2000   | 0.002<br>0 | 94       |
| Port Link Road                         | 22.329894       | 91.773522       | 1      | 1.0000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 1.0000   | 0.000<br>5 | 251      |
| Prabartak Mor                          | 22.361008       | 91.828589       | 1      | 0.8000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.8000   | 0.000<br>4 | 316      |
| Prabartok mor                          | 22.361008       | 91.828589       | 4      | 2.2000 | 2  | 0.600<br>0 | 0  | 0.0000 | 3  | 3.000<br>0 | 9             | 5.8000   | 0.002<br>7 | 59       |
| Puran Masjid                           | 22.304223<br>°  | 91.788372<br>°  | 2      | 1.2000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.2000   | 0.000<br>6 | 241      |
| Rahattarpul                            | 22.360119       | 91.852217       | 1<br>2 | 9.0000 | 1  | 0.600<br>0 | 1  | 0.4000 | 3  | 1.200<br>0 | 1<br>7        | 11.2000  | 0.005<br>3 | 26       |
| Rahman Nagar Road                      | 22.371978       | 91.820142       | 2      | 0.6000 | 0  | 0.000<br>0 | 1  | 1.0000 | 0  | 0.000<br>0 | 3             | 1.6000   | 0.000<br>8 | 202      |
| Rail Crossing/ Rail Gate (Still Mill)  | 22.324714<br>°  | 91.780464<br>°  | 6      | 6.0000 | 0  | 0.000<br>0 | 3  | 2.4000 | 0  | 0.000<br>0 | 9             | 8.4000   | 0.003<br>9 | 41       |
| Rail Gate                              | 22.336091<br>°  | 91.821401<br>°  | 5      | 4.4000 | 1  | 0.800<br>0 | 3  | 2.4000 | 3  | 2.200<br>0 | 1<br>2        | 9.8000   | 0.004<br>6 | 34       |
| Rail Station                           | 22.33385°       | 91.83009°       | 5      | 4.8000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 5             | 4.8000   | 0.002<br>3 | 79       |
| Railway Colony                         | 22.355011       | 91.803894       | 4      | 1.6000 | 0  | 0.000<br>0 | 1  | 0.4000 | 0  | 0.000<br>0 | 5             | 2.0000   | 0.000<br>9 | 178      |
| Railway School                         | 22.355394<br>°  | 91.798232<br>°  | 2      | 1.2000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.2000   | 0.000<br>6 | 237      |
| Railway Slum                           | 22.355011<br>°  | 91.803894<br>°  | 1      | 0.8000 | 1  | 0.600<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.4000   | 0.000<br>7 | 226      |
| Railway Society                        | 22.355011<br>°  | 91.803894<br>°  | 1      | 0.4000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.4000   | 0.000<br>2 | 415      |
| Rajakhali                              | 22.34713        | 91.85323        | 5      | 4.2000 | 0  | 0.000<br>0 | 2  | 1.2000 | 0  | 0.000<br>0 | 7             | 5.4000   | 0.002<br>5 | 72       |
| Rajar Fakir Road                       | 22.381644<br>44 | 91.811111<br>11 | 1      | 0.4000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.4000   | 0.000<br>2 | 415      |
| Rajmoni Ghat                           | 22.352372       | 91.760008       | 2      | 0.6000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 0.6000   | 0.000<br>3 | 361      |
| Rampura                                | 22.343727<br>78 | 91.795277<br>78 | 1      | 0.4000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.4000   | 0.000<br>2 | 415      |
| Ranggan Cinema Hall Area Road          | 22.33506°       | 91.83765°       | 1      | 0.2000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.2000   | 0.000<br>1 | 440      |
| Rasthar Matha                          | 22.394469       | 91.868611       | 2      | 1.0000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.0000   | 0.000<br>5 | 251      |
| Rasulbhag                              | 22.354583       | 91.847497       | 2      | 1.6000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 1.6000   | 0.000<br>8 | 202      |
| Riazuddin Bazar                        | 22.336475<br>°  | 91.832144<br>°  | 0      | 0.0000 | 0  | 0.000<br>0 | 0  | 0.0000 | 1  | 0.200<br>0 | 1             | 0.2000   | 0.000<br>1 | 440      |
| Rubigate                               | 22.37498°       | 91.81298°       | 2      | 0.8000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 2             | 0.8000   | 0.000<br>4 | 316      |
| Rupali Abashik                         | 22.34869°       | 91.77726°       | 1      | 0.8000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 0.8000   | 0.000<br>4 | 316      |
| S Club Moor                            | 22.3375         | 91.7745         | 1<br>1 | 9.8000 | 1  | 0.400<br>0 | 1  | 1.0000 | 0  | 0.000<br>0 | 1<br>3        | 11.2000  | 0.005<br>3 | 26       |
| Saban Ghat (Soap ghat)                 | 22.367430<br>56 | 91.860000<br>00 | 1      | 1.0000 | 0  | 0.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 1.0000   | 0.000<br>5 | 251      |
| Sabanghata                             | 22.367430<br>56 | 91.860000<br>00 | 4      | 3.8000 | 1  | 0.800<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 5             | 4.6000   | 0.002<br>2 | 83       |
| Sadarghat Road                         | 22.331847       | 91.831964       | 5      | 4.4000 | 0  | 0.000<br>0 | 0  | 0.0000 | 2  | 0.600<br>0 | 7             | 5.0000   | 0.002<br>3 | 77       |
| Sagorika Bisic                         | 22.35838°       | 91.77457°       | 3      | 2.0000 | 3  | 2.800<br>0 | 6  | 4.8000 | 0  | 0.000<br>0 | 1<br>2        | 9.6000   | 0.004<br>5 | 36       |
| Sagorika Housing                       | 22.354186       | 91.784542       | 0      | 0.0000 | 1  | 1.000<br>0 | 0  | 0.0000 | 0  | 0.000<br>0 | 1             | 1.0000   | 0.000<br>5 | 251      |
| Sagorika Road                          | 22.355978       | 91.776786       | 1<br>0 | 7.2000 | 0  | 0.000<br>0 | 1  | 1.0000 | 0  | 0.000<br>0 | 1<br>1        | 8.2000   | 0.003<br>8 | 42       |
| Saltgola Moor                          | 22.302          | 91.791          | 1      | 1.0000 | 1  | 1.000<br>0 | 0  | 0.0000 |    | 0.600<br>0 | 3             | 2.6000   | 0.001<br>2 | 144      |



| Most crime-prone locations in BN areas | Coordinate  |             | HH |         | KI |        | IH |         | IP |        | Total (N=675) |          |        |          |
|----------------------------------------|-------------|-------------|----|---------|----|--------|----|---------|----|--------|---------------|----------|--------|----------|
|                                        | Latitude    | Longitude   | f  | ∑WiFi   | f  | ∑WiFi  | f  | ∑WiFi   | f  | ∑WiFi  | N             | ∑(∑WiFi) | WAI    | Ran<br>k |
| Sanuara abashik                        | 22.380957°  | 91.859737°  | 1  | 0.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.6000   | 0.0003 | 369      |
| Sarson Road                            | 22.349511°  | 91.829583°  | 0  | 0.0000  | 0  | 0.0000 | 0  | 0.0000  | 1  | 1.0000 | 1             | 1.0000   | 0.0005 | 251      |
| Saultgola Crossing                     | 22.302419   | 91.791564   | 2  | 1.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 2             | 1.6000   | 0.0008 | 202      |
| Saultgula                              | 22.302      | 91.791      | 13 | 10.4000 | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 13            | 10.4000  | 0.0049 | 31       |
| Sayed Shah Road                        | 22.35415    | 91.848342   | 2  | 1.0000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 2             | 1.0000   | 0.0005 | 251      |
| Sea Beach                              | 22.234567   | 91.792453   | 0  | 0.0000  | 0  | 0.0000 | 0  | 0.0000  | 1  | 0.8000 | 1             | 0.8000   | 0.0004 | 316      |
| Sea Beach Patanga                      | 22.234567   | 91.792453   | 9  | 8.0000  | 0  | 0.0000 | 3  | 3.0000  | 0  | 0.0000 | 12            | 11.0000  | 0.0052 | 28       |
| Sea world road                         | 22.376544   | 91.786111   | 9  | 8.4000  | 1  | 1.0000 | 2  | 1.6000  | 0  | 0.0000 | 12            | 11.0000  | 0.0052 | 28       |
| Seabeach Bus Stand Moor                | 22.260403   | 91.791178   | 1  | 0.8000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.8000   | 0.0004 | 316      |
| Shabujbag                              | 22.34085000 | 91.78611111 | 0  | 0.0000  | 1  | 0.2000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.2000   | 0.0001 | 440      |
| Shah Mirpur                            | 22.38531111 | 91.83250000 | 0  | 0.0000  | 0  | 0.0000 | 0  | 0.0000  | 1  | 0.4000 | 1             | 0.4000   | 0.0002 | 415      |
| Shahid Nagar                           | 22.393556   | 91.827881   | 4  | 3.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 4             | 3.6000   | 0.0017 | 110      |
| Shahjahan Bakery                       | 22.338908   | 91.772492   | 1  | 0.2000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.2000   | 0.0001 | 440      |
| Shamsher Para                          | 22.38364167 | 91.84722222 | 0  | 0.0000  | 0  | 0.0000 | 2  | 1.6000  | 0  | 0.0000 | 2             | 1.6000   | 0.0008 | 202      |
| Shekh Mujib Road                       | 22.32939167 | 91.81250000 | 0  | 0.0000  | 0  | 0.0000 | 0  | 0.0000  | 1  | 0.8000 | 1             | 0.8000   | 0.0004 | 316      |
| Shershah                               | 22.3828     | 91.813003   | 4  | 3.4000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 4             | 3.4000   | 0.0016 | 117      |
| Shikalbaha                             | 22.313956   | 91.863369   | 6  | 4.4000  | 1  | 0.4000 | 1  | 0.8000  | 1  | 0.2000 | 9             | 5.8000   | 0.0027 | 59       |
| Sholakbahar                            | 22.366797   | 91.838322   | 2  | 0.8000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 2             | 0.8000   | 0.0004 | 316      |
| Sholashahar 2 no. gate                 | 22.366519   | 91.822878   | 0  | 0.0000  | 5  | 3.2000 | 0  | 0.0000  | 0  | 0.0000 | 5             | 3.2000   | 0.0015 | 129      |
| Sholashahar, 2 No Gate                 | 22.366519   | 91.822878   | 31 | 21.0000 | 0  | 0.0000 | 14 | 11.6000 | 3  | 2.4000 | 48            | 35.0000  | 0.0164 | 2        |
| Signal Road                            | 22.406419   | 91.816317   | 1  | 0.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.6000   | 0.0003 | 369      |
| Siraj-ud-dawla Road                    | 22.35028333 | 91.83861111 | 0  | 0.0000  | 0  | 0.0000 | 2  | 1.2000  | 0  | 0.0000 | 2             | 1.2000   | 0.0006 | 241      |
| Sobuj Chatter                          | 22.340839   | 91.786081   | 0  | 0.0000  | 0  | 0.0000 | 1  | 1.0000  | 0  | 0.0000 | 1             | 1.0000   | 0.0005 | 251      |
| Sojon Super Market                     | 22.37103611 | 91.85777778 | 0  | 0.0000  | 0  | 0.0000 | 1  | 1.0000  | 0  | 0.0000 | 1             | 1.0000   | 0.0005 | 251      |
| Soraipara                              | 22.352247   | 91.789181   | 3  | 1.6000  | 0  | 0.0000 | 1  | 1.0000  | 0  | 0.0000 | 4             | 2.6000   | 0.0012 | 154      |
| South Agrabad                          | 22.320108   | 91.805264   | 1  | 0.2000  | 1  | 0.8000 | 0  | 0.0000  | 0  | 0.0000 | 2             | 1.0000   | 0.0005 | 251      |
| South Chandgaon                        | 22.378483°  | 91.84675°   | 1  | 0.8000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.8000   | 0.0004 | 316      |
| South Khulshi R/A                      | 22.358597   | 91.811122   | 1  | 0.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.6000   | 0.0003 | 369      |
| Still Mill Area                        | 22.27105    | 91.790772   | 1  | 0.4000  | 1  | 0.8000 | 1  | 0.8000  | 1  | 0.8000 | 4             | 2.8000   | 0.0013 | 139      |
| Stadiumm                               | 22.34626667 | 91.82444444 | 0  | 0.0000  | 0  | 0.0000 | 1  | 0.2000  | 0  | 0.0000 | 1             | 0.2000   | 0.0001 | 440      |
| Supariwala Para                        | 22.33638611 | 91.81472222 | 0  | 0.0000  | 0  | 0.0000 | 0  | 0.0000  | 1  | 0.4000 | 1             | 0.4000   | 0.0002 | 415      |
| Taktar Pool                            | 22.294803   | 91.790483   | 1  | 0.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.6000   | 0.0003 | 369      |
| Taktar pul                             | 22.294803   | 91.790483   | 3  | 3.0000  | 0  | 0.0000 | 1  | 0.6000  | 0  | 0.0000 | 4             | 3.6000   | 0.0017 | 110      |
| Talukdar Bari Road                     | 22.437328   | 91.876583   | 0  | 0.0000  | 1  | 0.8000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.8000   | 0.0004 | 316      |
| Tankir Pahar                           | 22.348664   | 91.815947   | 3  | 2.0000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 3             | 2.0000   | 0.0009 | 178      |
| Tara Gate                              | 22.38684444 | 91.81083333 | 0  | 0.0000  | 0  | 0.0000 | 0  | 0.0000  | 1  | 0.4000 | 1             | 0.4000   | 0.0002 | 415      |
| Taxi Station Khulshi                   | 22.360958   | 91.811058   | 3  | 2.4000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 3             | 2.4000   | 0.0011 | 157      |
| Teliputti                              | 22.35845000 | 91.83944444 | 1  | 0.6000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 1             | 0.6000   | 0.0003 | 369      |
| Teribazar                              | 22.340031   | 91.838944   | 5  | 4.2000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 5             | 4.2000   | 0.0020 | 94       |
| Textile Moor                           | 22.378858   | 91.813244   | 12 | 9.0000  | 3  | 1.2000 | 1  | 0.4000  | 0  | 0.0000 | 16            | 10.6000  | 0.0050 | 30       |
| Tigerpass Bridge                       | 22.33599722 | 91.82138889 | 6  | 6.0000  | 0  | 0.0000 | 0  | 0.0000  | 0  | 0.0000 | 6             | 6.0000   | 0.0028 | 57       |
| Tigerpass Moor                         | 22.337097   | 91.820522   | 27 | 23.4000 | 2  | 1.0000 | 3  | 1.4000  | 0  | 0.0000 | 32            | 25.8000  | 0.0121 | 6        |
| Toll Road                              | 22.33831111 | 91.83027778 | 0  | 0.0000  | 0  | 0.0000 | 1  | 1.0000  | 0  | 0.0000 | 1             | 1.0000   | 0.0005 | 251      |
| Tool Road                              | 22.33831111 | 91.83027778 | 0  | 0.0000  | 0  | 0.0000 | 1  | 0.6000  | 0  | 0.0000 | 1             | 0.6000   | 0.0003 | 369      |

| Most crime-prone locations in BN areas | Coordinate      |                 | HH     |             | KI |             | IH |             | IP |             | Total (N=675) |                    |            |       |
|----------------------------------------|-----------------|-----------------|--------|-------------|----|-------------|----|-------------|----|-------------|---------------|--------------------|------------|-------|
|                                        | Latitude        | Longitude       | f      | $\sum WiFi$ | f  | $\sum WiFi$ | f  | $\sum WiFi$ | f  | $\sum WiFi$ | N             | $\sum (\sum WiFi)$ | WAI        | Ran k |
| Tulatoli Bakulia                       | 22.3385         | 91.853          | 1<br>3 | 11.800<br>0 | 0  | 0.000<br>0  | 0  | 0.0000      | 0  | 0.000<br>0  | 1<br>3        | 11.8000            | 0.005<br>5 | 23    |
| Tulatoli Road                          | 22.368572       | 91.817806       | 1      | 0.2000      | 2  | 1.800<br>0  | 1  | 0.6000      | 3  | 0.600<br>0  | 7             | 3.2000             | 0.001<br>5 | 122   |
| USTC Moor                              | 22.361981       | 91.798211       | 7      | 5.8000      | 0  | 0.000<br>0  | 2  | 0.8000      | 0  | 0.000<br>0  | 9             | 6.6000             | 0.003<br>1 | 54    |
| Uttara R/A                             | 22.343116<br>67 | 91.774166<br>67 | 1      | 0.8000      | 0  | 0.000<br>0  | 0  | 0.0000      | 0  | 0.000<br>0  | 1             | 0.8000             | 0.000<br>4 | 316   |
| VIP Road                               | 22.239419<br>44 | 91.807222<br>22 | 0      | 0.0000      | 0  | 0.000<br>0  | 0  | 0.0000      | 1  | 0.200<br>0  | 1             | 0.2000             | 0.000<br>1 | 440   |
| WASA Goli                              | 22.351878       | 91.822597       | 0      | 0.0000      | 1  | 0.600<br>0  | 0  | 0.0000      | 0  | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369   |
| Wasa Moor                              | 22.351278       | 91.822078       | 1      | 0.4000      | 1  | 1.000<br>0  | 0  | 0.0000      | 2  | 0.400<br>0  | 4             | 1.8000             | 0.000<br>8 | 200   |
| Wireless Moor                          | 22.361617       | 91.8044         | 4      | 3.4000      | 2  | 0.800<br>0  | 5  | 2.8000      | 1  | 0.400<br>0  | 1<br>2        | 7.4000             | 0.003<br>5 | 47    |
| World Bank Colony                      | 22.352350<br>00 | 91.781666<br>67 | 1      | 0.6000      | 0  | 0.000<br>0  | 0  | 0.0000      | 0  | 0.000<br>0  | 1             | 0.6000             | 0.000<br>3 | 369   |
| Zakir Hossain Road                     | 22.361931       | 91.801572       | 2      | 1.6000      | 0  | 0.000<br>0  | 0  | 0.0000      | 0  | 0.000<br>0  | 2             | 1.6000             | 0.000<br>8 | 202   |

**Table C.2.2: Causal factors becoming street crime hotspots in the BN areas (Respondents)**

| Causal factors becoming street crime hotspots | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban Planners) |       | SGD |       | Total (N=675) |       |
|-----------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                               | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Very far distance from Police Station         | 147 | 34.67 | 21 | 35.00 | 44                  | 34.92 | 15                | 37.50 | 3                         | 30.00 | 3   | 20.00 | 233           | 34.52 |
| Lack of Police Patrolling                     | 93  | 21.93 | 34 | 56.67 | 60                  | 47.62 | 11                | 27.50 | 4                         | 40.00 | 11  | 73.33 | 213           | 31.56 |
| Inactiveness of police force                  | 228 | 53.77 | 28 | 46.67 | 70                  | 55.56 | 1                 | 2.50  | 4                         | 40.00 | 7   | 46.67 | 338           | 50.07 |
| Corruption of police                          | 295 | 69.58 | 34 | 56.67 | 60                  | 47.62 | 1                 | 2.50  | 4                         | 40.00 | 10  | 66.67 | 404           | 59.85 |
| Narrow width of the streets                   | 130 | 30.66 | 14 | 23.33 | 39                  | 30.95 | 17                | 42.50 | 5                         | 50.00 | 4   | 26.67 | 209           | 30.96 |
| Poor/worse condition of streets               | 68  | 16.04 | 8  | 13.33 | 28                  | 22.22 | 13                | 32.50 | 4                         | 40.00 | 3   | 20.00 | 124           | 18.37 |
| Lack of street lighting                       | 173 | 40.80 | 21 | 35.00 | 38                  | 30.16 | 22                | 55.00 | 5                         | 50.00 | 5   | 33.33 | 264           | 39.11 |
| Escaping opportunity in the nearest slum      | 169 | 39.86 | 21 | 35.00 | 20                  | 15.87 | 25                | 62.50 | 1                         | 10.00 | 8   | 53.33 | 244           | 36.15 |
| Escaping opportunity in the forest and hill   | 44  | 10.38 | 6  | 10.00 | 3                   | 2.38  | 5                 | 12.50 | 1                         | 10.00 | 3   | 20.00 | 62            | 9.19  |
| Escaping opportunity in the mass gathering    | 118 | 27.83 | 17 | 28.33 | 30                  | 23.81 | 12                | 30.00 | 0                         | 0.00  | 6   | 40.00 | 183           | 27.11 |
| Transport Node (bus terminal/railway station) | 69  | 16.27 | 13 | 21.67 | 23                  | 18.25 | 19                | 47.50 | 5                         | 50.00 | 4   | 26.67 | 133           | 19.70 |
| Traffic Congestion                            | 83  | 19.58 | 8  | 13.33 | 27                  | 21.43 | 12                | 30.00 | 3                         | 30.00 | 2   | 13.33 | 135           | 20.00 |
| Local political patronization                 | 157 | 37.03 | 18 | 30.00 | 31                  | 24.60 | 15                | 37.50 | 4                         | 40.00 | 7   | 46.67 | 232           | 34.37 |
| Residence of poor/slum people                 | 119 | 28.07 | 19 | 31.67 | 34                  | 26.98 | 29                | 72.50 | 7                         | 70.00 | 3   | 20.00 | 211           | 31.26 |

#### D. Effects of street crime hotspots in Chittagong City

**Table D.1.1: Street crime victimization at RN (respondents)**

| Street crime victimization at RN | HHH |       | KI |       | GD |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | Total (N=675) |       |
|----------------------------------|-----|-------|----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|---------------|-------|
|                                  | f   | %     | f  | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f             | %     |
| Yes                              | 139 | 32.78 | 20 | 33.33 | 3  | 20.00 | 42                  | 33.33 | 2                 | 5.00  | 4                         | 40.00 | 210           | 31.11 |
| No                               | 285 | 67.22 | 40 | 66.67 | 12 | 80.00 | 84                  | 66.67 | 38                | 95.00 | 6                         | 60.00 | 465           | 68.89 |

**Table D.1.2.1 Frequency of street crime victimization at RN (Respondents)**

| Frequency of street crime victimization at RN (PS) | HHH |       | KI |       | SGD |       | In-depth (Hotspots) |       | In-depth (Police) |      | In-depth (Urban planners) |       | Total (N=675) |       |
|----------------------------------------------------|-----|-------|----|-------|-----|-------|---------------------|-------|-------------------|------|---------------------------|-------|---------------|-------|
|                                                    | f   | %     | f  | %     | f   | %     | f                   | %     | f                 | %    | f                         | %     | f             | %     |
| Once                                               | 89  | 20.99 | 15 | 25.00 | 3   | 20.00 | 25                  | 19.84 | 0                 | 0.00 | 1                         | 10.00 | 133           | 19.70 |
| Twice                                              | 31  | 7.31  | 2  | 3.33  | 0   | 0.00  | 9                   | 7.14  | 0                 | 0.00 | 3                         | 30.00 | 45            | 6.67  |
| Thrice                                             | 4   | 0.94  | 1  | 1.67  | 0   | 0.00  | 4                   | 3.17  | 2                 | 5.00 | 0                         | 0.00  | 11            | 1.63  |
| Multiple                                           | 15  | 3.54  | 2  | 3.33  | 0   | 0.00  | 2                   | 1.59  | 0                 | 0.00 | 0                         | 0.00  | 19            | 2.81  |

**Table D.1.2.2: Name of street crime victimization location at RN**

| Victimization location in RN | Latitude        | Longitude       | PS 1 | PS 2 | PS 3 | PS 4 | PS 5 | PS 6 | PS 7 | PS 8 | PS 9 | PS 10 | PS 11 | PS 12 | Tot al |
|------------------------------|-----------------|-----------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|--------|
| 3 No Road                    | 22.356161<br>11 | 91.782777<br>78 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1      |
| Abdurpara                    | 22.348122<br>22 | 91.781111<br>11 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 1     | 0     | 0     | 3      |
| Agrabad Moor                 | 22.327461       | 91.812278       | 0    | 3    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 6      |
| Ahad Convention Centre       | 22.35267°       | 91.85267°       | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Akbarshah road               | 22.362603       | 91.792844       | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1     | 0     | 0     | 2      |
| Akhtaruzzaman                | 22.327428       | 91.812292       | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Alkaran Road (New Market)    | 22.331469<br>44 | 91.834444<br>44 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Alonkar Moor                 | 22.358683       | 91.782172       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1      |
| Ambagan                      | 22.350256       | 91.805681       | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0     | 0     | 0     | 1      |
| Amtal                        | 22.336475<br>°  | 91.832144<br>°  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1      |
| Ashkar Dighir Par            | 22.346894       | 91.82905        | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Bahaddarhat                  | 22.368542       | 91.844133       | 0    | 0    | 2    | 0    | 13   | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 15     |
| Bakalia School Moor          | 22.35777°       | 91.84248°       | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Baluchora                    | 22.413744       | 91.821489       | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |

| Victimization location in RN                | Latitude  | Longitude | PS 1 | PS 2 | PS 3 | PS 4 | PS 5 | PS 6 | PS 7 | PS 8 | PS 9 | PS1 0 | PS1 1 | PS1 2 | Tot al |
|---------------------------------------------|-----------|-----------|------|------|------|------|------|------|------|------|------|-------|-------|-------|--------|
| Bandar Road                                 | 22.293244 | 91.783308 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 1      |
| Bandartila                                  | 22.286706 | 91.784142 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 1      |
| Battali                                     | 22.450808 | 91.831897 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 1     | 0     | 3      |
| Battali Rail Station Area                   | 22.335633 | 91.826556 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Baubazar                                    | 22.346233 | 91.794022 | 1    | 0    | 0    | 0    | 2    | 2    | 0    | 0    | 0    | 2     | 0     | 0     | 7      |
| Bayezid Moor                                | 22.390183 | 91.810581 | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0     | 0     | 0     | 2      |
| Beliyar Dighi                               | 22.341005 | 91.842222 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1      |
| Bisshaw Road                                | 22.374117 | 91.783517 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0     | 0     | 0     | 1      |
| Boro Pool                                   | 22.329294 | 91.791364 | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 2     | 0     | 0     | 3      |
| Boropol                                     | 22.327908 | 91.789344 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0     | 0     | 0     | 1      |
| Buluar Dighir East Side                     | 22.340753 | 91.843045 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Bus Terminal                                | 22.37429° | 91.85104° | 0    | 0    | 0    | 0    | 5    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 5      |
| IUP Market                                  | 22.357333 | 91.787567 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Chandgaon                                   | 22.378483 | 91.84675° | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Chandgaon 12 no road                        | 22.378363 | 91.848888 | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Chandgaon 7 no road                         | 22.371988 | 22.371988 | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Chandgaon A-block                           | 22.378363 | 91.848888 | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Chawkbazar                                  | 22.357231 | 91.837444 | 1    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 3      |
| Chawkbazar Kitchen Market                   | 22.35342° | 91.83301° | 13   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 13     |
| Chittagong College East Gate ( Chandanpura) | 22.349    | 91.838    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Colonel hat                                 | 22.368739 | 91.777972 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 0     | 0     | 2      |
| CRB Hill Area                               | 22.342594 | 91.820708 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| C-Type Building                             | 22.285448 | 22.285448 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 2     | 0     | 2      |
| Custom Moor                                 | 22.31195  | 91.799331 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1      |
| DC Road                                     | 22.351763 | 91.840277 | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2      |
| Dewan Bazar                                 | 22.285448 | 22.285448 | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 3      |
| Dewanhat Bridge                             | 22.340189 | 91.814397 | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 3      |
| Dewanhat Moor                               | 22.340775 | 91.814119 | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 1    | 2    | 2     | 0     | 0     | 8      |
| Esanhat                                     | 22.356350 | 91.848888 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 2     | 0     | 2      |
| Fakirhat                                    | 22.388789 | 91.760786 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1      |
| Firozshah Rail gate                         | 22.371467 | 91.784853 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1      |
| Forest Gate                                 | 22.368401 | 91.829728 | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Free Port Area                              | 22.293286 | 91.782161 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1      |
| GEC moor                                    | 22.359006 | 91.821308 | 1    | 0    | 1    | 0    | 1    | 0    | 3    | 1    | 0    | 0     | 0     | 0     | 7      |
| Goni Bakery                                 | 22.350383 | 91.836388 | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Goshaildanga                                | 22.318333 | 91.808586 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1      |
| Gulzar Market Mor                           | 22.35736° | 91.83726° | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Hamzarbag                                   | 22.37595  | 91.827558 | 0    | 0    | 3    | 0    | 0    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 4      |
| Harbatoli                                   | 22.377744 | 22.377744 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 2     | 0     | 2      |
| Hill View                                   | 91.782036 | 91.782036 | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 4      |
| Iron Market                                 | 22.361661 | 91.775277 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1      |
| Ispahani Colony                             | 22.34667° | 91.81944° | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 0     | 0     | 2      |
| Jhautala Rail Station                       | 22.356133 | 91.807500 | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0     | 0     | 0     | 1      |
| Kadamtali                                   | 22.335869 | 91.821111 | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Kaiballadham                                | 22.365981 | 91.781825 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1      |
| Kapashgola Road                             | 22.359636 | 91.840547 | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 3      |
| Katapahar (Andorkilla to Bossbrother's)     | 22.340063 | 91.835277 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Kazir Dewri Mor                             | 22.347631 | 91.825631 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Khaja Road                                  | 22.30805  | 91.773294 | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2      |
| Khalifa para                                | 22.370792 | 91.854706 | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2      |
| Khalpar                                     | 22.336161 | 22.336161 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Khulshi                                     | 22.336161 | 22.336161 | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0     | 0     | 0     | 1      |
| Kodomtoli Bus Terminal Area                 | 22.3355   | 91.821008 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Laldighi                                    | 22.338419 | 91.838253 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 1     | 1      |
| Lalkhan Bazar                               | 22.352028 | 91.821094 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1      |
| Mahankhal Bazar                             | 22.330175 | 91.823797 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 1      |
| Mehedibag                                   | 22.356803 | 91.824992 | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 3      |
| Merinurse Drive                             | 22.328944 | 91.847028 | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1      |
| Mojijartek                                  | 22.310904 | 91.856106 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 1     | 1      |
| Muradpur                                    | 22.369197 | 91.833111 | 1    | 1    | 2    | 1    | 0    | 2    | 1    | 1    | 0    | 0     | 0     | 0     | 9      |
| Nasirabad                                   | 22.360819 | 91.823333 | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2      |
| New Market                                  | 22.334144 | 91.832519 | 3    | 4    | 0    | 0    | 0    | 1    | 0    | 4    | 0    | 0     | 0     | 1     | 13     |
| Nimtola Bissharoad                          | 22.313414 | 91.801578 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 1      |

| Victimization location in RN | Latitude    | Longitude   | PS 1 | PS 2 | PS 3 | PS 4 | PS 5 | PS 6 | PS 7 | PS 8 | PS 9 | PS 10 | PS 11 | PS 12 | Total |
|------------------------------|-------------|-------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|
| Novapara                     | 22.359706   | 91.785569   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1     |
| Oxyzen moor                  | 22.393453   | 91.821417   | 0    | 2    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0     | 0     | 0     | 4     |
| Pahartali                    | 22.365869   | 91.779906   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Parade Ground                | 22.355580   | 91.839469   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Pathantuli                   | 22.333317   | 91.817172   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Port Colony                  | 22.314861   | 91.794189   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1     |
| Port Connecting Road         | 22.329894   | 91.773522   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 3     | 0     | 4     |
| Prabartok mor                | 22.361008   | 91.828589   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Purabi Cenema Gate           | 22.32704167 | 91.83750000 | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Rahattarpul                  | 22.360119   | 91.852217   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Rail Gate                    | 22.336091   | 91.821401   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0     | 0     | 0     | 1     |
| Rail Station                 | 22.33385°   | 91.83009°   | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1     | 0     | 0     | 3     |
| Railway School               | 22.355394   | 91.798232   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 1     |
| Rasulbag Residential         | 22.354733   | 91.846342   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Sagorika Road                | 22.355978   | 91.776786   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 0    | 0     | 0     | 0     | 3     |
| Saultgula                    | 22.302      | 91.791      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     | 0     | 0     | 1     |
| Sea world road               | 22.376544   | 91.786111   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 0     | 0     | 2     |
| Shershah                     | 22.3828     | 91.813003   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Shikalbaha                   | 22.313956   | 91.863369   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 1     | 1     |
| Sholashahar 2 no.gate        | 22.366519   | 91.822878   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Sholashahar, 2 No Gate       | 22.366519   | 91.822878   | 1    | 0    | 3    | 1    | 2    | 1    | 0    | 1    | 0    | 1     | 17    | 0     | 27    |
| Sugandha R/A                 | 22.364572   | 91.831817   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Teliputti                    | 22.35845000 | 91.83944444 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Teribazar                    | 22.340031   | 91.838944   | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2     |
| Textile Moor                 | 22.378858   | 91.813244   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 1    | 0    | 0     | 0     | 0     | 3     |
| Tigerpass Moor               | 22.337097   | 91.820522   | 1    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0     | 0     | 0     | 3     |
| TSP Colony                   | 22.26995    | 91.782811   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 1     |
|                              |             |             | 44   | 23   | 27   | 8    | 38   | 18   | 9    | 31   | 4    | 18    | 34    | 5     | 259   |

Table D.2.1: Changing residence due to street crime victimization (respondents)

| Changing residence due to crime victimization | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | GD |       | Total (N=675) |       |
|-----------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|----|-------|---------------|-------|
|                                               | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f  | %     | f             | %     |
| Yes                                           | 14  | 3.30  | 0  | 0.00  | 4                   | 3.17  | 0                 | 0.00  | 1                         | 10.00 | 1  | 6.67  | 20            | 2.96  |
| No                                            | 402 | 94.81 | 59 | 98.33 | 119                 | 94.44 | 37                | 92.50 | 8                         | 80.00 | 14 | 93.33 | 639           | 94.67 |

Table D.2.2: Changing residence due to street crime victimization (respondents)

| Frequency of changing residence | HHH |      | KI |      | In-depth (Hotspots) |      | In-depth (Police) |      | In-depth (Urban planners) |       | SGD |      | Total (N=675) |      |
|---------------------------------|-----|------|----|------|---------------------|------|-------------------|------|---------------------------|-------|-----|------|---------------|------|
|                                 | f   | %    | f  | %    | f                   | %    | f                 | %    | f                         | %     | f   | %    | f             | %    |
| Once                            | 8   | 1.89 | 0  | 0.00 | 4                   | 3.17 | 0                 | 0.00 | 1                         | 10.00 | 1   | 6.67 | 14            | 2.07 |
| Twice                           | 3   | 0.71 | 0  | 0.00 | 0                   | 0.00 | 0                 | 0.00 | 1                         | 10.00 | 0   | 0.00 | 4             | 0.59 |
| Multiple                        | 1   | 0.24 | 0  | 0.00 | 0                   | 0.00 | 0                 | 0.00 | 0                         | 0.00  | 0   | 0.00 | 1             | 0.15 |

Table D.3.1: Location advantages for committing street crime in RN areas (respondents)

| Local advantage of criminal in neighborhood | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|---------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                             | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Yes                                         | 253 | 59.67 | 22 | 36.67 | 49                  | 38.89 | 22                | 55.00 | 4                         | 40.00 | 7   | 46.67 | 357           | 52.89 |
| No                                          | 165 | 38.92 | 25 | 41.67 | 46                  | 36.51 | 16                | 40.00 | 4                         | 40.00 | 4   | 26.67 | 260           | 38.52 |

Table D.3.1. 2 Types of local advantage in committing street crime(respondents)

| Types of local advantage                                                                                                            | HHH |       | KI |       | In-depth (Hotspot) |       | In-depth (Police) |       | In-depth (Urban planner) |       | SGD |       | Total (N=675) |       |
|-------------------------------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|--------------------|-------|-------------------|-------|--------------------------|-------|-----|-------|---------------|-------|
|                                                                                                                                     | f   | %     | f  | %     | f                  | %     | f                 | %     | f                        | %     | f   | %     | f             | %     |
| Very far distance from Police Station/Lack of Police Patrolling/Inactiveness of police force/Corruption of police                   | 18  | 27.83 | 5  | 8.33  | 2                  | 17.46 | 1                 | 2.50  | 1                        | 10.00 | 2   | 13.33 | 14            | 22.07 |
| Narrow width of the streets/Poor/worse condition of streets/Lack of street lighting/ZigZag Street Pattern/Quite road                | 19  | 28.07 | 10 | 16.67 | 8                  | 63.5  | 6                 | 15.00 | 0                        | 0.00  | 2   | 13.33 | 14            | 21.48 |
| Transport Node (bus terminal/railway station/Pump Station)/Traffic congestion/Busy Place/Escaping opportunity in the mass gathering | 7   | 16.75 | 6  | 10.00 | 6                  | 47.6  | 6                 | 15.00 | 0                        | 0.00  | 3   | 20.00 | 9             | 13.63 |
| Local political patronization                                                                                                       | 4   | 9.92  | 3  | 5.00  | 2                  | 23.02 | 2                 | 5.00  | 3                        | 30.00 | 2   | 13.33 | 9             | 14.67 |
| Unplanned Settlement and Housing/Residence of poor/slum people                                                                      | 12  | 30.19 | 9  | 15.00 | 15                 | 11.90 | 4                 | 10.00 | 0                        | 0.00  | 3   | 20.00 | 15            | 23.56 |
| Escaping/hiding opportunity in the nearest Slum/Sttlement/Escaping opportunity in the forest and hill                               | 7   | 17.22 | 10 | 16.67 | 4                  | 31.7  | 6                 | 15.00 | 0                        | 0.00  | 2   | 13.33 | 9             | 14.07 |

**Table D.4: Plan and design of the street and housing of the neighborhood areas support in committing street Crime (respondents)**

| Plan and design supporting committing crime at RN | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                                   | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Yes                                               | 246 | 58.02 | 27 | 45.00 | 32                  | 25.40 | 26                | 65.00 | 4                         | 40.00 | 9   | 60.00 | 344           | 50.96 |
| No                                                | 169 | 39.86 | 31 | 51.67 | 82                  | 65.08 | 11                | 27.50 | 6                         | 60.00 | 6   | 40.00 | 305           | 45.19 |

**Table D.4.: Plan and design of the street and housing of the neighborhood areas support in committing street crime**

| Types of support in committing street crime                                                                                                              | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                                                                                                                                          | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Very far distance from police station/inactiveness of police force/corruption of police                                                                  | 15  | 3.54  | 4  | 6.67  | 2                   | 1.59  | 1                 | 2.50  | 0                         | 0.00  | 1   | 6.67  | 23            | 3.41  |
| Narrow road/poor/worse condition of streets/lack of street lighting                                                                                      | 13  | 31.37 | 1  | 20.00 | 1                   | 11.11 | 1                 | 45.00 | 3                         | 30.00 | 7   | 46.67 | 18            | 27.70 |
| Slum area/unplanned/congested settlement                                                                                                                 | 74  | 17.45 | 6  | 10.00 | 1                   | 7.94  | 7                 | 17.50 | 1                         | 10.00 | 0   | 0.00  | 98            | 14.52 |
| Escaping opportunity in the mass gathering/transport node (bus terminal/railway station)/traffic congestion/zigzag street pattern/narrow width of street | 91  | 21.46 | 6  | 10.00 | 8                   | 6.35  | 1                 | 35.00 | 2                         | 20.00 | 0   | 0.00  | 12            | 17.93 |
| Local political patronization                                                                                                                            | 8   | 1.89  | 0  | 0.00  | 1                   | 0.79  | 0                 | 0.00  | 0                         | 0.00  | 0   | 0.00  | 9             | 1.33  |
| Escaping/hiding opportunity in the nearest slum/settlement/escaping opportunity in the forest and hill                                                   | 53  | 12.50 | 9  | 15.00 | 7                   | 5.56  | 1                 | 2.50  | 1                         | 10.00 | 1   | 6.67  | 72            | 10.67 |

**Table D.4.1: Plan and design of the street and housing of the neighborhood areas support in committing street crime**

| Types of support in committing street crime                                                                                                              | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                                                                                                                                          | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Very far distance from police station/inactiveness of police force/corruption of police                                                                  | 15  | 3.54  | 4  | 6.67  | 2                   | 1.59  | 1                 | 2.50  | 0                         | 0.00  | 1   | 6.67  | 23            | 3.41  |
| Narrow road/poor/worse condition of streets/lack of street lighting                                                                                      | 13  | 31.37 | 1  | 20.00 | 1                   | 11.11 | 1                 | 45.00 | 3                         | 30.00 | 7   | 46.67 | 18            | 27.70 |
| Slum area/unplanned/congested settlement                                                                                                                 | 74  | 17.45 | 6  | 10.00 | 1                   | 7.94  | 7                 | 17.50 | 1                         | 10.00 | 0   | 0.00  | 98            | 14.52 |
| Escaping opportunity in the mass gathering/transport node (bus terminal/railway station)/traffic congestion/zigzag street pattern/narrow width of street | 91  | 21.46 | 6  | 10.00 | 8                   | 6.35  | 1                 | 35.00 | 2                         | 20.00 | 0   | 0.00  | 12            | 17.93 |
| Local political patronization                                                                                                                            | 8   | 1.89  | 0  | 0.00  | 1                   | 0.79  | 0                 | 0.00  | 0                         | 0.00  | 0   | 0.00  | 9             | 1.33  |
| Escaping/hiding opportunity in the nearest slum/settlement/escaping opportunity in the forest and hill                                                   | 53  | 12.50 | 9  | 15.00 | 7                   | 5.56  | 1                 | 2.50  | 1                         | 10.00 | 1   | 6.67  | 72            | 10.67 |

**Table D.5: Planning authority considers security (Respondent)**

| Planning authority considers security: | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |       | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|----------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                        | f   | %     | f  | %     | f                   | %     | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Yes                                    | 169 | 39.86 | 19 | 31.67 | 18                  | 14.29 | 22                | 55.00 | 8                         | 80.00 | 3   | 20.00 | 239           | 35.41 |
| No                                     | 245 | 57.78 | 36 | 60.00 | 83                  | 65.87 | 17                | 42.50 | 1                         | 10.00 | 12  | 80.00 | 394           | 58.37 |

**Table D.5.1: Security consideration of city planning authority (respondents)**

| Planning authority considers security                                                         | HHH |       | KI |       | In-depth (Hotspots) |      | In-depth (Police) |       | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|-----------------------------------------------------------------------------------------------|-----|-------|----|-------|---------------------|------|-------------------|-------|---------------------------|-------|-----|-------|---------------|-------|
|                                                                                               | f   | %     | f  | %     | f                   | %    | f                 | %     | f                         | %     | f   | %     | f             | %     |
| Police patrolling/activeness of police force/increasing law enforcing/no corruption of police | 41  | 9.67  | 6  | 10.00 | 12                  | 9.52 | 4                 | 10.00 | 1                         | 10.00 | 0   | 0.00  | 64            | 9.48  |
| Street widening/straightening                                                                 | 41  | 9.67  | 2  | 3.33  | 4                   | 3.17 | 9                 | 22.50 | 3                         | 30.00 | 2   | 13.33 | 61            | 9.04  |
| Improving street conditions                                                                   | 26  | 6.13  | 4  | 6.67  | 1                   | 0.79 | 6                 | 15.00 | 5                         | 50.00 | 0   | 0.00  | 42            | 6.22  |
| Increase street lighting                                                                      | 88  | 20.75 | 9  | 15.00 | 8                   | 6.35 | 4                 | 10.00 | 0                         | 0.00  | 2   | 13.33 | 111           | 16.44 |
| Road divider                                                                                  | 1   | 0.24  | 0  | 0.00  | 0                   | 0.00 | 0                 | 0.00  | 0                         | 0.00  | 0   | 0.00  | 1             | 0.15  |
| Planned settlement and housing                                                                | 35  | 8.25  | 0  | 0.00  | 1                   | 0.79 | 4                 | 10.00 | 3                         | 30.00 | 1   | 6.67  | 44            | 6.52  |
| Making streets under CCTV                                                                     | 8   | 1.89  | 2  | 3.33  | 1                   | 0.79 | 0                 | 0.00  | 0                         | 0.00  | 0   | 0.00  | 11            | 1.63  |
| Creating awareness                                                                            | 9   | 2.12  | 5  | 8.33  | 0                   | 0.00 | 4                 | 10.00 | 1                         | 10.00 | 0   | 0.00  | 19            | 2.81  |
| other                                                                                         | 24  | 5.66  | 3  | 5.00  | 3                   | 2.38 | 2                 | 5.00  | 4                         | 40.00 | 0   | 0.00  | 36            | 5.33  |

**Table D.5.2: Causes of non-consideration of security issues of city planning authority (respondents)**

| Types causes of non-consideration of security issues of the city planning authority                            | HHH |       | KI |       | In-depth (Hotspots) |      | In-depth (Police) |      | In-depth (Urban planners) |      | SGD |       | Total (N=675) |       |
|----------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|---------------------|------|-------------------|------|---------------------------|------|-----|-------|---------------|-------|
|                                                                                                                | f   | %     | f  | %     | f                   | %    | f                 | %    | f                         | %    | f   | %     | f             | %     |
| Very far distance from police station                                                                          | 7   | 1.65  | 1  | 1.67  | 5                   | 3.97 | 3                 | 7.50 | 0                         | 0.00 | 1   | 6.67  | 17            | 2.52  |
| Lack of willingness/ignorance/weak management                                                                  | 63  | 14.86 | 5  | 8.33  | 4                   | 3.17 | 0                 | 0.00 | 0                         | 0.00 | 2   | 13.33 | 74            | 10.96 |
| Unplanned urbanization and development programs                                                                | 48  | 11.32 | 0  | 0.00  | 2                   | 1.59 | 0                 | 0.00 | 0                         | 0.00 | 0   | 0.00  | 50            | 7.41  |
| Corruption                                                                                                     | 53  | 12.50 | 4  | 6.67  | 1                   | 0.79 | 0                 | 0.00 | 0                         | 0.00 | 1   | 6.67  | 59            | 8.74  |
| Poor condition of streets/lack of street lighting/traffic congestion/zigzag street pattern/narrow street width | 57  | 13.44 | 6  | 10.00 | 3                   | 2.38 | 0                 | 0.00 | 0                         | 0.00 | 1   | 6.67  | 67            | 9.93  |
| Escaping/hiding opportunity in the nearest slum/Settlement                                                     | 2   | 0.47  | 2  | 3.33  | 0                   | 0.00 | 0                 | 0.00 | 0                         | 0.00 | 1   | 6.67  | 5             | 0.74  |

| Types causes of non-consideration of security issues of the city planning authority | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |      | In-depth (Urban planners) |      | SGD |       | Total (N=675) |       |
|-------------------------------------------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|------|---------------------------|------|-----|-------|---------------|-------|
|                                                                                     | f   | %     | f  | %     | f                   | %     | f                 | %    | f                         | %    | f   | %     | f             | %     |
| Escaping opportunity in the forest and hill/hill area/forest area                   | 3   | 0.71  | 1  | 1.67  | 1                   | 0.79  | 0                 | 0.00 | 0                         | 0.00 | 0   | 0.00  | 5             | 0.74  |
| Escaping opportunity in the mass gathering                                          | 7   | 1.65  | 0  | 0.00  | 2                   | 1.59  | 0                 | 0.00 | 0                         | 0.00 | 0   | 0.00  | 9             | 1.33  |
| Local political patronization                                                       | 7   | 1.65  | 1  | 1.67  | 3                   | 2.38  | 0                 | 0.00 | 0                         | 0.00 | 1   | 6.67  | 12            | 1.78  |
| Residence of poor/slum people                                                       | 4   | 0.94  | 0  | 0.00  | 0                   | 0.00  | 0                 | 0.00 | 0                         | 0.00 | 0   | 0.00  | 4             | 0.59  |
| No visible activities done so far                                                   | 27  | 6.37  | 0  | 0.00  | 0                   | 0.00  | 0                 | 0.00 | 0                         | 0.00 | 5   | 33.33 | 32            | 4.74  |
| Total                                                                               | 278 | 65.57 | 20 | 33.33 | 21                  | 16.67 | 3                 | 7.50 | 0                         | 0.00 | 12  | 80.00 | 334           | 49.48 |

**Table D.6: Suitability of police station location (respondents)**

| Plan and design supporting committing crime at RN | HHH |      | KI |      | In-depth (Hotspots) |      | In-depth (Police) |       | In-depth (Urban planners) |      | SGD |      | Total (N=675) |       |
|---------------------------------------------------|-----|------|----|------|---------------------|------|-------------------|-------|---------------------------|------|-----|------|---------------|-------|
|                                                   | f   | %    | f  | %    | f                   | %    | f                 | %     | f                         | %    | f   | %    | f             | %     |
| Yes                                               | 19  | 46.4 | 3  | 56.6 | 5                   | 43.6 | 4                 | 100.0 | 2                         | 20.0 | 1   | 80.0 | 340           | 50.37 |
| No                                                | 7   | 6    | 4  | 7    | 5                   | 5    | 0                 | 0     | 8                         | 80.0 | 2   | 20.0 | 316           | 46.81 |

**Table D.6.1: Types of the suitability of police station location (Respondent)**

| Current police station is suitable for security  | HHH |       | KI |       | In-depth (Hotspots) |       | In-depth (Police) |        | In-depth (Urban planners) |       | SGD |       | Total (N=675) |       |
|--------------------------------------------------|-----|-------|----|-------|---------------------|-------|-------------------|--------|---------------------------|-------|-----|-------|---------------|-------|
|                                                  | f   | %     | f  | %     | f                   | %     | f                 | %      | f                         | %     | f   | %     | f             | %     |
| Easy accessible                                  | 96  | 22.64 | 14 | 23.33 | 21                  | 16.67 | 28                | 70.00  | 1                         | 10.00 | 4   | 26.67 | 164           | 24.30 |
| Every where have Their Communication Cell Number | 32  | 7.55  | 2  | 3.33  | 5                   | 3.97  | 0                 | 0.00   | 0                         | 0.00  | 2   | 13.33 | 41            | 6.07  |
| Visible Location of PS/Easy Transportation       | 76  | 17.92 | 5  | 8.33  | 14                  | 11.11 | 3                 | 7.50   | 1                         | 10.00 | 3   | 20.00 | 102           | 15.11 |
| Very Much Cooperative of Police Force            | 23  | 5.42  | 9  | 15.00 | 12                  | 9.52  | 26                | 65.00  | 2                         | 20.00 | 1   | 6.67  | 73            | 10.81 |
| Increase Police patrolling                       | 5   | 1.18  | 1  | 1.67  | 6                   | 4.76  | 12                | 30.00  | 0                         | 0.00  | 0   | 0.00  | 24            | 3.56  |
| More Number of police station                    | 1   | 0.24  | 0  | 0.00  | 3                   | 2.38  | 1                 | 2.50   | 0                         | 0.00  | 0   | 0.00  | 5             | 0.74  |
| Total                                            | 233 | 54.95 | 31 | 51.67 | 61                  | 48.41 | 70                | 175.00 | 4                         | 40.00 | 10  | 66.67 | 409           | 60.59 |

**Table D.6.2: Types of un-suitability of police station location (respondents)**

| Types of un-suitability of police station location                                                                                      | HHH |      | KI |      | IH |      | IP |     | In-depth (Urban planner) |      | SGD |      | Total (N=675) |      |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----|------|----|------|----|------|----|-----|--------------------------|------|-----|------|---------------|------|
|                                                                                                                                         | f   | %    | f  | %    | f  | %    | f  | %   | f                        | %    | f   | %    | f             | %    |
| Very far distance from police station/lack of police patrolling/inactiveness/corruption of police force/large area under police station | 23  | 56.3 | 1  | 30.0 | 3  | 30.9 | 0  | 0.0 | 3                        | 30.0 | 3   | 20.0 | 30            | 44.7 |
| Narrow width of the streets/poor/worse condition of streets/lack of street lighting                                                     | 64  | 15.0 | 4  | 6.67 | 5  | 3.97 | 0  | 0.0 | 0                        | 0.00 | 1   | 6.67 | 74            | 10.9 |
| Traffic congestion                                                                                                                      | 24  | 5.66 | 1  | 1.67 | 5  | 3.97 | 0  | 0.0 | 0                        | 0.00 | 1   | 6.67 | 31            | 4.59 |
| Local political patronization                                                                                                           | 2   | 0.47 | 1  | 1.67 | 3  | 2.38 | 0  | 0.0 | 2                        | 20.0 | 0   | 0.00 | 8             | 1.19 |
| Residence of poor/slum people                                                                                                           | 5   | 1.18 | 0  | 0.00 | 0  | 0.00 | 3  | 7.5 | 0                        | 0.00 | 0   | 0.00 | 8             | 1.19 |
| Others                                                                                                                                  | 0   | 0.00 | 0  | 0.00 | 3  | 2.38 | 0  | 0.0 | 1                        | 10.0 | 0   | 0.00 | 4             | 0.59 |
| Total                                                                                                                                   | 33  | 78.7 | 2  | 40.0 | 5  | 43.6 | 3  | 7.5 | 6                        | 60.0 | 5   | 33.3 | 42            | 63.2 |

**Table D.7: Victimized in business neighborhood areas (respondents)**

| Victimization of street crime in BN | HH  |       | KII |       | IDH |       | IDP |       | IUP |       | SGD |       | Total (N=675) |       |
|-------------------------------------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|---------------|-------|
|                                     | f   | %     | f   | %     | f   | %     | f   | %     | f   | %     | f   | %     | f             | %     |
| Yes                                 | 87  | 20.52 | 12  | 20.00 | 15  | 11.90 | 2   | 5.00  | 3   | 30.00 | 4   | 26.67 | 123           | 18.22 |
| No                                  | 337 | 79.48 | 45  | 75.00 | 104 | 82.54 | 38  | 95.00 | 6   | 60.00 | 11  | 73.33 | 541           | 80.15 |

**Table D.7.1.i: Frequency of victimization in business neighborhood (respondents)**

| Frequency of victimization | HHH |       | KI |       | IH |      | IP |      | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------|-----|-------|----|-------|----|------|----|------|-----|-------|-----|-------|---------------|-------|
|                            | f   | %     | f  | %     | f  | %    | f  | %    | f   | %     | f   | %     | f             | %     |
| Once                       | 60  | 14.15 | 8  | 13.33 | 9  | 7.14 | 1  | 2.50 | 3   | 30.00 | 2   | 13.33 | 83            | 12.30 |
| Twice                      | 6   | 1.42  | 3  | 5.00  | 4  | 3.17 | 1  | 2.50 | 0   | 0.00  | 1   | 6.67  | 15            | 2.22  |
| Thrice                     | 5   | 1.18  | 0  | 0.00  | 4  | 3.17 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 9             | 1.33  |
| Multiple                   | 16  | 3.77  | 1  | 1.67  | 1  | 0.79 | 1  | 2.50 | 0   | 0.00  | 1   | 6.67  | 20            | 2.96  |

**Table D.7.1.ii.a: Nature of crime victimization in the BN areas**

| Nature of crime victimization in the BN areas | HHH |      | KI |      | IH |      | IP |      | IUP |       | SGD |       | Total (N=675) |      |
|-----------------------------------------------|-----|------|----|------|----|------|----|------|-----|-------|-----|-------|---------------|------|
|                                               | f   | %    | f  | %    | f  | %    | f  | %    | f   | %     | f   | %     | f             | %    |
| Snatching                                     | 40  | 9.43 | 4  | 6.67 | 11 | 8.73 | 0  | 0.00 | 1   | 10.00 | 1   | 6.67  | 57            | 8.44 |
| Hijacking                                     | 8   | 1.89 | 5  | 8.33 | 4  | 3.17 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 17            | 2.52 |
| Extortion/illegal toll collection             | 4   | 0.94 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00  | 2   | 13.33 | 6             | 0.89 |
| Drug addiction and illegal drugs dealing      | 12  | 2.83 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00  | 1   | 6.67  | 13            | 1.93 |
| Armed robbery                                 | 2   | 0.47 | 1  | 1.67 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 3             | 0.44 |
| Theft                                         | 19  | 4.48 | 1  | 1.67 | 6  | 4.76 | 0  | 0.00 | 2   | 20.00 | 0   | 0.00  | 28            | 4.15 |
| Political Violence                            | 4   | 0.94 | 0  | 0.00 | 6  | 4.76 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 10            | 1.48 |
| Eve teasing                                   | 10  | 2.36 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 10            | 1.48 |
| Pick-pocketing                                | 24  | 5.66 | 5  | 8.33 | 8  | 6.35 | 2  | 5.00 | 0   | 0.00  | 1   | 6.67  | 40            | 5.93 |



| Nature of crime victimization in the BN areas | HHH |      | KI |      | IH |      | IP |       | IUP |      | SGD |      | Total (N=675) |      |
|-----------------------------------------------|-----|------|----|------|----|------|----|-------|-----|------|-----|------|---------------|------|
|                                               | f   | %    | f  | %    | f  | %    | f  | %     | f   | %    | f   | %    | f             | %    |
| Others...                                     | 1   | 0.24 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00  | 0   | 0.00 | 1   | 6.67 | 2             | 0.30 |
| Murder/killing                                | 1   | 0.24 | 0  | 0.00 | 0  | 0.00 | 28 | 70.00 | 0   | 0.00 | 1   | 6.67 | 30            | 4.44 |

Table D.7.1.ii.b: Location of street crime victimization

| Location of victimization in BN areas | Coordinate  |             | HH |       | Ki |        | IH |        | IP |        | IUP |        | SGD |        | Total (N=675) |       |
|---------------------------------------|-------------|-------------|----|-------|----|--------|----|--------|----|--------|-----|--------|-----|--------|---------------|-------|
|                                       | Latitude    | Longitude   | f  | %     | f  | %      | f  | %      | f  | %      | f   | %      | f   | %      | f             | %     |
| 1 No Road                             | 22.37147222 | 91.84694444 | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| 12 No Road                            | 22.37822500 | 91.84916667 | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| 3 No Road                             | 22.35616111 | 91.78277778 | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| A K Khan Road                         | 22.362806   | 91.782039   | 0  | 0.000 | 0  | 0.000  | 5  | 16.129 | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 5             | 3.247 |
| Abdurpara                             | 22.34812222 | 91.78111111 | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Abulbiri Moor                         | 22.34829°   | 91.79664°   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| AgrabadSonali Bank Moor               | 22.32698°   | 91.81205°   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Agrabad Moor                          | 22.327461   | 91.812278   | 1  | 1.053 | 1  | 7.692  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Alkaran Road (New Market)             | 22.33146389 | 91.83444444 | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Asma Bhaban                           | 22.35573333 | 91.84750000 | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| AturarDipo                            | 22.381594   | 91.829569   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Bahaddarhat                           | 22.368542   | 91.844133   | 5  | 5.263 | 2  | 15.385 | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 7             | 4.545 |
| Baluchora                             | 22.413744   | 91.821489   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Bandartila                            | 22.286706   | 91.784142   | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Barek Building                        | 22.319467   | 91.812086   | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Battali                               | 22.450808°  | 91.831897°  | 0  | 0.000 | 0  | 0.000  | 0  | 0.000  | 2  | 33.333 | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Battali Rail Station Area             | 22.33511944 | 91.82694444 | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Baubazar                              | 22.346233   | 91.794022   | 0  | 0.000 | 1  | 7.692  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Bayezid Moor                          | 22.390183   | 91.810581   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| BITAC Bazar                           | 22.355511   | 91.774053   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Boropul                               | 22.327908   | 91.789344   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| BuluarDighir East Side                | 22.340753°  | 91.843045°  | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| IUP Market                            | 22.357333   | 91.787567   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Cement Crossing (Patanga)             | 22.27894444 | 91.78500000 | 1  | 1.053 | 0  | 0.000  | 2  | 6.452  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 3             | 1.948 |
| ChaktaiKhalpar                        | 22.346103   | 91.841519   | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Chaktai Road                          | 22.331094   | 91.848867   | 2  | 2.105 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Chawkbazar                            | 22.357231   | 91.837444   | 5  | 5.263 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 6             | 3.896 |
| Chawkbazar Kitchen Market             | 22.35342°   | 91.83301°   | 2  | 2.105 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Colonel hat                           | 22.368739   | 91.777972   | 0  | 0.000 | 0  | 0.000  | 0  | 0.000  | 2  | 33.333 | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Ctg Shopping Mall                     | 22.36098611 | 91.81250000 | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Custom Moor                           | 22.31195    | 91.799331   | 1  | 1.053 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Dail Bridge                           | 22.319      | 91.802      | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Dewan Bazar                           | 22.340775°  | 91.814119°  | 1  | 1.053 | 1  | 7.692  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Dewanhat Bridge                       | 22.340189   | 91.814397   | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Dewanhat Moor                         | 22.340775   | 91.814119   | 8  | 8.421 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 1   | 50.000 | 1   | 14.286 | 10            | 6.494 |
| Dhopapara                             | 22.35250278 | 91.82750000 | 1  | 1.053 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| Didar Market                          | 22.34813056 | 91.83833333 | 1  | 1.053 | 1  | 7.692  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Fakirhat                              | 22.388789   | 91.760786   | 2  | 2.105 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 2             | 1.299 |
| Fokir Hat                             | 22.388789   | 91.760786   | 0  | 0.000 | 0  | 0.000  | 1  | 3.226  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.649 |
| GEC moor                              | 22.359006   | 91.821308   | 3  | 3.158 | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 3             | 1.948 |
| Gulzar Market Mor                     | 22.35736°   | 91.83726°   | 1  | 1.05  | 0  | 0.000  | 0  | 0.000  | 0  | 0.000  | 0   | 0.000  | 0   | 0.000  | 1             | 0.64  |

| Location of victimization in BN areas | Coordinate      |                 | HH |           | Ki |            | IH |            | IP |            | IUP |            | SGD |            | Total (N=675) |           |
|---------------------------------------|-----------------|-----------------|----|-----------|----|------------|----|------------|----|------------|-----|------------|-----|------------|---------------|-----------|
|                                       | Latitude        | Longitude       | f  | %         | f  | %          | f  | %          | f  | %          | f   | %          | f   | %          | f             | %         |
|                                       |                 |                 |    | 3         |    |            |    |            |    |            |     |            |     |            |               | 9         |
| Halishahar K-Block                    | 22.3335         | 91.790619       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Hamzarbag                             | 22.37595        | 91.827558       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Ispahani Colony                       | 22.34667°       | 91.81944°       | 0  | 0.00<br>0 | 0  | 0.000      | 0  | 0.000      | 2  | 33.33<br>3 | 0   | 0.000      | 0   | 0.000      | 2             | 1.29<br>9 |
| Jele Para (Fishermen Community Area)  | 22.55959°       | 92.28528°       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Kaiballadham                          | 22.365981       | 91.781825       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Karnafuli Market                      | 22.332291<br>67 | 91.811944<br>44 | 0  | 0.00<br>0 | 1  | 7.692      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| KoshaiGoli/ Koshai Para               | 22.254          | 91.788          | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Laldighi                              | 22.338419       | 91.838253       | 1  | 1.05<br>3 | 0  | 0.000      | 1  | 3.226      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 2             | 1.29<br>9 |
| Lalkhan Bazar                         | 22.352028       | 91.821094       | 2  | 2.10<br>5 | 1  | 7.692      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 3             | 1.94<br>8 |
| Ma Building, Patanga                  | 22.29328°       | 91.78755°       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Mahankhal Bazar                       | 22.330175       | 91.823797       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Maizpara Road                         | 22.256275       | 91.807517       | 0  | 0.00<br>0 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 3   | 42.85<br>7 | 3             | 1.94<br>8 |
| Mehedibag                             | 22.356803       | 91.824992       | 0  | 0.00<br>0 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 1   | 50.00<br>0 | 0   | 0.000      | 1             | 0.64<br>9 |
| Mojijartek                            | 22.310904       | 91.856106       | 2  | 2.10<br>5 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 2             | 1.29<br>9 |
| Muradpur                              | 22.369197       | 91.833111       | 1  | 1.05<br>3 | 3  | 23.07<br>7 | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 4             | 2.59<br>7 |
| New Market                            | 22.334144       | 91.832519       | 6  | 6.31<br>6 | 0  | 0.000      | 2  | 6.452      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 8             | 5.19<br>5 |
| Noyabazar                             | 22.344397       | 91.7899         | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Oxyzen                                | 22.393453       | 91.821417       | 2  | 2.10<br>5 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 2             | 1.29<br>9 |
| Pahartali                             | 22.365869       | 91.779906       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Panchlaish                            | 22.362208       | 91.834439       | 0  | 0.00<br>0 | 0  | 0.000      | 1  | 3.226      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| PatharGhata                           | 22.330817       | 91.845317       | 2  | 2.10<br>5 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 2             | 1.29<br>9 |
| Patia Crossing                        | 22.291760<br>°  | 91.869885<br>°  | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Port Colony                           | 22.314861       | 91.794189       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Rahattarpul                           | 22.360119       | 91.852217       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Rail Crossing/ Rail Gate (Still Mill) | 22.324714<br>°  | 91.780464<br>°  | 0  | 0.00<br>0 | 0  | 0.000      | 1  | 3.226      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Rail Gate                             | 22.336091<br>°  | 91.821401<br>°  | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 1   | 14.28<br>6 | 2             | 1.29<br>9 |
| Rail Station                          | 22.33385°       | 91.83009°       | 8  | 8.42<br>1 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 8             | 5.19<br>5 |
| Sabanghata                            | 22.367430<br>56 | 91.860000<br>00 | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| SagorikaBisic                         | 22.35838°       | 91.77457°       | 0  | 0.00<br>0 | 0  | 0.000      | 1  | 3.226      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Sagorika Road                         | 22.355978       | 91.776786       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Saltgola Moor                         | 22.302          | 91.791          | 0  | 0.00<br>0 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 1   | 14.28<br>6 | 1             | 0.64<br>9 |
| Sea beach                             | 22.234567       | 91.792453       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Sea world road                        | 22.376544       | 91.786111       | 0  | 0.00<br>0 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 1   | 14.28<br>6 | 1             | 0.64<br>9 |
| Shershah                              | 22.3828         | 91.813003       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Sholashahar, 2 No Gate                | 22.366519       | 91.822878       | 3  | 3.15<br>8 | 0  | 0.000      | 5  | 16.12<br>9 | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 8             | 5.19<br>5 |
| Still Mill Area                       | 22.27105        | 91.790772       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| TankirPahar                           | 22.348664       | 91.815947       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Textile Moor                          | 22.378858       | 91.813244       | 1  | 1.05<br>3 | 0  | 0.000      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |
| Tigerpass Moor                        | 22.337097       | 91.820522       | 1  | 1.05<br>3 | 1  | 7.692      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 2             | 1.29<br>9 |
| Women College Moor                    | 22.362706       | 91.820068       | 0  | 0.00<br>0 | 1  | 7.692      | 0  | 0.000      | 0  | 0.000      | 0   | 0.000      | 0   | 0.000      | 1             | 0.64<br>9 |

**Table D.7.1.iii: Types of victimization**

| Victimization Types | HHH |      | KI |       | IH |      | IP |      | IUP |       | SGD |       | Total (N=675) |      |
|---------------------|-----|------|----|-------|----|------|----|------|-----|-------|-----|-------|---------------|------|
|                     | f   | %    | f  | %     | f  | %    | f  | %    | f   | %     | f   | %     | f             | %    |
| Physical            | 8   | 1.89 | 0  | 0.00  | 2  | 1.59 | 1  | 2.50 | 0   | 0.00  | 2   | 13.33 | 13            | 1.93 |
| Mental              | 8   | 1.89 | 1  | 1.67  | 1  | 0.79 | 0  | 0.00 | 0   | 0.00  | 1   | 6.67  | 11            | 1.63 |
| Financial           | 42  | 9.91 | 6  | 10.00 | 10 | 7.94 | 1  | 2.50 | 2   | 20.00 | 0   | 0.00  | 61            | 9.04 |
| Assets              | 21  | 4.95 | 4  | 6.67  | 1  | 0.79 | 0  | 0.00 | 0   | 0.00  | 1   | 6.67  | 27            | 4.00 |

**Table D.7.1.iv.a No of fatality in BN areas**

| No of fatality in BN | HHH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |      |
|----------------------|-----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|------|
|                      | f   | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %    | f             | %    |
| 1 death              | 0   | 0.00 | 0  | 0.00 | 0  | 0.00 | 1  | 2.50 | 0   | 0.00 | 0   | 0.00 | 1             | 0.15 |
| 2 death              | 1   | 0.24 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00 | 1             | 0.15 |
| 3 death              | 1   | 0.24 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00 | 1             | 0.15 |

**Table D.7.1.iv.b Physical injuries BN areas**

| Physical injuries BN areas | HHH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |      |
|----------------------------|-----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|------|
|                            | f   | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %    | f             | %    |
| stabbing                   | 1   | 0.24 | 0  | 0.00 | 0  | 0.00 | 1  | 2.50 | 0   | 0.00 | 1   | 6.67 | 2             | 0.30 |
| broken hand                | 1   | 0.24 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00 | 1             | 0.15 |

**Table D.7.1.iv.c Property damage BA**

| Property damage BA | HHH |      | KI |      | IH |      | IP |      | IUP |       | SGD |      | Total (N=675) |      |
|--------------------|-----|------|----|------|----|------|----|------|-----|-------|-----|------|---------------|------|
|                    | f   | %    | f  | %    | f  | %    | f  | %    | f   | %     | f   | %    | f             | %    |
| less than 5000     | 9   | 2.12 | 1  | 1.67 | 1  | 0.79 | 0  | 0.00 | 1   | 10.00 | 0   | 0.00 | 12            | 1.78 |
| 5000-10000         | 14  | 3.30 | 4  | 6.67 | 2  | 1.59 | 1  | 2.50 | 1   | 10.00 | 0   | 0.00 | 22            | 3.26 |
| 10000-15000        | 4   | 0.94 | 0  | 0.00 | 2  | 1.59 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00 | 6             | 0.89 |
| 15000-20000        | 2   | 0.47 | 0  | 0.00 | 1  | 0.79 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00 | 3             | 0.44 |
| 20000+             | 3   | 0.71 | 0  | 0.00 | 1  | 0.79 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00 | 4             | 0.59 |
| Mobile             | 0   | 0.00 | 1  | 1.67 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00 | 1             | 0.15 |

**Table D.8: Eye witness of street crime (respondents)**

| Eye witness of street crime | HH  |       | KII |       | IDH |       | IDP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|---------------|-------|
|                             | f   | %     | f   | %     | f   | %     | f   | %     | f   | %     | f   | %     | f             | %     |
| Yes                         | 207 | 48.94 | 27  | 46.55 | 56  | 45.90 | 9   | 22.50 | 4   | 40.00 | 10  | 66.67 | 313           | 46.86 |
| No                          | 216 | 51.06 | 31  | 53.45 | 66  | 54.10 | 31  | 77.50 | 6   | 60.00 | 5   | 33.33 | 355           | 53.14 |

**Table D.8.1.i: Frequency of eyewitnesses of street crime (Respondent)**

| Eye witness of frequency of victimization | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                           | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Once                                      | 118 | 27.83 | 17 | 28.33 | 32 | 25.40 | 6  | 15.00 | 3   | 30.00 | 7   | 46.67 | 183           | 27.11 |
| Twice                                     | 48  | 11.32 | 5  | 8.33  | 8  | 6.35  | 1  | 2.50  | 1   | 10.00 | 0   | 0.00  | 63            | 9.33  |
| Thrice                                    | 5   | 1.18  | 1  | 1.67  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 9             | 1.33  |
| Multiple                                  | 36  | 8.49  | 3  | 5.00  | 11 | 8.73  | 2  | 5.00  | 0   | 0.00  | 1   | 6.67  | 53            | 7.85  |

**Table D.8.1.ii.a: Name of crime**

| Eye witnessed of street crime            | HHH |       | KI |       | IH |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f  | %     | f  | %     | f   | %      | f   | %     | f             | %     |
| Snatching                                | 116 | 27.36 | 11 | 18.33 | 34 | 26.98 | 11 | 27.50 | 2   | 0.00   | 4   | 26.67 | 178           | 26.37 |
| Hijacking                                | 38  | 8.96  | 5  | 8.33  | 10 | 7.94  | 0  | 0.00  | 0   | 0.00   | 2   | 13.33 | 55            | 8.15  |
| Extortion/illegal toll collection        | 3   | 0.71  | 0  | 0.00  | 0  | 0.00  | 1  | 2.50  | 0   | 0.00   | 0   | 0.00  | 4             | 0.59  |
| Drug addiction and illegal drugs dealing | 19  | 4.48  | 1  | 1.67  | 9  | 7.14  | 0  | 0.00  | 0   | 0.00   | 0   | 0.00  | 29            | 4.30  |
| Armed robbery                            | 10  | 2.36  | 1  | 1.67  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00   | 1   | 6.67  | 12            | 1.78  |
| Theft                                    | 29  | 6.84  | 6  | 10.00 | 11 | 8.73  | 2  | 5.00  | 11  | 0.00   | 2   | 13.33 | 61            | 9.04  |
| Political Violence                       | 7   | 1.65  | 0  | 0.00  | 4  | 3.17  | 0  | 0.00  | 0   | 0.00   | 2   | 13.33 | 13            | 1.93  |
| Kidnapping/ abduction                    | 1   | 0.24  | 0  | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00   | 0   | 0.00  | 2             | 0.30  |
| Murder/killing                           | 12  | 2.83  | 3  | 5.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00   | 0   | 0.00  | 16            | 2.37  |
| Eye teasing                              | 35  | 8.25  | 3  | 5.00  | 1  | 0.79  | 1  | 2.50  | 0   | 0.00   | 1   | 6.67  | 41            | 6.07  |
| Pick-pocketing                           | 47  | 11.08 | 6  | 10.00 | 10 | 7.94  | 0  | 0.00  | 0   | 7.14   | 1   | 6.67  | 64            | 9.48  |
| Others...                                | 2   | 0.47  | 0  | 0.00  | 3  | 2.38  | 2  | 5.00  | 1   | 0.00   | 1   | 6.67  | 9             | 1.33  |
| Harrasment                               | 1   | 0.24  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00   | 0   | 0.00  | 1             | 0.15  |
| Sex business                             | 1   | 0.24  | 1  | 1.67  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00   | 0   | 0.00  | 4             | 0.59  |
| Illegal arms dealing                     | 1   | 0.24  | 1  | 1.67  | 0  | 0.00  | 0  | 0.00  | 0   | 100.00 | 0   | 0.00  | 2             | 0.30  |

**Table D.8.1.ii.b: Location of street crime victimization eye witnessed**

| Location of street crime victimization eye witnessed | Coordinate |           | PS1 |   | PS2 |   | PS3 |   | PS4 |      | PS5 |   | PS6 |   | PS7 |   | PS8 |     | PS9 |       | PS10 |   | PS11 |   | PS12 |   | Total (N=675) |      |
|------------------------------------------------------|------------|-----------|-----|---|-----|---|-----|---|-----|------|-----|---|-----|---|-----|---|-----|-----|-----|-------|------|---|------|---|------|---|---------------|------|
|                                                      | Latitude   | Longitude | f   | % | f   | % | f   | % | f   | %    | f   | % | f   | % | f   | % | f   | %   | f   | %     | f    | % | f    | % | f    | % | f             | %    |
|                                                      |            |           |     |   |     |   |     |   |     |      |     |   |     |   |     |   |     |     |     |       |      |   |      |   |      |   |               |      |
| 1 No Road                                            | 22.356708  | 91.826389 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 3.85 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0   | 0   | 0     | 0    | 0 | 0    | 0 | 0    | 0 | 1             | 0.24 |
| 2 No Gate                                            | 22.366519  | 91.822878 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0    | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0   | 2   | 13.33 | 0    | 0 | 0    | 0 | 0    | 0 | 2             | 0.47 |
| A K Khan Road                                        | 22.362806  | 91.782039 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 8.5  | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2.7 | 0   | 0     | 0    | 0 | 0    | 0 | 0    | 0 | 2             | 0.47 |
| Abdurpara                                            | 22.91      | 91.1      | 1   | 1 | 0   | 0 | 0   | 0 | 0   | 0    | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2   | 0   | 0     | 0    | 0 | 0    | 0 | 0    | 0 | 2             | 0.3  |

| Location of street crime victimization eye witnessed | Coordinate |           | PS1 |     | PS2 |     | PS3 |     | PS4 |     | PS5 |     | PS6 |     | PS7 |     | PS8 |     | PS9 |     | PS10 |     | PS11 |     | PS12 |     | Total (N=675) |      |
|------------------------------------------------------|------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|------|-----|---------------|------|
|                                                      | Latitude   | Longitude | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f    | %   | f    | %   | f    | %   | f             | %    |
|                                                      | 34.8122    | 78.1111   |     | .56 |     | .00 |     | .00 |     | .00 |     | .00 |     | .00 |     | .00 |     | .27 |     | .00 |      | .00 |      | .00 |      | .00 |               | .47  |
| Agrabad Moor                                         | 22.327461  | 91.812278 | 0   | .00 | 15  | .30 | 0   | .00 | 0   | .00 | 123 | .30 | 0   | .00 | 0   | .00 | 3   | .06 | 2   | .04 | 0    | .00 | 0    | .00 | 0    | .00 | 21            | .496 |
| Al-Hera Road                                         | 22.336186  | 91.835401 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 255 | .40 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |
| Alonkar Moor                                         | 22.358683  | 91.782172 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 127 | .20 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Ambagan                                              | 22.350256  | 91.805681 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 590 | .11 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 5             | .18  |
| Anandabazar                                          | 22.314503  | 91.775081 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 133  | .30 | 0    | .00 | 0    | .00 | 1             | .24  |
| Anderkill                                            | 22.340236  | 91.837669 | 156 | .15 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Arakan Road                                          | 22.365069  | 91.842778 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 123 | .30 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Ashkar Dighir Par                                    | 22.346894  | 91.82905  | 156 | .15 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Badamtali                                            | 22.324481  | 91.812264 | 0   | .00 | 0   | .00 | 196 | .19 | 0   | .00 | 0   | .00 | 0   | .00 | 138 | .20 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |
| Bahaddarhat                                          | 22.368542  | 91.844133 | 0   | .00 | 0   | .00 | 0   | .00 | 185 | .18 | 490 | .42 | 123 | .12 | 123 | .12 | 238 | .20 | 0   | .00 | 133  | .30 | 0    | .00 | 0    | .00 | 8             | .89  |
| Bakalia                                              | 22.353197  | 91.854794 | 23  | .11 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |
| Bakolia                                              | 22.353197  | 91.854794 | 0   | .00 | 0   | .00 | 0   | .00 | 269 | .26 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |
| Baluchora                                            | 22.413744  | 91.821489 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 123 | .12 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Bandar Hospital                                      | 22.313058  | 91.796333 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 133  | .30 | 0    | .00 | 0    | .00 | 1             | .24  |
| Bandartila                                           | 22.286706  | 91.784142 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 338  | .30 | 0    | .00 | 3             | .71  |
| Banikpara                                            | 22.352081  | 91.777958 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 255 | .40 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |
| Barek Building                                       | 22.319467  | 91.812086 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 133  | .30 | 0    | .00 | 0    | .00 | 1             | .24  |
| Battali                                              | 22.450808  | 91.831897 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 123 | .30 | 0   | .00 | 138 | .20 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |
| Battali Rail Station Area                            | 22.335633  | 91.826556 | 156 | .15 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Battery Golli                                        | 22.351017  | 91.828068 | 0   | .00 | 0   | .00 | 196 | .19 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1             | .24  |
| Baubazar                                             | 22.31      | 91.78     | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 138 | .20 | 0   | .00 | 123 | .20 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2             | .47  |

| Location of street crime victimization eye witnessed | Coordinate  |             | PS1 |   | PS2 |   | PS3 |   | PS4 |   | PS5 |   | PS6 |   | PS7 |   | PS8 |   | PS9 |   | PS10 |   | PS11 |   | PS12 |   | Total (N=675) |   |  |
|------------------------------------------------------|-------------|-------------|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|------|---|------|---|------|---|---------------|---|--|
|                                                      | Latitude    | Longitude   | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f    | % | f    | % | f    | % | f             | % |  |
|                                                      | 34.62.33    | 79.40.22    |     | 0 |     | 0 |     | 0 |     | 0 |     | 0 |     | 2 |     | 0 |     | 2 |     | 0 |      | 0 |      | 0 |      | 0 |               | 4 |  |
| Bayezid Bicic Road                                   | 22.38.95.36 | 91.81.05.89 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Bayezid Bostami Road                                 | 22.38.95.36 | 91.81.05.89 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 2   | 4 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 2 | 4             | 7 |  |
| Bayezid Moor                                         | 22.39.01.83 | 91.81.05.81 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 3   | 6 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 3 | 7             | 1 |  |
| BGMEA Road                                           | 22.34.69.17 | 91.82.21.19 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 3 | 1   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 3 | 7             | 1 |  |
| Bogarbil Road                                        | 22.34.72.06 | 91.84.25.61 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0 | 0             | 0 |  |
| Boropul                                              | 22.32.79.08 | 91.78.93.44 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 6   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Bridge Ghat                                          | 22.31.72.03 | 91.83.74.61 | 1   | 5 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Bridgeghat                                           | 22.31.72.03 | 91.83.74.61 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 1 | 0    | 1 | 2             | 4 |  |
| Buluar Dighir East Side                              | 22.34.53    | 91.84.30.45 | 1   | 5 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Bus Terminal                                         | 22.37.42.90 | 91.85.10.40 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 2   | 4 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 2 | 4             | 7 |  |
| C, EPZ Entrance Gate Areas Streets                   | 22.29.30.84 | 91.77.80.26 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 3 | 3    | 0 | 0    | 3 | 7             | 1 |  |
| IUP Market                                           | 22.32.58.39 | 91.80.69.44 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 3 | 8   | 0 | 0   | 0 | 0    | 0 | 0    | 1 | 0    | 4 | 9             | 5 |  |
| Cement Crossing (Patanga)                            | 22.34.61.03 | 91.84.15.19 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 1 | 1    | 0 | 0    | 1 | 2             | 4 |  |
| CGD Path                                             | 22.33.10.94 | 91.84.88.67 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 2   | 6 | 0    | 0 | 0    | 0 | 0    | 2 | 4             | 7 |  |
| Chaktai Khalpar                                      | 22.38.12.22 | 91.85.07.53 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 8 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Chaktai Road                                         | 22.37.74.10 | 91.84.52.08 | 0   | 0 | 0   | 0 | 0   | 0 | 3   | 5 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 3 | 7             | 1 |  |
| Chandgaon                                            | 22.37.03    | 91.84.60.93 | 0   | 0 | 1   | 0 | 0   | 0 | 1   | 8 | 2   | 4 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 4 | 9             | 5 |  |
| Chandgaon 12 no road                                 | 22.37.83    | 91.84.67.5  | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Chandgaon Abashik                                    | 22.30.28.11 | 91.84.49.28 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Chanmati Road                                        | 22.36.87.03 | 91.82.38.26 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 3 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |
| Chawkbazar                                           | 22.22.33    | 91.79.40    | 1   | 1 | 0   | 0 | 4   | 7 | 1   | 3 | 4   | 1 | 0   | 0 | 1   | 2 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 2             | 4 |  |

| Location of street crime victimization eye witnessed | Coordinate |           | PS1 |     | PS2 |     | PS3 |     | PS4 |     | PS5 |      | PS6 |     | PS7 |     | PS8 |     | PS9 |     | PS10 |     | PS11 |     | PS12 |     | Total (N=675) |      |
|------------------------------------------------------|------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|------|-----|---------------|------|
|                                                      | Latitude   | Longitude | f   | %   | f   | %   | f   | %   | f   | %   | f   | %    | f   | %   | f   | %   | f   | %   | f   | %   | f    | %   | f    | %   | f    | %   | f             | %    |
|                                                      | 35.3036    | 83.6631   |     | .56 |     | .00 |     | .84 |     | .85 |     | 2.90 |     | .00 |     | .38 |     | .00 |     | .00 |      | .00 |      | .00 |      | .00 | 1.60          |      |
| Chawkbazar Kitchen Market                            | 22.349     | 91.838    | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Chittagong College Area Roads                        | 22.329577  | 91.794894 | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Chittagong College East Gate (Chandanpura)           | 22.324239  | 91.773558 | 0   | .00 | 1   | .40 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Chowmuhoni                                           | 22.360633  | 91.830606 | 0   | .00 | 2   | .80 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2.47          | 0    |
| Colonel hat                                          | 22.368739  | 91.777972 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 1   | .27 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| CRB Hill Area                                        | 22.342594  | 91.820708 | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Custom Moor                                          | 22.291425  | 91.782475 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 2   | .70 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 2.47          | 0    |
| D.T. Road                                            | 22.350686  | 91.771139 | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Dail Bridge                                          | 22.356581  | 91.821094 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 2    | .67 | 0    | .00 | 0    | .00 | 2.47          | 0    |
| Dedar Market                                         | 22.340189  | 91.814397 | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Dewan Bazar                                          | 22.34271°  | 91.84279° | 5   | .81 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 5.18          | 1    |
| Dewanhat Moor                                        | 22.366066  | 91.849501 | 1   | .56 | 9   | .37 | 0   | .00 | 0   | .00 | 1   | .23  | 0   | .00 | 0   | .00 | 1   | .27 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 2.84 |
| Dhopapara                                            | 22.340969  | 91.829475 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 1    | .33 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Enayet Bazar Road                                    | 22.363635  | 91.83799  | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Everywhere                                           | 22.360717  | 91.829764 | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Fakirhat                                             | 22.328983  | 91.83280  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 1    | .33 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Firingi Bazar                                        | 22.388789  | 91.760786 | 1   | .56 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Firozshah Colony                                     | 22.368401  | 91.829728 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 1   | .27 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |
| Fokir Hat                                            | 22.363635  | 91.83799  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 3    | .00 | 0    | .00 | 0    | .00 | 3.71          | 0    |
| Forest Gate                                          | 22.322186  | 91.783221 | 0   | .00 | 0   | .00 | 1   | .96 | 0   | .00 | 0   | .00  | 0   | .00 | 0   | .00 | 0   | .00 | 0   | .00 | 0    | .00 | 0    | .00 | 0    | .00 | 1.24          | 0    |



| Location of street crime victimization eye witnessed | Coordinate |           | PS1 |   | PS2 |   | PS3 |   | PS4 |   | PS5 |   | PS6 |   | PS7 |   | PS8 |   | PS9 |   | PS10 |   | PS11 |   | PS12 |   | Total (N=675) |   |
|------------------------------------------------------|------------|-----------|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|------|---|------|---|------|---|---------------|---|
|                                                      | Latitude   | Longitude | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f   | % | f    | % | f    | % | f    | % | f             | % |
| Free Port Area                                       | 22.358228  | 91.819317 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 1 | 3    | 0 | 0    | 1 | 0             |   |
| Fulkoli Factory                                      | 22.359006  | 91.821308 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 8 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| GEC moor                                             | 22.318333  | 91.808586 | 0   | 0 | 1   | 4 | 2   | 9 | 1   | 8 | 1   | 2 | 0   | 0 | 6   | 4 | 3   | 8 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 4             | 3 |
| Golpahar Moor                                        | 22.318333  | 91.808586 | 1   | 5 | 0   | 0 | 0   | 0 | 1   | 8 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Goni Bakery                                          | 22.350383  | 91.836389 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 8 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Goshaildanga                                         | 22.394669  | 91.824578 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 3    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Gosyaldanga                                          | 22.416383  | 91.862333 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 3    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Gulzar Market Mor                                    | 22.35736°  | 91.83726° | 2   | 1 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 2 | 0             |   |
| Halishahar                                           | 22.376935  | 91.832926 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 6   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Halishahar B-Block                                   | 22.3335    | 91.790619 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 6   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Halishahar Beach                                     | 22.320376  | 91.785300 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 6   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Halishahar K-Block                                   | 22.376935  | 91.832926 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 1 | 6   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Hamzarbag                                            | 22.395078  | 91.820656 | 0   | 0 | 0   | 0 | 3   | 8 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 3 | 0             |   |
| Harbatoli                                            | 22.339167  | 91.836397 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 1 | 3    | 0 | 0    | 1 | 0             |   |
| Iron Market                                          | 22.361661  | 91.775278 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Ispahani Colony                                      | 22.364331  | 91.784881 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Jamal khan Road                                      | 22.359775  | 91.807344 | 1   | 5 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Jhautala                                             | 22.350019  | 91.863503 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 3 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Jhautala Rail Station                                | 22.277961  | 91.829267 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 3   | 1 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 3 | 0             |   |
| Kadamtali                                            | 22.347453  | 91.851903 | 0   | 0 | 1   | 4 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Kaiballadham                                         | 22.359636  | 91.840547 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 1   | 2 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1 | 0             |   |
| Kapashgola Road                                      | 22.35      | 91.84     | 2   | 3 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 2 | 0             |   |

| Location of street crime victimization eye witnessed | Coordinate  |             | PS1 |     | PS2 |     | PS3 |     | PS4 |     | PS5 |     | PS6 |     | PS7 |     | PS8 |     | PS9 |     | PS10 |     | PS11 |     | PS12 |     | Total (N=675) |     |
|------------------------------------------------------|-------------|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|------|-----|---------------|-----|
|                                                      | Latitude    | Longitude   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f   | %   | f    | %   | f    | %   | f    | %   | f             | %   |
|                                                      | 96.36       | 05.47       |     | 1.3 |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0 |      | 0.0 |      | 0.0 |      | 0.0 |               | 4.7 |
| Kapashkhula                                          | 22.36.07.22 | 91.83.69.5  | 1.5 | 1.6 | 0.0 |     | 1.9 | 1.6 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Kaptai Road                                          | 22.37.10.78 | 91.84.20.86 | 0.0 | 0.0 | 0.0 |     | 1.9 | 0.6 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Katalgang Abashik                                    | 22.37.10.78 | 91.84.20.86 | 0.0 | 0.0 | 0.0 |     | 4.8 | 4.4 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 4.9           | 0.5 |
| Katcha Bazar, Chackbazar                             | 22.34.31.76 | 91.82.56.31 | 2.1 | 3.3 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Kathghoar                                            | 22.34.76.31 | 91.82.56.31 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 1.1 | 3.3  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Kazir Dewri Mor                                      | 22.33.76.78 | 91.83.46.58 | 1.5 | 0.6 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| KDS Moor                                             | 22.33.61.61 | 91.77.59.72 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 2.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Khaja Road                                           | 22.36.27.35 | 91.83.61.75 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Khalpar                                              | 22.36.09.58 | 91.81.10.58 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 6.7 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Koshai Goli/ Koshai Para                             | 22.33.25.25 | 91.83.66.75 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 1.1 | 3.3  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Kotowali                                             | 22.40.38.81 | 91.82.59.31 | 1.5 | 0.6 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 6.7 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Kotowali Moor                                        | 22.35.69.27 | 91.81.67.6  | 1.5 | 0.6 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Lal Gudam                                            | 22.28.99.39 | 91.89.14.39 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3  | 3.3 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Lalkhan Bazar                                        | 22.33.72.08 | 91.83.62.89 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Lucky plaza Moor                                     | 22.33.01.75 | 91.82.37.97 | 0.0 | 0.0 | 1.4 |     | 0.0 | 0.0 | 0.0 |     | 1.2 | 0.3 | 1.2 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 3.7           | 0.1 |
| M.A. Aziz Road                                       | 22.26.94.5° | 91.78.81.1° | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 2.2 | 5.5  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Mahankhal Bazar                                      | 22.35.73.69 | 91.79.49.44 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 1.1 | 3.3  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Masterpol                                            | 22.35.67.61 | 91.79.16.11 | 2.1 | 3.3 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Mayor Road                                           | 22.35.68.03 | 91.82.49.92 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Medical College road                                 | 22.34.12.31 | 91.84.62.83 | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 1.8 |     | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.2           | 0.4 |
| Mehedibag                                            | 22.35.68.03 | 91.82.49.92 | 0.0 | 0.0 | 0.0 |     | 2.9 | 1.2 | 0.0 |     | 1.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 2.4           | 0.7 |
| Miakhn                                               | 22.22.22.22 | 91.00.00.00 | 1.1 | 1.1 | 0.0 |     | 0.0 | 0.0 | 0.0 |     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 1.0           | 0.0 |

| Location of street crime victimization eye witnessed | Coordinate |           | PS1 |    | PS2 |    | PS3 |     | PS4 |    | PS5 |    | PS6 |    | PS7 |    | PS8 |    | PS9 |    | PS10 |    | PS11 |    | PS12 |    | Total (N=675) |    |
|------------------------------------------------------|------------|-----------|-----|----|-----|----|-----|-----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|------|----|------|----|------|----|---------------|----|
|                                                      | Latitude   | Longitude | f   | %  | f   | %  | f   | %   | f   | %  | f   | %  | f   | %  | f   | %  | f   | %  | f   | %  | f    | %  | f    | %  | f    | %  | f             | %  |
| Nagar                                                | 37.4672    | 84.9603   |     | 56 |     | 00 |     | 00  |     | 00 |     | 00 |     | 00 |     | 00 |     | 00 |     | 00 |      | 00 |      | 00 |      | 00 |               | 24 |
| Mimi Super Market                                    | 22.369592  | 91.837961 | 0   | 00 | 0   | 00 | 2   | 92  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 2             | 47 |
| Mini Bangladesh                                      | 22.310904  | 91.856106 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 1   | 23 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| Moiijartek                                           | 22.377258  | 91.827894 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 1    | 00 | 1             | 24 |
| Monir bari                                           | 22.345936  | 91.789997 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 1   | 23 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| Motijharna lane                                      | 22.369197  | 91.833111 | 2   | 13 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 2             | 47 |
| Muradpur                                             | 22.377793  | 91.821055 | 0   | 00 | 0   | 00 | 8   | 569 | 0   | 00 | 1   | 23 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 9             | 13 |
| Muslimbad                                            | 22.331611  | 91.829322 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 2    | 25 | 0    | 00 | 2             | 47 |
| Nasirabad                                            | 22.239428  | 91.794467 | 0   | 00 | 0   | 00 | 1   | 96  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| New Bridge                                           | 22.314353  | 91.798375 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 1   | 38 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| New Market                                           | 22.313414  | 91.801578 | 1   | 19 | 7   | 29 | 1   | 96  | 3   | 54 | 3   | 68 | 5   | 13 | 1   | 38 | 2   | 55 | 2   | 53 | 1    | 33 | 1    | 13 | 0    | 00 | 3             | 75 |
| Nimtala                                              | 22.359706  | 91.785569 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 1    | 33 | 0    | 00 | 0    | 00 | 1             | 24 |
| Nimtola Bissharoad                                   | 22.313414  | 91.801578 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 1    | 33 | 0    | 00 | 0    | 00 | 1             | 24 |
| Nirapod Housing Society                              | 22.34744°  | 91.84488° | 0   | 00 | 0   | 00 | 0   | 00  | 1   | 85 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| Notun Bridge                                         | 22.359706  | 91.785569 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 0             | 00 |
| Noyabazar                                            | 22.345028  | 91.827058 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 2   | 33 | 2    | 67 | 0    | 00 | 0    | 00 | 4             | 95 |
| Noyapara                                             | 22.337694  | 91.836628 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 1   | 27 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| Oxyzen                                               | 22.362208  | 91.834439 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 2   | 45 | 0   | 00 | 1   | 27 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 3             | 71 |
| Pahartali                                            | 22.355580  | 91.839469 | 0   | 00 | 0   | 00 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 2   | 55 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 2             | 47 |
| Panchlaish                                           | 22.240128  | 91.817789 | 0   | 00 | 0   | 00 | 0   | 00  | 1   | 85 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 24 |
| Parade Ground                                        | 22.26      | 91.79     | 0   | 00 | 1   | 20 | 0   | 00  | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0   | 00 | 0    | 00 | 0    | 00 | 0    | 00 | 1             | 00 |

| Location of street crime victimization eye witnessed | Coordinate  |             | PS1 |      | PS2 |      | PS3 |   | PS4  |   | PS5  |   | PS6  |      | PS7  |      | PS8 |   | PS9 |     | PS10 |     | PS11 |   | PS12 |   | Total (N=675) |      |     |
|------------------------------------------------------|-------------|-------------|-----|------|-----|------|-----|---|------|---|------|---|------|------|------|------|-----|---|-----|-----|------|-----|------|---|------|---|---------------|------|-----|
|                                                      | Latitude    | Longitude   | f   | %    | f   | %    | f   | % | f    | % | f    | % | f    | %    | f    | %    | f   | % | f   | %   | f    | %   | f    | % | f    | % | f             | %    |     |
|                                                      | 02.61       | 14.25       |     | 0    |     | 0.4  |     | 0 |      | 0 |      | 0 |      | 0    |      | 0    |     | 0 |     | 0   |      | 0   |      | 0 |      | 0 |               | 2.4  |     |
| Patanga Bus stand Area                               | 22.33.33.17 | 91.81.71.72 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 2   | 6.25 | 0 | 0    | 2 | 0             | 0    | 4.7 |
| Patanpara                                            | 22.54.38    | 91.88.23.77 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 1   | 3.3  | 0   | 0    | 0 | 0    | 1 | 0             | 2.4  |     |
| Patenga                                              | 22.33.08.17 | 91.84.53.17 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 1.23 | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 1   | 3.1  | 0 | 0    | 2 | 0             | 0.47 |     |
| Pathantuli                                           | 22.29.17.60 | 91.86.98.85 | 0   | 0    | 1   | 0.4  | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 1    | 0 | 0             | 2.4  |     |
| Pathar Ghata                                         | 22.37.67.75 | 91.78.47.03 | 1   | 5.6  | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 0    | 1 | 0             | 2.4  |     |
| Patia Crossing                                       | 22.31.48.61 | 91.79.41.89 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 1 | 0    | 1 | 0             | 2.4  |     |
| Port Colony Gate-1                                   | 22.31.48.61 | 91.79.41.89 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 1   | 3.13 | 0 | 0    | 1 | 0             | 0.24 |     |
| Port Connecting Road                                 | 22.33.72.67 | 91.81.63.78 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 1   | 3.1  | 0 | 0    | 1 | 0             | 0.24 |     |
| Port Link Road                                       | 22.36.10.08 | 91.82.85.89 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 1   | 3.1  | 0 | 0    | 1 | 0             | 0.24 |     |
| Prabartak Mor                                        | 22.30.42.23 | 91.78.83.72 | 1   | 15.6 | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 0    | 1 | 0             | 0.24 |     |
| Prabartok mor                                        | 22.31.30.53 | 91.79.64.22 | 1   | 15.6 | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 0    | 1 | 0             | 0.24 |     |
| Rahattarpul                                          | 22.33.60.91 | 91.82.14.01 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 1.23 | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 0    | 1 | 0             | 0.24 |     |
| Rail Crossing/ Rail Gate (Still Mill)                | 22.32.17.17 | 91.78.66.78 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 1   | 3.3 | 1    | 3.3 | 0    | 0 | 2    | 0 | 0             | 4.7  |     |
| Rail Gate                                            | 22.35.50.11 | 91.80.38.94 | 2   | 31.3 | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 1.38 | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 3    | 0 | 0             | 7.1  |     |
| Rail Station                                         | 22.35.53.94 | 91.79.82.32 | 0   | 0    | 3   | 6.12 | 0   | 0 | 0    | 0 | 0    | 0 | 7.58 | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 1    | 0 | 2             | 3.6  |     |
| Railway Colony                                       | 22.35.23.72 | 91.76.00.08 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 3    | 7.14 | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 3    | 0 | 0             | 7.1  |     |
| Riazuddin Bazar                                      | 22.33.75    | 91.77.45    | 0   | 0    | 0   | 0    | 0   | 0 | 1.85 | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 1    | 0 | 0             | 2.4  |     |
| Sagorika Bisic                                       | 22.28.01    | 91.78.28.43 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 1.27 | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 0    | 1 | 0             | 0.24 |     |
| Sagorika Road                                        | 22.36.83    | 91.83.12.94 | 0   | 0    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 3    | 6.82 | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 3    | 0 | 0             | 7.1  |     |
| Saltgola Moor                                        | 22.33       | 91.83       | 1   | 1    | 0   | 0    | 0   | 0 | 0    | 0 | 0    | 0 | 0    | 0    | 0    | 0    | 0   | 0 | 0   | 0   | 0    | 0   | 0    | 0 | 1    | 0 | 0             | 0    |     |

| Location of street crime victimization eye witnessed | Coordinate |           | PS1 |      | PS2 |      | PS3 |     | PS4 |     | PS5 |     | PS6 |     | PS7 |      | PS8 |      | PS9 |     | PS10 |     | PS11 |      | PS12 |     | Total (N=675) |      |
|------------------------------------------------------|------------|-----------|-----|------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|-----|------|-----|------|------|------|-----|---------------|------|
|                                                      | Latitude   | Longitude | f   | %    | f   | %    | f   | %   | f   | %   | f   | %   | f   | %   | f   | %    | f   | %    | f   | %   | f    | %   | f    | %    | f    | %   | f             | %    |
|                                                      | 43.11      | 85.83     |     | 5.6  |     | 0.0  |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0 |     | 0.0  |     | 0.0  |     | 0.0 |      | 0.0 |      | 0.0  |      | 0.0 |               | 2.4  |
| Saultgula                                            | 22.23      | 91.79     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 2    | 6.7 | 0    | 0.0  | 0    | 0.0 | 2             | 4.7  |
| Sea beach                                            | 22.37      | 91.78     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 1   | 3.2 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 1    | 3.3 | 1    | 3.3  | 0    | 0.0 | 3             | 7.1  |
| Sea Beach Patanga                                    | 22.35      | 91.85     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 5    | 15.6 | 0    | 0.0 | 5             | 11.8 |
| Sea world road                                       | 22.35      | 91.79     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 6   | 13.6 | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 6             | 14.2 |
| Shershah                                             | 22.38      | 91.81     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 1   | 3.2 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 2.4  |
| Shikalbaha                                           | 22.36      | 91.82     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 4    | 4.0 | 4             | 9.5  |
| Sholakbahar                                          | 22.36      | 91.82     | 0   | 0.0  | 0   | 0.0  | 2   | 9.9 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 2             | 4.7  |
| Sholashahar 2 no. gate                               | 22.36      | 91.82     | 0   | 0.0  | 0   | 0.0  | 1   | 9.9 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 2.4  |
| Sholashahar, 2 No Gate                               | 22.40      | 91.81     | 0   | 0.0  | 1   | 4.4  | 1   | 7.4 | 0   | 0.0 | 1   | 3.2 | 2   | 4.5 | 0   | 0.0  | 4   | 9.9  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 2             | 5.0  |
| Siraj-ud-dawla Road                                  | 22.32      | 91.80     | 4   | 25.0 | 0   | 0.0  | 0   | 0.0 | 1   | 8.3 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 5             | 11.8 |
| SK Depo                                              | 22.35      | 91.81     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 1   | 3.3 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 2.4  |
| Still Mill Area                                      | 22.20      | 91.48     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 2    | 2.5  | 0    | 0.0 | 2             | 4.7  |
| Sugandha R/A                                         | 22.34      | 91.82     | 0   | 0.0  | 0   | 0.0  | 2   | 9.9 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 2             | 4.7  |
| Tankir Pahar                                         | 22.37      | 91.81     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 1   | 3.8  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 2.4  |
| Technical Moor                                       | 22.33      | 91.82     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 2   | 4.5 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 2             | 4.7  |
| Tigerpass Moor                                       | 22.36      | 91.81     | 1   | 5.6  | 5   | 22.0 | 0   | 0.0 | 1   | 8.5 | 0   | 0.0 | 0   | 0.0 | 7   | 16.7 | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 3.1  |
| Toll Gate                                            | 22.36      | 91.79     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 1   | 3.3 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 2.4  |
| Zamal Khan road                                      | 22.34      | 91.83     | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 1   | 8.5 | 0   | 0.0 | 0   | 0.0 | 0   | 0.0  | 0   | 0.0  | 0   | 0.0 | 0    | 0.0 | 0    | 0.0  | 0    | 0.0 | 1             | 2.4  |

**Table D.8.1.iii: Types of street crime victimization eye-witnessed**

| Types of eye witness street crime victimization | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                 | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Physical                                        | 35  | 8.25  | 4  | 6.67  | 7  | 5.56  | 0  | 0.00  | 1   | 10.00 | 3   | 20.00 | 50            | 7.41  |
| Mental                                          | 13  | 3.07  | 3  | 5.00  | 0  | 0.00  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 18            | 2.67  |
| Financial                                       | 90  | 21.23 | 13 | 21.67 | 20 | 15.87 | 5  | 12.50 | 2   | 20.00 | 3   | 20.00 | 133           | 19.70 |
| Assets                                          | 48  | 11.32 | 6  | 10.00 | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 57            | 8.44  |
| Mental and Financial                            | 2   | 0.47  | 0  | 0.00  | 12 | 9.52  | 1  | 2.50  | 0   | 0.00  | 1   | 6.67  | 16            | 2.37  |

**Table D.8.1.iv.a Fatality of eye-witnessed street crime victimization**

| No of fatality eye-witnessed | HHH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |      |
|------------------------------|-----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|------|
|                              | f   | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %    | f             | %    |
| 1 death                      | 4   | 0.94 | 1  | 1.67 | 3  | 2.38 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00 | 8             | 1.19 |
| 2 death                      | 1   | 0.24 | 0  | 0.00 | 3  | 2.38 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00 | 4             | 0.59 |

**Table D.8.1.iv.c Property damage of eye witness street crime**

| Amount of damage | HHH |      | KI |      | IH |      | IP |       | IUP |       | SGD |      | Total (N=675) |      |
|------------------|-----|------|----|------|----|------|----|-------|-----|-------|-----|------|---------------|------|
|                  | f   | %    | f  | %    | f  | %    | f  | %     | f   | %     | f   | %    | f             | %    |
| less than 5000   | 12  | 2.83 | 3  | 5.00 | 4  | 3.17 | 0  | 0.00  | 0   | 0.00  | 1   | 6.67 | 20            | 2.96 |
| 5000-10000       | 17  | 4.01 | 3  | 5.00 | 2  | 1.59 | 4  | 10.00 | 1   | 10.00 | 0   | 0.00 | 27            | 4.00 |
| 10000-15000      | 13  | 3.07 | 2  | 3.33 | 4  | 3.17 | 1  | 2.50  | 0   | 0.00  | 0   | 0.00 | 20            | 2.96 |
| 15000-20000      | 5   | 1.18 | 0  | 0.00 | 3  | 2.38 | 0  | 0.00  | 0   | 0.00  | 0   | 0.00 | 8             | 1.19 |
| 20000+           | 6   | 1.42 | 1  | 1.67 | 3  | 2.38 | 2  | 5.00  | 0   | 0.00  | 0   | 0.00 | 12            | 1.78 |
| Mobile           | 0   | 0.00 | 1  | 1.67 | 1  | 0.79 | 0  | 0.00  | 0   | 0.00  | 0   | 0.00 | 2             | 0.30 |

**Table D.9.i: Impacts of urban street crime on residential community environment**

| Types of impacts on the community environment      | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                    | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Create bad image of the area to others             | 63  | 14.86 | 6  | 10.00 | 14 | 11.11 | 4  | 10.00 | 0   | 0.00  | 2   | 13.33 | 89            | 13.19 |
| Create mental panic                                | 197 | 46.46 | 21 | 35.00 | 46 | 36.51 | 6  | 15.00 | 3   | 30.00 | 5   | 33.33 | 278           | 41.19 |
| Decrease security of the location                  | 40  | 9.43  | 5  | 8.33  | 9  | 7.14  | 10 | 25.00 | 1   | 10.00 | 3   | 20.00 | 68            | 10.07 |
| Economic Loss                                      | 25  | 5.90  | 5  | 8.33  | 6  | 4.76  | 6  | 15.00 | 0   | 0.00  | 0   | 0.00  | 42            | 6.22  |
| Feel Scared to take Cash Money                     | 6   | 1.42  | 2  | 3.33  | 1  | 0.79  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 10            | 1.48  |
| Feel scared to travel alone                        | 181 | 42.69 | 28 | 46.67 | 39 | 30.95 | 17 | 42.50 | 0   | 0.00  | 5   | 33.33 | 270           | 40.00 |
| Hamper/Stopping young adult woman's alone movement | 40  | 9.43  | 7  | 11.67 | 9  | 7.14  | 17 | 42.50 | 0   | 0.00  | 1   | 6.67  | 74            | 10.96 |
| Increase drug addiction                            | 61  | 14.39 | 0  | 0.00  | 9  | 7.14  | 3  | 7.50  | 0   | 0.00  | 4   | 26.67 | 77            | 11.41 |
| Increase pick-pocketing                            | 10  | 2.36  | 0  | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 11            | 1.63  |
| Increase robbery/snatching                         | 21  | 4.95  | 0  | 0.00  | 5  | 3.97  | 5  | 12.50 | 0   | 0.00  | 1   | 6.67  | 32            | 4.74  |
| increase social crime                              | 23  | 5.42  | 1  | 1.67  | 6  | 4.76  | 4  | 10.00 | 0   | 0.00  | 0   | 0.00  | 34            | 5.04  |
| Increase theft                                     | 47  | 11.08 | 4  | 6.67  | 5  | 3.97  | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 61            | 9.04  |
| Infectious to young adult                          | 22  | 5.19  | 2  | 3.33  | 10 | 7.94  | 8  | 20.00 | 0   | 0.00  | 0   | 0.00  | 42            | 6.22  |
| Land value reduce                                  | 45  | 10.61 | 2  | 3.33  | 8  | 6.35  | 1  | 2.50  | 0   | 0.00  | 1   | 6.67  | 57            | 8.44  |
| Moral decadancy/indiscipline environment           | 53  | 12.50 | 4  | 6.67  | 12 | 9.52  | 12 | 30.00 | 0   | 0.00  | 1   | 6.67  | 82            | 12.15 |
| More scared of young-adult family members          | 19  | 4.48  | 6  | 10.00 | 10 | 7.94  | 7  | 17.50 | 0   | 0.00  | 1   | 6.67  | 43            | 6.37  |
| People avoid this area                             | 28  | 6.60  | 2  | 3.33  | 10 | 7.94  | 2  | 5.00  | 0   | 0.00  | 2   | 13.33 | 44            | 6.52  |
| Renter leave                                       | 79  | 18.63 | 10 | 16.67 | 31 | 24.60 | 11 | 27.50 | 1   | 10.00 | 1   | 6.67  | 133           | 19.70 |
| Victim of giving illegal toll/Extortion            | 47  | 11.08 | 2  | 3.33  | 3  | 2.38  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 55            | 8.15  |
| Victim of physical assault/harassment              | 121 | 28.54 | 17 | 28.33 | 17 | 13.49 | 4  | 10.00 | 1   | 10.00 | 5   | 33.33 | 165           | 24.44 |

**Table D.9.ii: Urban street crime impacts on residential social environment**

| Types of effects on social environment             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |       |
|----------------------------------------------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|-------|
|                                                    | f  | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %    | f             | %     |
| Create bad image of the area to others             | 11 | 26.8 | 9  | 15.0 | 2  | 21.4 | 5  | 12.5 | 0   | 0.00 | 3   | 20.0 | 158           | 23.41 |
| Create mental panic                                | 83 | 19.5 | 5  | 8.33 | 2  | 17.4 | 5  | 12.5 | 3   | 30.0 | 1   | 6.67 | 119           | 17.63 |
| Decrease security of the location                  | 30 | 7.08 | 8  | 13.3 | 8  | 6.35 | 1  | 30.0 | 1   | 10.0 | 1   | 6.67 | 60            | 8.89  |
| Economic Loss                                      | 33 | 7.78 | 4  | 6.67 | 6  | 4.76 | 8  | 20.0 | 0   | 0.00 | 0   | 0.00 | 51            | 7.56  |
| Feel Scared to take Cash Money                     | 2  | 0.47 | 0  | 0.00 | 0  | 0.00 | 3  | 7.50 | 0   | 0.00 | 0   | 0.00 | 5             | 0.74  |
| Feel scared to travel alone                        | 37 | 8.73 | 5  | 8.33 | 1  | 7.94 | 6  | 15.0 | 0   | 0.00 | 1   | 6.67 | 59            | 8.74  |
| Hamper/Stopping young adult woman's alone movement | 23 | 5.42 | 4  | 6.67 | 3  | 2.38 | 4  | 10.0 | 0   | 0.00 | 1   | 6.67 | 35            | 5.19  |
| Increase drug addiction                            | 14 | 35.1 | 1  | 26.6 | 3  | 23.8 | 6  | 15.0 | 0   | 0.00 | 5   | 33.3 | 206           | 30.52 |
| Increase pick-pocketing                            | 17 | 4.01 | 2  | 3.33 | 2  | 9.52 | 4  | 10.0 | 0   | 0.00 | 1   | 6.67 | 36            | 5.33  |
| Increase robbery/snatching                         | 29 | 6.84 | 1  | 1.67 | 6  | 4.76 | 2  | 5.00 | 0   | 0.00 | 0   | 0.00 | 38            | 5.63  |
| increase social crime                              | 44 | 10.3 | 1  | 18.3 | 1  | 9.52 | 6  | 15.0 | 0   | 0.00 | 6   | 40.0 | 79            | 11.70 |
| Increase theft                                     | 55 | 12.9 | 1  | 16.6 | 2  | 17.4 | 8  | 20.0 | 0   | 0.00 | 3   | 20.0 | 98            | 14.52 |
| Infectious to young adult                          | 11 | 27.8 | 6  | 10.0 | 1  | 15.0 | 5  | 12.5 | 0   | 0.00 | 0   | 0.00 | 148           | 21.93 |
| Land value reduce                                  | 44 | 10.3 | 2  | 3.33 | 6  | 4.76 | 3  | 7.50 | 0   | 0.00 | 0   | 0.00 | 55            | 8.15  |
| Moral decadancy/indiscipline environment           | 84 | 19.8 | 1  | 18.3 | 1  | 15.0 | 8  | 20.0 | 0   | 0.00 | 1   | 6.67 | 123           | 18.22 |
| More scared of young-adult family members          | 19 | 4.48 | 6  | 10.0 | 6  | 4.76 | 4  | 10.0 | 0   | 0.00 | 1   | 6.67 | 36            | 5.33  |



| Types of effects on social environment  | HH |      | KI |       | IH |      | IP |       | IUP |       | SGD |       | Total (N=675) |      |
|-----------------------------------------|----|------|----|-------|----|------|----|-------|-----|-------|-----|-------|---------------|------|
|                                         | f  | %    | f  | %     | f  | %    | f  | %     | f   | %     | f   | %     | f             | %    |
| People avoid this area                  | 8  | 1.89 | 2  | 3.33  | 5  | 3.97 | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 16            | 2.37 |
| Renter leave                            | 34 | 8.02 | 1  | 1.67  | 5  | 3.97 | 5  | 12.50 | 1   | 10.00 | 0   | 0.00  | 46            | 6.81 |
| Victim of giving illegal toll/Extortion | 17 | 4.01 | 0  | 0.00  | 2  | 1.59 | 5  | 12.50 | 0   | 0.00  | 1   | 6.67  | 25            | 3.70 |
| Victim of physical assault/harassment   | 30 | 7.08 | 7  | 11.67 | 1  | 7.94 | 1  | 25.00 | 1   | 10.00 | 2   | 13.33 | 60            | 8.89 |

## D.9.0.1: Urban street crime impacts on residential community environment

| Types of effects on community environment          | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                    | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Create bad image of the area to others             | 63  | 14.86 | 6  | 10.00 | 14 | 11.11 | 4  | 10.00 | 0   | 0.00  | 2   | 13.33 | 89            | 13.19 |
| Create mental panic                                | 197 | 46.46 | 21 | 35.00 | 46 | 36.51 | 6  | 15.00 | 3   | 30.00 | 5   | 33.33 | 278           | 41.19 |
| Decrease security of the location                  | 40  | 9.43  | 5  | 8.33  | 9  | 7.14  | 10 | 25.00 | 1   | 10.00 | 3   | 20.00 | 68            | 10.07 |
| Economic Loss                                      | 25  | 5.90  | 5  | 8.33  | 6  | 4.76  | 6  | 15.00 | 0   | 0.00  | 0   | 0.00  | 42            | 6.22  |
| Feel Scared to take Cash Money                     | 6   | 1.42  | 2  | 3.33  | 1  | 0.79  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 10            | 1.48  |
| Feel scared to travel alone                        | 181 | 42.69 | 28 | 46.67 | 39 | 30.95 | 17 | 42.50 | 0   | 0.00  | 5   | 33.33 | 270           | 40.00 |
| Hamper/Stopping young adult woman's alone movement | 40  | 9.43  | 7  | 11.67 | 9  | 7.14  | 17 | 42.50 | 0   | 0.00  | 1   | 6.67  | 74            | 10.96 |
| Increase drug addiction                            | 61  | 14.39 | 0  | 0.00  | 9  | 7.14  | 3  | 7.50  | 0   | 0.00  | 4   | 26.67 | 77            | 11.41 |
| Increase pick-pocketing                            | 10  | 2.36  | 0  | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 11            | 1.63  |
| Increase robbery/snatching                         | 21  | 4.95  | 0  | 0.00  | 5  | 3.97  | 5  | 12.50 | 0   | 0.00  | 1   | 6.67  | 32            | 4.74  |
| increase social crime                              | 23  | 5.42  | 1  | 1.67  | 6  | 4.76  | 4  | 10.00 | 0   | 0.00  | 0   | 0.00  | 34            | 5.04  |
| Increase theft                                     | 47  | 11.08 | 4  | 6.67  | 5  | 3.97  | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 61            | 9.04  |
| Infectious to young adult                          | 22  | 5.19  | 2  | 3.33  | 10 | 7.94  | 8  | 20.00 | 0   | 0.00  | 0   | 0.00  | 42            | 6.22  |
| Land value reduce                                  | 45  | 10.61 | 2  | 3.33  | 8  | 6.35  | 1  | 2.50  | 0   | 0.00  | 1   | 6.67  | 57            | 8.44  |
| Moral decadency/indiscipline environment           | 53  | 12.50 | 4  | 6.67  | 12 | 9.52  | 12 | 30.00 | 0   | 0.00  | 1   | 6.67  | 82            | 12.15 |
| More scared of young-adult family members          | 19  | 4.48  | 6  | 10.00 | 10 | 7.94  | 7  | 17.50 | 0   | 0.00  | 1   | 6.67  | 43            | 6.37  |
| People avoid this area                             | 28  | 6.60  | 2  | 3.33  | 10 | 7.94  | 2  | 5.00  | 0   | 0.00  | 2   | 13.33 | 44            | 6.52  |
| Renter leave                                       | 79  | 18.63 | 10 | 16.67 | 31 | 24.60 | 11 | 27.50 | 1   | 10.00 | 1   | 6.67  | 133           | 19.70 |
| Victim of giving illegal toll/Extortion            | 47  | 11.08 | 2  | 3.33  | 3  | 2.38  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 55            | 8.15  |
| Victim of physical assault/harassment              | 121 | 28.54 | 17 | 28.33 | 17 | 13.49 | 4  | 10.00 | 1   | 10.00 | 5   | 33.33 | 165           | 24.44 |

## D.9.0.ii: Impacts of urban street crime on residential social environment

| Types of effects on social environment             | HH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------|----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                    | f  | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Create bad image of the area to others             | 11 | 26.89 | 9  | 15.00 | 2  | 21.43 | 5  | 12.50 | 0   | 0.00  | 3   | 20.00 | 158           | 23.41 |
| Create mental panic                                | 83 | 19.58 | 5  | 8.33  | 2  | 17.46 | 5  | 12.50 | 3   | 30.00 | 1   | 6.67  | 119           | 17.63 |
| Decrease security of the location                  | 30 | 7.08  | 8  | 13.33 | 8  | 6.35  | 1  | 30.00 | 1   | 10.00 | 1   | 6.67  | 60            | 8.89  |
| Economic Loss                                      | 33 | 7.78  | 4  | 6.67  | 6  | 4.76  | 8  | 20.00 | 0   | 0.00  | 0   | 0.00  | 51            | 7.56  |
| Feel Scared to take Cash Money                     | 2  | 0.47  | 0  | 0.00  | 0  | 0.00  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 5             | 0.74  |
| Feel scared to travel alone                        | 37 | 8.73  | 5  | 8.33  | 1  | 7.94  | 6  | 15.00 | 0   | 0.00  | 1   | 6.67  | 59            | 8.74  |
| Hamper/Stopping young adult woman's alone movement | 23 | 5.42  | 4  | 6.67  | 3  | 2.38  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 35            | 5.19  |
| Increase drug addiction                            | 14 | 35.14 | 1  | 26.67 | 3  | 23.81 | 6  | 15.00 | 0   | 0.00  | 5   | 33.33 | 206           | 30.52 |
| Increase pick-pocketing                            | 17 | 4.01  | 2  | 3.33  | 1  | 9.52  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 36            | 5.33  |
| Increase robbery/snatching                         | 29 | 6.84  | 1  | 1.67  | 6  | 4.76  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 38            | 5.63  |
| increase social crime                              | 44 | 10.38 | 1  | 18.33 | 1  | 9.52  | 6  | 15.00 | 0   | 0.00  | 6   | 40.00 | 79            | 11.70 |
| Increase theft                                     | 55 | 12.97 | 1  | 16.67 | 2  | 17.46 | 8  | 20.00 | 0   | 0.00  | 3   | 20.00 | 98            | 14.52 |
| Infectious to young adult                          | 11 | 27.83 | 6  | 10.00 | 1  | 15.08 | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 148           | 21.93 |
| Land value reduce                                  | 44 | 10.38 | 2  | 3.33  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 55            | 8.15  |
| Moral decadency/indiscipline environment           | 84 | 19.81 | 1  | 18.33 | 1  | 15.08 | 8  | 20.00 | 0   | 0.00  | 1   | 6.67  | 123           | 18.22 |
| More scared of young-adult family members          | 19 | 4.48  | 6  | 10.00 | 6  | 4.76  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 36            | 5.33  |
| People avoid this area                             | 8  | 1.89  | 2  | 3.33  | 5  | 3.97  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 16            | 2.37  |
| Renter leave                                       | 34 | 8.02  | 1  | 1.67  | 5  | 3.97  | 5  | 12.50 | 1   | 10.00 | 0   | 0.00  | 46            | 6.81  |
| Victim of giving illegal toll/Extortion            | 17 | 4.01  | 0  | 0.00  | 2  | 1.59  | 5  | 12.50 | 0   | 0.00  | 1   | 6.67  | 25            | 3.70  |
| Victim of physical assault/harassment              | 30 | 7.08  | 7  | 11.67 | 1  | 7.94  | 1  | 25.00 | 1   | 10.00 | 2   | 13.33 | 60            | 8.89  |

### D.9.1: Types impacts of street crime hotspots in residential neighborhood

| Types effects                                      | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                    | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Create bad image of the area to others             | 143 | 33.73 | 21 | 35.00 | 41 | 32.54 | 11 | 27.50 | 0   | 0.00  | 3   | 20.00 | 219           | 32.44 |
| Create mental panic                                | 368 | 86.79 | 46 | 76.67 | 72 | 57.14 | 21 | 52.50 | 8   | 80.00 | 8   | 53.33 | 523           | 77.48 |
| Decrease security of the location                  | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| Economic Loss                                      | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| Feel Scared to take Cash Money                     | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| Feel scared to travel alone                        | 238 | 56.13 | 27 | 45.00 | 41 | 32.54 | 22 | 55.00 | 5   | 50.00 | 8   | 53.33 | 341           | 50.52 |
| Hamper/Stopping young adult woman's alone movement | 149 | 35.14 | 21 | 35.00 | 52 | 41.27 | 13 | 32.50 | 6   | 60.00 | 7   | 46.67 | 248           | 36.74 |
| Increase drug addiction                            | 237 | 55.90 | 38 | 63.33 | 58 | 46.03 | 23 | 57.50 | 2   | 20.00 | 6   | 40.00 | 364           | 53.93 |
| Increase pick-pocketing                            | 84  | 19.81 | 6  | 10.00 | 18 | 14.29 | 7  | 17.50 | 2   | 20.00 | 3   | 20.00 | 120           | 17.78 |
| Increase robbery/snatching                         | 17  | 4.01  | 1  | 1.67  | 10 | 7.94  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 28            | 4.15  |
| increase social crime                              | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| Increase theft                                     | 111 | 26.18 | 10 | 16.67 | 27 | 21.43 | 16 | 40.00 | 3   | 30.00 | 3   | 20.00 | 170           | 25.19 |
| Infectious to young adult                          | 168 | 39.62 | 25 | 41.67 | 56 | 44.44 | 25 | 62.50 | 4   | 40.00 | 8   | 53.33 | 286           | 42.37 |
| Land value reduce                                  | 74  | 17.45 | 6  | 10.00 | 17 | 13.49 | 6  | 15.00 | 0   | 0.00  | 3   | 20.00 | 106           | 15.70 |
| Moral decadency/indiscipline environment           | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| More scared of young-adult family members          | 148 | 34.91 | 29 | 48.33 | 33 | 26.19 | 16 | 40.00 | 3   | 30.00 | 11  | 73.33 | 240           | 35.56 |
| People avoid this area                             | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| Renter leave                                       | 104 | 24.53 | 16 | 26.67 | 35 | 27.78 | 15 | 37.50 | 5   | 50.00 | 0   | 0.00  | 175           | 25.93 |
| Victim of giving illegal toll/Extortion            | 54  | 12.74 | 11 | 18.33 | 26 | 20.63 | 5  | 12.50 | 4   | 40.00 | 3   | 20.00 | 103           | 15.26 |
| Victim of physical assault/harassment              | 176 | 41.51 | 25 | 41.67 | 47 | 37.30 | 17 | 42.50 | 3   | 30.00 | 9   | 60.00 | 277           | 41.04 |

### D.10.0.i Rank of economic impacts of street crime in BN areas ( respondent)

| Consequences of street crime in BN areas        | HH      |             | KI     |             | IH     |             | IP     |             | CDA |             | FGD |             | Total (N=675) |             |
|-------------------------------------------------|---------|-------------|--------|-------------|--------|-------------|--------|-------------|-----|-------------|-----|-------------|---------------|-------------|
|                                                 | f       | %           | f      | %           | f      | %           | f      | %           | f   | %           | f   | %           | f             | %           |
| Creating Bad Image of the location              | 12      | 1.3544      | 4      | 3.7383      | 1<br>7 | 7.1429      | 3      | 2.2901      | 0   | 0.0000      | 1   | 3.4483      | 37            | 2.6112      |
| Mental Panic                                    | 10<br>0 | 11.286<br>7 | 1      | 9.3458      | 2<br>4 | 10.084<br>0 | 1<br>1 | 8.3969      | 6   | 23.076<br>9 | 2   | 6.8966      | 15<br>3       | 10.797<br>5 |
| Feeling scared to travel alone                  | 27      | 3.0474      | 3      | 2.8037      | 9      | 3.7815      | 6      | 4.5802      | 3   | 11.538<br>5 | 0   | 0.0000      | 48            | 3.3874      |
| Increase Theft/Robbery/Snatching/Hijacking      | 22      | 2.4831      | 2      | 1.8692      | 1<br>4 | 5.8824      | 7      | 5.3435      | 0   | 0.0000      | 2   | 6.8966      | 47            | 3.3169      |
| Increase Drug addiction                         | 8       | 0.9029      | 1      | 0.9346      | 1      | 0.4202      | 5      | 3.8168      | 0   | 0.0000      | 0   | 0.0000      | 15            | 1.0586      |
| Insecurity                                      | 50      | 5.6433      | 4      | 3.7383      | 1<br>4 | 5.8824      | 5      | 3.8168      | 1   | 3.8462      | 0   | 0.0000      | 74            | 5.2223      |
| Increasing violence/Physical Harassment         | 26      | 2.9345      | 2      | 1.8692      | 9      | 3.7815      | 1<br>0 | 7.6336      | 0   | 0.0000      | 0   | 0.0000      | 47            | 3.3169      |
| Negative impact over children                   | 3       | 0.3386      | 0      | 0.0000      | 1      | 0.4202      | 0      | 0.0000      | 0   | 0.0000      | 0   | 0.0000      | 4             | 0.2823      |
| Renter Leave                                    | 32      | 3.6117      | 4      | 3.7383      | 6      | 2.5210      | 7      | 5.3435      | 1   | 3.8462      | 0   | 0.0000      | 50            | 3.5286      |
| Losing Ethical Courage to Protest Against Crime | 1       | 0.1129      | 0      | 0.0000      | 3      | 1.2605      | 3      | 2.2901      | 0   | 0.0000      | 0   | 0.0000      | 7             | 0.4940      |
| Increase Social crime                           | 9       | 1.0158      | 3      | 2.8037      | 1      | 0.4202      | 1      | 0.7634      | 0   | 0.0000      | 3   | 10.344<br>8 | 17            | 1.1997      |
| Income reduce                                   | 18<br>5 | 20.880<br>4 | 1      | 15.887<br>9 | 3<br>2 | 13.445<br>4 | 1<br>1 | 8.3969      | 1   | 3.8462      | 3   | 10.344<br>8 | 24<br>9       | 17.572<br>3 |
| People Avoid this Area                          | 12      | 1.3544      | 1      | 0.9346      | 3      | 1.2605      | 6      | 4.5802      | 0   | 0.0000      | 0   | 0.0000      | 22            | 1.5526      |
| Less Business Dealing/Scared to keep Money      | 95      | 10.722<br>3 | 1      | 13.084<br>1 | 2<br>6 | 10.924<br>4 | 8      | 6.1069      | 1   | 3.8462      | 3   | 10.344<br>8 | 14<br>7       | 10.374<br>0 |
| Land value decrease                             | 29      | 3.2731      | 2      | 1.8692      | 2      | 0.8403      | 3      | 2.2901      | 0   | 0.0000      | 0   | 0.0000      | 36            | 2.5406      |
| Infectious to young/adult                       | 18      | 2.0316      | 1      | 0.9346      | 1      | 0.4202      | 2      | 1.5267      | 0   | 0.0000      | 0   | 0.0000      | 22            | 1.5526      |
| Victim of giving illegal toll/Extortion         | 40      | 4.5147      | 2      | 1.8692      | 2<br>1 | 8.8235      | 5      | 3.8168      | 5   | 19.230<br>8 | 3   | 10.344<br>8 | 76            | 5.3634      |
| Customer left                                   | 17      | 1.9187      | 3      | 2.8037      | 6      | 2.5210      | 1      | 0.7634      | 0   | 0.0000      | 0   | 0.0000      | 27            | 1.9054      |
| Investment decrease                             | 71      | 8.0135      | 1<br>2 | 11.215<br>0 | 1<br>6 | 6.7227      | 1<br>6 | 12.213<br>7 | 3   | 11.538<br>5 | 4   | 13.793<br>1 | 12<br>2       | 8.6097      |
| Business development hampered                   | 50      | 5.6433      | 1<br>6 | 14.953<br>3 | 1<br>5 | 6.3025      | 1<br>4 | 10.687<br>0 | 2   | 7.6923      | 4   | 13.793<br>1 | 10<br>1       | 7.1277      |
| Business Quit/change                            | 79      | 8.9165      | 6      | 5.6075      | 1<br>7 | 7.1429      | 7      | 5.3435      | 3   | 11.538<br>5 | 4   | 13.793<br>1 | 11<br>6       | 8.1863      |

### D.10.ii Types of impacts on social environment in BN areas (respondents)

| Types of effects on social environment          | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                 | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Business development hampered                   | 40  | 9.43  | 4  | 6.67  | 20 | 15.87 | 7  | 17.50 | 2   | 20.00 | 1   | 6.67  | 74            | 10.96 |
| Business Quit/change                            | 8   | 1.89  | 2  | 3.33  | 8  | 6.35  | 11 | 27.50 | 2   | 20.00 | 1   | 6.67  | 32            | 4.74  |
| Creating Bad Image of the location              | 125 | 29.48 | 11 | 18.33 | 26 | 20.63 | 12 | 30.00 | 3   | 30.00 | 3   | 20.00 | 180           | 26.67 |
| Customer left                                   | 11  | 2.59  | 0  | 0.00  | 3  | 2.38  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 17            | 2.52  |
| Feeling scared to travel alone                  | 26  | 6.13  | 3  | 5.00  | 24 | 19.05 | 7  | 17.50 | 0   | 0.00  | 0   | 0.00  | 60            | 8.89  |
| Income reduce                                   | 18  | 4.25  | 4  | 6.67  | 8  | 6.35  | 3  | 7.50  | 1   | 10.00 | 0   | 0.00  | 34            | 5.04  |
| Increase Social crime                           | 78  | 18.40 | 8  | 13.33 | 12 | 9.52  | 2  | 5.00  | 2   | 20.00 | 3   | 20.00 | 105           | 15.56 |
| Increase Drug addiction                         | 85  | 20.05 | 8  | 13.33 | 8  | 6.35  | 8  | 20.00 | 2   | 20.00 | 3   | 20.00 | 114           | 16.89 |
| Increase Theft/Robbery/Snatching/Hijacking      | 14  | 3.30  | 6  | 10.00 | 11 | 8.73  | 8  | 20.00 | 3   | 30.00 | 1   | 6.67  | 43            | 6.37  |
| Increasing violence/Physical Harassment         | 25  | 5.90  | 6  | 10.00 | 6  | 4.76  | 10 | 25.00 | 1   | 10.00 | 2   | 13.33 | 50            | 7.41  |
| Infectious to young/adult                       | 40  | 9.43  | 2  | 3.33  | 4  | 3.17  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 48            | 7.11  |
| Insecurity                                      | 36  | 8.49  | 3  | 5.00  | 14 | 11.11 | 5  | 12.50 | 0   | 0.00  | 1   | 6.67  | 59            | 8.74  |
| Investment decrease                             | 13  | 3.07  | 3  | 5.00  | 5  | 3.97  | 6  | 15.00 | 2   | 20.00 | 2   | 13.33 | 31            | 4.59  |
| Land value decrease                             | 37  | 8.73  | 0  | 0.00  | 3  | 2.38  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 42            | 6.22  |
| Less Business Dealing                           | 22  | 5.19  | 1  | 1.67  | 3  | 2.38  | 4  | 10.00 | 1   | 10.00 | 0   | 0.00  | 31            | 4.59  |
| Losing Ethical Courage to Protest Against Crime | 12  | 2.83  | 7  | 11.67 | 12 | 9.52  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 34            | 5.04  |
| Mental Panic                                    | 80  | 18.87 | 5  | 8.33  | 27 | 21.43 | 5  | 12.50 | 1   | 10.00 | 2   | 13.33 | 120           | 17.78 |
| Negative impact over children                   | 3   | 0.71  | 3  | 5.00  | 2  | 1.59  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 11            | 1.63  |
| People Avoid this Area                          | 26  | 6.13  | 2  | 3.33  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 38            | 5.63  |
| Renter Leave                                    | 12  | 2.83  | 0  | 0.00  | 7  | 5.56  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 22            | 3.26  |

| Types of effects on social environment  | HH |      | KI |      | IH |      | IP |      | IUP |       | SGD |      | Total (N=675) |      |
|-----------------------------------------|----|------|----|------|----|------|----|------|-----|-------|-----|------|---------------|------|
|                                         | f  | %    | f  | %    | f  | %    | f  | %    | f   | %     | f   | %    | f             | %    |
| Social Development Hampered             | 0  | 0.00 | 0  | 0.00 | 1  | 0.79 | 3  | 7.50 | 1   | 10.00 | 0   | 0.00 | 5             | 0.74 |
| Social/Ethical decadence                | 0  | 0.00 | 0  | 0.00 | 1  | 0.79 | 2  | 5.00 | 0   | 0.00  | 0   | 0.00 | 3             | 0.44 |
| Victim of giving illegal toll/extortion | 4  | 0.94 | 0  | 0.00 | 5  | 3.97 | 1  | 2.50 | 3   | 30.00 | 1   | 6.67 | 14            | 2.07 |

#### D.11.i: Impacts on residential community environment (respondents)

| Types of effects on residential community                                   | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                             | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Creating bad image of the location/people avoid this area                   | 62  | 14.62 | 1  | 18.33 | 9  | 7.14  | 8  | 20.00 | 1   | 10.00 | 2   | 13.33 | 93            | 13.78 |
| Mental panic/feeling scared to travel alone                                 | 36  | 85.32 | 2  | 46.67 | 6  | 50.00 | 2  | 50.00 | 5   | 50.00 | 4   | 26.67 | 48            | 71.41 |
| Increase theft/robbery/pick-pocketing/increase theft/robbery/pick-pocketing | 47  | 11.08 | 8  | 13.33 | 1  | 11.90 | 7  | 17.50 | 2   | 20.00 | 2   | 13.33 | 81            | 12.00 |
| Increase drug addiction/infectious to young/adult                           | 55  | 12.97 | 6  | 10.00 | 1  | 9.52  | 7  | 17.50 | 0   | 0.00  | 4   | 26.67 | 84            | 12.44 |
| Victim of giving illegal toll/extortion/renter leave/land value decrease    | 88  | 20.75 | 1  | 16.67 | 2  | 20.63 | 1  | 42.50 | 1   | 10.00 | 0   | 0.00  | 14            | 21.04 |
| Victims are physically injured/increasing violence/physical harassment      | 79  | 18.63 | 7  | 11.67 | 1  | 11.90 | 1  | 32.50 | 1   | 10.00 | 3   | 20.00 | 11            | 17.48 |
| Women feel insecurity/decrease security of the environment                  | 72  | 16.98 | 1  | 30.00 | 3  | 25.40 | 5  | 12.50 | 4   | 40.00 | 3   | 20.00 | 13            | 19.85 |
| Unsuitable for study                                                        | 13  | 3.07  | 1  | 1.67  | 7  | 5.56  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 22            | 3.26  |

#### D.11.ii: Impacts on social environment (respondents)

| Types of effects on social environment                                                                     | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                                                            | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Creating bad image of the location/people avoid this area                                                  | 11  | 26.42 | 9  | 15.00 | 2  | 17.46 | 8  | 20.00 | 1   | 10.00 | 1   | 6.67  | 15            | 22.37 |
| Mental panic/feeling scared to travel alone/                                                               | 89  | 20.99 | 5  | 8.33  | 2  | 17.46 | 6  | 15.00 | 3   | 30.00 | 3   | 20.00 | 12            | 18.96 |
| Increase theft/robbery/pick-pocketing/increase social crime                                                | 11  | 27.12 | 2  | 40.00 | 2  | 16.67 | 1  | 25.00 | 2   | 20.00 | 5   | 33.33 | 17            | 26.22 |
| Increase drug addiction/infectious to young/adult                                                          | 19  | 44.81 | 1  | 23.33 | 4  | 31.75 | 1  | 40.00 | 3   | 30.00 | 6   | 40.00 | 26            | 39.85 |
| Victim of giving illegal toll/extortion/renter leave/land value decrease                                   | 51  | 12.03 | 6  | 10.00 | 1  | 12.70 | 1  | 2.50  | 1   | 10.00 | 0   | 0.00  | 75            | 11.11 |
| Victims are physically injured/increasing violence/physical harassment                                     | 38  | 8.96  | 8  | 13.33 | 1  | 10.32 | 5  | 12.50 | 0   | 0.00  | 3   | 20.00 | 67            | 9.93  |
| Women feel insecurity/decrease security of the environment/losing ethical courage to protest against crime | 49  | 11.56 | 7  | 11.67 | 3  | 26.98 | 1  | 37.50 | 3   | 30.00 | 3   | 20.00 | 11            | 16.44 |
| Development program hampered                                                                               | 33  | 7.78  | 2  | 3.33  | 6  | 4.76  | 6  | 15.00 | 1   | 10.00 | 0   | 0.00  | 48            | 7.11  |
| Negative impact on children                                                                                | 13  | 3.07  | 4  | 6.67  | 1  | 13.49 | 1  | 2.50  | 0   | 0.00  | 2   | 13.33 | 37            | 5.48  |

#### D.11.iii: Impacts on business environment (respondents)

| Types of effects                                                                       | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                                        | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Mental Panic/Feeling scared to travel alone/Less Business Dealing/Scared to keep Money | 68  | 16.04 | 1  | 20.00 | 2  | 17.46 | 9  | 22.50 | 4   | 40.00 | 2   | 13.33 | 11            | 17.33 |
| Increase Drug addiction/Infectious to young/adult                                      | 5   | 1.18  | 0  | 0.00  | 5  | 3.97  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 13            | 1.93  |
| Creating Bad Image of the location/People Avoid this Area                              | 25  | 5.90  | 4  | 6.67  | 1  | 11.90 | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 48            | 7.11  |
| Renter Leave/Income reduce/Land value decrease/Victim of giving illegal toll/Extortion | 14  | 34.20 | 2  | 41.67 | 2  | 18.75 | 1  | 45.00 | 6   | 60.00 | 6   | 40.00 | 22            | 33.04 |
| Customer left/Investment decrease/Business development hampered/Business Quit/change   | 26  | 62.44 | 3  | 55.00 | 7  | 57.14 | 2  | 70.00 | 6   | 60.00 | 6   | 40.00 | 40            | 60.59 |
| Increasing violence/social crime                                                       | 29  | 6.84  | 2  | 3.33  | 5  | 3.97  | 7  | 17.50 | 0   | 0.00  | 2   | 13.33 | 45            | 6.67  |
| Unsuitable for study                                                                   | 50  | 11.79 | 0  | 0.00  | 1  | 8.73  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 63            | 9.33  |
| Insecurity/Increase Theft/robbery                                                      | 15  | 3.54  | 2  | 3.33  | 1  | 10.32 | 6  | 15.00 | 0   | 0.00  | 0   | 0.00  | 36            | 5.33  |

### E: Spatial relationship between the fear of street crime and its actual occurrence in the city:

#### E.1: Feeling insecurity in public place (respondents)

| Feeling insecurity | HHH |       | KI |       | IH  |       | IP |        | IUP |        | SGD |        | Total (N=675) |       |
|--------------------|-----|-------|----|-------|-----|-------|----|--------|-----|--------|-----|--------|---------------|-------|
|                    | f   | %     | f  | %     | f   | %     | f  | %      | f   | %      | f   | %      | f             | %     |
| Yes                | 200 | 47.17 | 19 | 31.67 | 43  | 34.13 | 7  | 17.50  | 6   | 60.00  | 4   | 26.67  | 279           | 41.33 |
| No                 | 220 | 51.89 | 39 | 65.00 | 79  | 62.70 | 33 | 82.50  | 4   | 40.00  | 11  | 73.33  | 386           | 57.19 |
| Total              | 420 | 99.06 | 58 | 96.67 | 122 | 96.83 | 40 | 100.00 | 10  | 100.00 | 15  | 100.00 | 665           | 98.52 |

## E.1.1 Reason for feeling insecurity on public space (respondents)

| Types of Reason of feeling insecurity                  | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                        | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Lack of police patrolling/Lack of security             | 25  | 5.90  | 4  | 6.67  | 17 | 13.49 | 3  | 7.50  | 2   | 20.00 | 0   | 0.00  | 51            | 7.56  |
| Eve Teasing/Physical Assault/Sexual Assault/Harassment | 73  | 17.22 | 7  | 11.67 | 5  | 3.97  | 2  | 5.00  | 2   | 20.00 | 2   | 13.33 | 91            | 13.48 |
| Snatching/Theft/Hijacking/Pick-pocketing               | 20  | 47.10 | 2  | 41.67 | 3  | 30.95 | 7  | 17.50 | 5   | 50.00 | 4   | 26.67 | 280           | 41.48 |
| Drug addiction                                         | 10  | 2.36  | 0  | 0.00  | 1  | 0.79  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 12            | 1.78  |
| Quit Area/Local influence/Less People                  | 5   | 1.18  | 2  | 3.33  | 5  | 3.97  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 12            | 1.78  |
| Physically/Mentally/Socially Weak                      | 16  | 3.77  | 1  | 1.67  | 3  | 2.38  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 20            | 2.96  |
| Lack of street lighting                                | 7   | 1.65  | 0  | 0.00  | 3  | 2.38  | 1  | 2.50  | 5   | 50.00 | 0   | 0.00  | 16            | 2.37  |
| Huge Population                                        | 0   | 0.00  | 0  | 0.00  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 2             | 0.30  |
| Extortion                                              | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  |    | 0.00  | 1   | 10.00 | 0   | 0.00  | 1             | 0.15  |
| Cash Available/Fear of victimization                   | 17  | 4.01  | 4  | 6.67  | 2  | 1.59  | 1  | 2.50  | 1   | 10.00 | 2   | 13.33 | 27            | 4.00  |

## E.2: Level of feeling insecurity on public space (respondents)

| Level of feeling insecurity | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                             | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| very low                    | 44  | 10.38 | 13 | 21.67 | 16 | 12.70 | 24 | 60.00 | 1   | 10.00 | 1   | 6.67  | 99            | 14.67 |
| low                         | 91  | 21.46 | 15 | 25.00 | 34 | 26.98 | 7  | 17.50 | 1   | 10.00 | 4   | 26.67 | 152           | 22.52 |
| moderate                    | 201 | 47.41 | 20 | 33.33 | 47 | 37.30 | 8  | 20.00 | 6   | 60.00 | 9   | 60.00 | 291           | 43.11 |
| high                        | 67  | 15.80 | 8  | 13.33 | 22 | 17.46 | 0  | 0.00  | 1   | 10.00 | 1   | 6.67  | 99            | 14.67 |
| very high                   | 13  | 3.07  | 2  | 3.33  | 3  | 2.38  | 0  | 0.00  | 1   | 10.00 | 0   | 0.00  | 19            | 2.81  |

## E.2.1: Reasons of feeling insecurity on public space (respondents)

| Reasons of feeling insecurity                                   | HHH |       | KI |       | IH |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|-----------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                                                                 | f   | %     | f  | %     | f  | %     | f  | %     | f   | %      | f   | %     | f             | %     |
| Corruption of police/lack of police patrolling/lack of security | 139 | 32.78 | 16 | 26.67 | 43 | 34.13 | 2  | 5.00  | 4   | 40.00  | 4   | 26.67 | 208           | 30.81 |
| Harassment/physical assault/scared to lose property             | 124 | 29.25 | 12 | 20.00 | 26 | 20.63 | 7  | 17.50 | 1   | 10.00  | 5   | 33.33 | 175           | 25.93 |
| Pickpocketing/snatching/hijacking/theft                         | 252 | 59.43 | 31 | 51.67 | 44 | 32.54 | 24 | 52.50 | 10  | 100.00 | 5   | 33.33 | 363           | 53.33 |
| Drug addiction                                                  | 8   | 1.89  | 0  | 0.00  | 2  | 1.59  | 2  | 5.00  | 2   | 20.00  | 1   | 6.67  | 15            | 2.22  |
| Hiding place/quit street                                        | 22  | 5.19  | 7  | 11.67 | 9  | 7.14  | 7  | 17.50 | 0   | 0.00   | 3   | 20.00 | 48            | 7.11  |
| Lack of street lighting/narrow street                           | 36  | 8.49  | 9  | 15.00 | 16 | 12.70 | 3  | 7.50  | 2   | 20.00  | 4   | 26.67 | 70            | 10.37 |
| Cash available/illegal toll/extortion                           | 37  | 8.73  | 5  | 8.33  | 4  | 3.17  | 1  | 2.50  | 0   | 0.00   | 1   | 6.67  | 48            | 7.11  |
| Victimization of crime                                          | 80  | 18.87 | 8  | 13.33 | 13 | 10.34 | 6  | 15.00 | 2   | 20.00  | 1   | 6.67  | 114           | 16.89 |
| Inactiveness of people                                          | 12  | 2.83  | 2  | 3.33  | 10 | 7.94  | 8  | 20.00 | 3   | 30.00  | 1   | 6.67  | 36            | 5.33  |
| Unemployment & frustration                                      | 11  | 2.59  | 3  | 5.00  | 10 | 7.94  | 6  | 15.00 | 1   | 10.00  | 1   | 6.67  | 32            | 4.74  |

## E.3: Level of feeling insecurity in in residential police station (respondents)

| Level of feeling insecurity | HHH |       | KI |       | IH |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|-----------------------------|-----|-------|----|-------|----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                             | f   | %     | f  | %     | f  | %     | f  | %     | f   | %      | f   | %     | f             | %     |
| very low                    | 25  | 5.90  | 8  | 13.33 | 13 | 10.32 | 13 | 32.50 | 0   | 0.00   | 1   | 6.67  | 60            | 8.89  |
| low                         | 115 | 27.12 | 14 | 23.33 | 34 | 26.98 | 9  | 22.50 | 0   | 0.00   | 5   | 33.33 | 177           | 26.22 |
| moderate                    | 199 | 46.93 | 27 | 45.00 | 43 | 34.13 | 14 | 35.00 | 10  | 100.00 | 6   | 40.00 | 299           | 44.30 |
| high                        | 67  | 15.80 | 8  | 13.33 | 21 | 16.67 | 1  | 2.50  | 0   | 0.00   | 2   | 13.33 | 99            | 14.67 |
| very high                   | 8   | 1.89  | 1  | 1.67  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00   | 0   | 0.00  | 11            | 1.63  |

## E.4.a. Types of indicators of place makes fearful in Physical Environment (respondents)

| Types of indicators place makes fearful             | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                     | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Congested settlement                                | 62  | 14.62 | 5  | 8.33  | 11 | 8.73  | 8  | 20.00 | 2   | 20.00 | 3   | 20.00 | 91            | 13.48 |
| Slum area/poor people living area                   | 88  | 20.75 | 12 | 20.00 | 11 | 8.73  | 7  | 17.50 | 2   | 20.00 | 5   | 33.33 | 125           | 18.52 |
| Lonely remote area/hilly area/forest area/char area | 115 | 27.12 | 20 | 33.33 | 24 | 19.05 | 22 | 55.00 | 2   | 20.00 | 3   | 20.00 | 186           | 27.56 |
| Mixed commercial area                               | 6   | 1.42  | 1  | 1.67  | 5  | 3.97  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 14            | 2.07  |
| Narrow street/zigzag street                         | 68  | 16.04 | 4  | 6.67  | 16 | 12.70 | 7  | 17.50 | 0   | 0.00  | 1   | 6.67  | 96            | 14.22 |
| Huge people Gathering/traffic congestion            | 39  | 9.20  | 4  | 6.67  | 8  | 6.35  | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 55            | 8.15  |
| Lack of street light/bad condition of streets       | 50  | 11.79 | 3  | 5.00  | 14 | 11.11 | 8  | 20.00 | 0   | 0.00  | 0   | 0.00  | 75            | 11.11 |
| Building construction                               | 2   | 0.47  | 2  | 3.33  | 0  | 0.00  | 1  | 2.50  | 1   | 10.00 | 1   | 6.67  | 7             | 1.04  |

## E.4.b: Types of indicators of place makes fearful in social environment (respondents)

| Types of indicators place makes fearful                                                                                                                                                                 | HHH |       | KI |       | IH |       | IP            |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|----|-------|---------------|-------|-----|-------|-----|-------|---------------|-------|
|                                                                                                                                                                                                         | f   | %     | f  | %     | f  | %     | Total (N=675) | %     | f   | %     | f   | %     | f             | %     |
| Low income and high income people living together                                                                                                                                                       | 83  | 19.58 | 15 | 25.00 | 26 | 20.63 | 9             | 22.50 | 2   | 20.00 | 3   | 20.00 | 138           | 20.44 |
| Traffic congestion/escaping opportunity in the mass gathering/<br>narrow width of the streets/poor/worse condition of streets/<br>lack of street lighting/transport node (bus terminal/railway station) | 13  | 3.07  | 3  | 5.00  | 21 | 16.67 | 14            | 35.00 | 2   | 20.00 | 3   | 20.00 | 56            | 8.30  |

| Types of indicators place makes fearful                                                     | HHH |      | KI |      | IH |      | IP            |      | IUP |      | SGD |      | Total (N=675) |      |
|---------------------------------------------------------------------------------------------|-----|------|----|------|----|------|---------------|------|-----|------|-----|------|---------------|------|
|                                                                                             | f   | %    | f  | %    | f  | %    | Total (N=675) | %    | f   | %    | f   | %    | f             | %    |
| Bad image of the neighbourhoods                                                             | 19  | 4.4  | 0  | 0.0  | 7  | 5.5  | 2             | 5.0  | 0   | 0.0  | 0   | 0.0  | 28            | 4.1  |
| Corruption of police                                                                        | 11  | 2.5  | 1  | 1.6  | 6  | 4.7  | 0             | 0.0  | 0   | 0.0  | 0   | 0.0  | 18            | 2.6  |
| Escaping/hiding opportunity in the nearest slum/escaping opportunity in the forest and hill | 12  | 2.8  | 2  | 3.3  | 8  | 6.3  | 5             | 12.5 | 0   | 0.0  | 0   | 0.0  | 27            | 4.0  |
| Local political patronization                                                               | 7   | 1.6  | 1  | 1.6  | 4  | 11.1 | 4             | 10.0 | 2   | 20.0 | 0   | 0.0  | 28            | 4.1  |
| Availability of Drug hotspots                                                               | 23  | 5.4  | 5  | 8.3  | 4  | 3.1  | 2             | 5.0  | 0   | 0.0  | 1   | 6.6  | 35            | 5.1  |
| Slum/residence of poor/slum people /illiterate people's living area/lack of development     | 17  | 41.5 | 1  | 21.3 | 3  | 27.5 | 13            | 32.5 | 3   | 30.0 | 6   | 40.0 | 24            | 36.0 |
| Unemployment                                                                                | 21  | 4.9  | 8  | 13.3 | 7  | 5.5  | 5             | 12.5 | 0   | 0.0  | 4   | 26.6 | 45            | 6.6  |

#### E.4.c: Types of indicators place makes fearful in problematic urban design (respondents)

| Types of indicators place makes fearful       | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                               | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Congested Settlement                          | 64  | 15.09 | 1  | 1.67  | 8  | 6.35  | 2  | 5.00  | 0   | 0.00  | 2   | 13.33 | 77            | 11.41 |
| Slum area/Poor people living area             | 18  | 4.25  | 5  | 8.33  | 9  | 7.14  | 7  | 17.50 | 0   | 0.00  | 2   | 13.33 | 41            | 6.07  |
| Lonely Remote area/Hilly Area/Forest Area     | 9   | 2.12  | 5  | 8.33  | 5  | 3.97  | 0  | 0.00  | 0   | 0.00  | 3   | 20.00 | 22            | 3.26  |
| Weak Urban Management                         | 26  | 6.13  | 0  | 0.00  | 8  | 6.35  | 12 | 30.00 | 2   | 20.00 | 0   | 0.00  | 48            | 7.11  |
| Narrow Street/Zigzag Street Pattern           | 117 | 27.59 | 15 | 25.00 | 16 | 12.70 | 10 | 25.00 | 2   | 20.00 | 3   | 20.00 | 163           | 24.15 |
| Huge people Gathering/Traffic Congestion      | 7   | 1.65  | 0  | 0.00  | 3  | 2.38  | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 14            | 2.07  |
| Lack of Street Light/Bad Condition of Streets | 167 | 39.39 | 16 | 26.67 | 15 | 11.90 | 7  | 17.50 | 3   | 30.00 | 5   | 33.33 | 213           | 31.56 |
| Unplanned Urbanization                        | 79  | 18.63 | 7  | 11.67 | 3  | 2.38  | 4  | 10.00 | 1   | 10.00 | 0   | 0.00  | 94            | 13.93 |
| Improper Road design/Manhole                  | 24  | 5.66  | 3  | 5.00  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 37            | 5.48  |
| Hiding Place                                  | 1   | 0.24  | 0  | 0.00  | 5  | 3.97  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 7             | 1.04  |
| Unplanned Road and Housing                    | 1   | 0.24  | 3  | 5.00  | 4  | 3.17  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 8             | 1.19  |

#### E.5: Feeling fear of street crime at night (respondents)

| Feeling fear of crime at night | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Yes                            | 301 | 70.99 | 27 | 45.00 | 58 | 46.03 | 12 | 30.00 | 6   | 60.00 | 11  | 73.33 | 415           | 61.48 |
| No                             | 119 | 28.07 | 26 | 43.33 | 54 | 42.86 | 27 | 67.50 | 3   | 30.00 | 2   | 13.33 | 231           | 34.22 |

#### E.5.1 Reason of feeling fear of street crime at night (respondents)

| Types of reason for feeling fear of crime at night | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                    | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Congested Settlement                               | 31  | 7.31  | 2  | 3.33  | 0  | 0.00  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 34            | 5.04  |
| Slum area/Poor people living area                  | 21  | 4.95  | 0  | 0.00  | 8  | 6.35  | 1  | 2.50  | 0   | 0.00  | 1   | 6.67  | 31            | 4.59  |
| Lonely Remote area/Hilly Area/Forest Area          | 81  | 19.10 | 9  | 15.00 | 21 | 16.67 | 2  | 5.00  | 0   | 0.00  | 4   | 26.67 | 117           | 17.33 |
| Weak Urban Management                              | 38  | 8.96  | 0  | 0.00  | 6  | 4.76  | 2  | 5.00  | 1   | 10.00 | 0   | 0.00  | 47            | 6.96  |
| Narrow Street/Zigzag Street Pattern                | 9   | 2.12  | 2  | 3.33  | 4  | 3.17  | 3  | 7.50  | 2   | 20.00 | 2   | 13.33 | 22            | 3.26  |
| Huge people Gathering/Traffic Congestion           | 23  | 5.42  | 0  | 0.00  | 12 | 9.52  | 1  | 2.50  | 0   | 0.00  | 2   | 13.33 | 38            | 5.63  |
| Lack of Street Light/Bad Condition of Streets      | 99  | 23.35 | 9  | 15.00 | 7  | 5.56  | 1  | 2.50  | 4   | 40.00 | 3   | 20.00 | 123           | 18.22 |
| Unplanned Urbanization                             | 16  | 3.77  | 0  | 0.00  | 6  | 4.76  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 23            | 3.41  |
| Improper Road design/Manhole                       | 6   | 1.42  | 0  | 0.00  | 10 | 7.94  | 0  | 0.00  | 1   | 10.00 | 0   | 0.00  | 17            | 2.52  |
| Due to Pickpocketing/snatching/theft/hijacking     | 97  | 22.88 | 4  | 6.67  | 14 | 11.11 | 7  | 17.50 | 1   | 10.00 | 0   | 0.00  | 123           | 18.22 |
| Increase crime                                     | 59  | 13.92 | 8  | 13.33 | 2  | 1.59  | 2  | 5.00  | 2   | 20.00 | 1   | 6.67  | 74            | 10.96 |
| Hiding opportunity                                 | 8   | 1.89  | 4  | 6.67  | 14 | 11.11 | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 26            | 3.85  |
| Lack of Security                                   | 36  | 8.49  | 7  | 11.67 | 0  | 0.00  | 9  | 22.50 | 5   | 50.00 | 5   | 33.33 | 62            | 9.19  |

#### E.6: Feeling fear of street crime during day time (respondents)

| Feeling fear of crime at day time | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                   | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Yes                               | 101 | 23.82 | 13 | 21.67 | 12 | 9.52  | 4  | 10.00 | 3   | 30.00 | 2   | 13.33 | 135           | 20.00 |
| No                                | 318 | 75.00 | 45 | 75.00 | 96 | 76.19 | 32 | 80.00 | 5   | 50.00 | 13  | 86.67 | 509           | 75.41 |

#### E.6.1 Reasons of feeling fear of crime at daytime (respondents)

| Types of reason for feeling fear of crime at day time | HHH |      | KI |       | IH |      | IP |      | IUP |       | SGD |      | Total (N=675) |      |
|-------------------------------------------------------|-----|------|----|-------|----|------|----|------|-----|-------|-----|------|---------------|------|
|                                                       | f   | %    | f  | %     | f  | %    | f  | %    | f   | %     | f   | %    | f             | %    |
| Unsafe for female                                     | 5   | 1.18 | 1  | 1.67  | 4  | 3.17 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00 | 10            | 1.48 |
| Pick-pocketing/Snatching                              | 37  | 8.73 | 2  | 3.33  | 3  | 2.38 | 0  | 0.00 | 5   | 50.00 | 1   | 6.67 | 48            | 7.11 |
| Traffic Congestions                                   | 33  | 7.78 | 2  | 3.33  | 1  | 0.79 | 1  | 2.50 | 0   | 0.00  | 0   | 0.00 | 37            | 5.48 |
| Lack of lighting                                      | 2   | 0.47 | 1  | 1.67  | 2  | 1.59 | 1  | 2.50 | 0   | 0.00  | 0   | 0.00 | 6             | 0.89 |
| Narrow street/Zigzag street                           | 3   | 0.71 | 1  | 1.67  | 2  | 1.59 | 0  | 0.00 | 1   | 10.00 | 0   | 0.00 | 7             | 1.04 |
| Vacant area/less people                               | 6   | 1.42 | 1  | 1.67  | 1  | 0.79 | 0  | 0.00 | 0   | 0.00  | 0   | 0.00 | 8             | 1.19 |
| Lack of security                                      | 8   | 1.89 | 2  | 3.33  | 3  | 2.38 | 3  | 7.50 | 1   | 10.00 | 0   | 0.00 | 17            | 2.52 |
| Harassment                                            | 4   | 0.94 | 1  | 1.67  | 1  | 0.79 | 3  | 7.50 | 0   | 0.00  | 1   | 6.67 | 10            | 1.48 |
| People's Gathering                                    | 39  | 9.20 | 6  | 10.00 | 2  | 1.59 | 2  | 5.00 | 0   | 0.00  | 1   | 6.67 | 50            | 7.41 |
| Theft/Hijacking                                       | 6   | 1.42 | 3  | 5.00  | 3  | 2.38 | 2  | 5.00 | 1   | 10.00 | 0   | 0.00 | 15            | 2.22 |

#### E.7 Feeling fear street crime at day vs. night (respondents)

| Feeling fear street crime at day vs. night | HHH |       | KI |       | IH  |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------------------|-----|-------|----|-------|-----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                            | f   | %     | f  | %     | f   | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Day                                        | 12  | 2.83  | 1  | 1.67  | 5   | 3.97  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 19            | 2.81  |
| Night                                      | 386 | 91.04 | 56 | 93.33 | 108 | 85.71 | 33 | 82.50 | 7   | 70.00 | 14  | 93.33 | 604           | 89.48 |

## E. (5+6+7): Feeling fear street crime at night, daytime and day versus night

| Feeling fear street crime | Night |       | Daytime |       | day versus night |       | Total (N=675) |       |
|---------------------------|-------|-------|---------|-------|------------------|-------|---------------|-------|
|                           | f     | %     | f       | %     | f                | %     | f             | %     |
| Yes                       | 415   | 64.24 | 135     | 20.9  | 19               | 2.98  | 569           | 29.48 |
| No                        | 231   | 35.76 | 509     | 78.79 | 604              | 94.67 | 1344          | 69.64 |

## E.7.1: Reasons of feeling fear of crime at day vs. night (respondents)

| Types of reasons                         | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Victim of Crime increase                 | 89  | 20.99 | 10 | 16.67 | 17 | 13.49 | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 120           | 17.78 |
| Pick-pocketing/snatching/Hijacking/Theft | 47  | 11.08 | 8  | 13.33 | 16 | 12.70 | 6  | 15.00 | 5   | 50.00 | 1   | 6.67  | 83            | 12.30 |
| Traffic Congestions                      | 3   | 0.71  | 1  | 1.67  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 13            | 1.93  |
| Lack of lighting                         | 191 | 45.05 | 22 | 36.67 | 39 | 30.95 | 11 | 27.50 | 4   | 40.00 | 4   | 26.67 | 271           | 40.15 |
| Vacant area/Quit Area/less people        | 108 | 25.47 | 15 | 25.00 | 31 | 24.60 | 19 | 47.50 | 0   | 0.00  | 4   | 26.67 | 177           | 26.22 |
| Lack of security                         | 130 | 30.66 | 17 | 28.33 | 25 | 19.84 | 6  | 15.00 | 5   | 50.00 | 6   | 40.00 | 189           | 28.00 |
| Harassment                               | 18  | 4.25  | 3  | 5.00  | 10 | 7.94  | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 35            | 5.19  |
| Narrow street/zigzag street              | 14  | 3.30  | 4  | 6.67  | 9  | 7.14  | 10 | 25.00 | 1   | 10.00 | 0   | 0.00  | 38            | 5.63  |
| Huge People's Gathering                  | 2   | 0.47  | 2  | 3.33  | 9  | 7.14  | 3  | 7.50  | 1   | 10.00 | 2   | 13.33 | 19            | 2.81  |
| Hiding opportunity                       | 9   | 2.12  | 1  | 1.67  | 3  | 2.38  | 3  | 7.50  | 1   | 10.00 | 0   | 0.00  | 17            | 2.52  |

## E.8: Effect of personal relationship on fear of street crime (respondents)

| Effect of personal relationship | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                 | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Yes                             | 80  | 18.87 | 13 | 21.67 | 31 | 24.60 | 8  | 20.00 | 2   | 20.00 | 4   | 26.67 | 138           | 20.44 |
| No                              | 295 | 69.58 | 36 | 60.00 | 71 | 56.35 | 24 | 60.00 | 6   | 60.00 | 9   | 60.00 | 441           | 65.33 |

## E.8.1: Effect of personal relationship on fear of street crime (respondents')

| Effect of personal relationship on fear of street crime | HHH |      | KI |      | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |      |
|---------------------------------------------------------|-----|------|----|------|----|-------|----|-------|-----|-------|-----|-------|---------------|------|
|                                                         | f   | %    | f  | %    | f  | %     | f  | %     | f   | %     | f   | %     | f             | %    |
| Political patronization                                 | 15  | 3.54 | 1  | 1.67 | 2  | 1.59  | 4  | 10.00 | 0   | 0.00  | 0   | 0.00  | 22            | 3.26 |
| Police                                                  | 8   | 1.89 | 3  | 5.00 | 3  | 2.38  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 15            | 2.22 |
| Powerful man                                            | 22  | 5.19 | 3  | 5.00 | 15 | 11.90 | 1  | 2.50  | 1   | 10.00 | 2   | 13.33 | 44            | 6.52 |
| Capable of hiding quickly                               | 7   | 1.65 | 3  | 5.00 | 21 | 16.67 | 4  | 10.00 | 0   | 0.00  | 2   | 13.33 | 37            | 5.48 |
| Business Connector                                      | 2   | 0.47 | 0  | 0.00 | 3  | 2.38  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 5             | 0.74 |
| Lack of people                                          | 0   | 0.00 | 0  | 0.00 | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 1             | 0.15 |

## E.9: Indicators of feeling insecurity in CC (respondents)

| Types of indicators of feeling insecurity | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                           | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Congested settlement (housing)            | 214 | 50.47 | 26 | 43.33 | 48 | 38.10 | 18 | 45.00 | 6   | 60.00 | 6   | 40.00 | 318           | 47.11 |
| Huge public gathering                     | 264 | 62.26 | 39 | 65.00 | 47 | 37.30 | 15 | 37.50 | 4   | 40.00 | 9   | 60.00 | 378           | 56.00 |
| Insufficient street light                 | 283 | 66.75 | 33 | 55.00 | 57 | 45.24 | 19 | 47.50 | 4   | 40.00 | 7   | 46.67 | 403           | 59.70 |
| Invisibility of street                    | 56  | 13.21 | 9  | 15.00 | 51 | 40.48 | 19 | 47.50 | 7   | 70.00 | 3   | 20.00 | 145           | 21.48 |
| Invisible public movement                 | 106 | 25.00 | 21 | 35.00 | 46 | 36.51 | 18 | 45.00 | 2   | 20.00 | 6   | 40.00 | 199           | 29.48 |
| Narrow street                             | 203 | 47.88 | 22 | 36.67 | 44 | 34.92 | 15 | 37.50 | 2   | 20.00 | 6   | 40.00 | 292           | 43.26 |
| No street light                           | 177 | 41.75 | 22 | 36.67 | 44 | 34.92 | 19 | 47.50 | 3   | 30.00 | 10  | 66.67 | 275           | 40.74 |
| Presence of slums & squatters             | 291 | 68.63 | 37 | 61.67 | 50 | 39.68 | 15 | 37.50 | 4   | 40.00 | 10  | 66.67 | 407           | 60.30 |
| Remote street                             | 74  | 17.45 | 10 | 16.67 | 20 | 15.87 | 8  | 20.00 | 1   | 10.00 | 3   | 20.00 | 116           | 17.19 |
| Rough street                              | 92  | 21.70 | 13 | 21.67 | 52 | 41.27 | 14 | 35.00 | 3   | 30.00 | 6   | 40.00 | 180           | 26.67 |
| Unplanned settlement                      | 279 | 65.80 | 39 | 65.00 | 59 | 46.83 | 30 | 75.00 | 8   | 80.00 | 8   | 53.33 | 423           | 62.67 |

## E.10.1: Most fearful location of urban streets in RN areas in CC

| Most fearful urban streets in RN | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |     |        |      |
|----------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|-----|--------|------|
|                                  | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw  | WAI    | Rank |
| 1 No Road                        | 22.35670833 | 91.82638889 | 0  | 0    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6 | 0.0004 | 282  |
| 12 No Road                       | 22.37067778 | 91.82277778 | 0  | 0    | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1   | 0.0007 | 233  |
| 14 no Garage                     | 22.37672500 | 91.85138889 | 3  | 2.4  | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.2 | 0.0009 | 208  |
| 2 No. Road                       | 22.33518333 | 91.83416667 | 2  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8 | 0.0001 | 406  |
| 3 No Road                        | 22.35616111 | 91.78277778 | 0  | 0    | 0  | 0    | 4  | 3    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3   | 0.0020 | 92   |
| 5 no Bridge                      | 22.353°     | 91.85622°   | 2  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6 | 0.0002 | 349  |
| A K Khan Road                    | 22.362806   | 91.782039   | 8  | 4.2  | 2  | 1.8  | 4  | 2    | 0  | 0    | 0   | 0    | 0   | 0    | 14            | 0.7523 | 8   | 0.0039 | 45   |
| Abbaspara                        | 22.331992   | 91.775256   | 5  | 4.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 4.6 | 0.0006 | 253  |
| Abdur Mia Road                   | 22.397722°  | 91.822565°  | 3  | 2.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.4 | 0.0003 | 306  |
| Abdur Rab Road                   | 22.39423333 | 91.81277778 | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8 | 0.0001 | 406  |
| Abdurpara                        | 22.34812222 | 91.78111111 | 4  | 3    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.6 | 0.0008 | 220  |
| Abidar Para                      | 22.32004167 | 91.80361111 | 0  | 0    | 0  | 0    | 2  | 1.4  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4 | 0.0010 | 187  |
| Abu Jafor Road                   | 22.3386     | 91.843      | 2  | 1.8  | 1  | 1    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.8 | 0.0020 | 93   |
| Abul Kalam Road                  | 22.39837778 | 91.81972222 | 2  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2 | 0.0002 | 363  |
| Abul Kamal Road                  | 22.31337°   | 91.90085°   | 3  | 1.2  | 1  | 0.2  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.4 | 0.0004 | 291  |
| Abulbiri Moor                    | 22.34829    | 91.79664    | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.   | 2             | 0.10   | 1.4 | 0.00   | 56   |



| Most fearful urban streets in RN | Coordinates  |              | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|----------------------------------|--------------|--------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                  | Latitude     | Longitude    | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
|                                  | °            | °            |    |      |    |      |    |      |    |      |     |      |     |      | 6             | 75     |      | 30     |      |
| Agrabad Sonali Bank Moor         | 22.32698°    | 91.81205°    | 11 | 8.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 11            | 0.5911 | 8.4  | 0.0011 | 165  |
| Agrabad Moor                     | 22.327461°   | 91.812278°   | 5  | 3.2  | 1  | 1    | 1  | 0.8  | 1  | 1    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6    | 0.0032 | 54   |
| Airport Link Road                | 22.24816°    | 91.81162°    | 1  | 0.6  | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0010 | 182  |
| Akbarshah Bazar                  | 22.362603°   | 91.792844°   | 3  | 1.4  | 0  | 0    | 3  | 3    | 2  | 0.4  | 0   | 0    | 0   | 0    | 8             | 0.4299 | 4.8  | 0.0027 | 72   |
| Akbarshah road                   | 22.362603°   | 91.792844°   | 8  | 4.8  | 0  | 0    | 2  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 5.8  | 0.0013 | 136  |
| Akmal Ali Road                   | 22.279731°   | 91.782332°   | 0  | 0    | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0007 | 233  |
| Alekha Chuhan                    | 22.345109°   | 91.854037°   | 1  | 1    | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0012 | 147  |
| Al-Falah Lane                    | 22.366078°   | 91.821081°   | 1  | 0.2  | 1  | 0.8  | 0  | 0    | 0  | 0    | 1   | 0.4  | 0   | 0    | 3             | 0.1612 | 1.4  | 0.0038 | 48   |
| Al-Hera Road                     | 22.336186°   | 91.835401°   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Alinagar                         | 22.378603°   | 91.828472°   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0002 | 343  |
| Alkaran Road (New Market)        | 22.33146944° | 91.83444444° | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| Alonkar Moor                     | 22.358683°   | 91.782172°   | 6  | 4    | 0  | 0    | 2  | 1    | 1  | 0.6  | 0   | 0    | 0   | 0    | 9             | 0.4836 | 5.6  | 0.0019 | 102  |
| Amanatullah                      | 22.360644°   | 91.787156°   | 3  | 2.2  | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3    | 0.0008 | 215  |
| Ambagan                          | 22.350256°   | 91.805681°   | 11 | 8.2  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 12            | 0.6448 | 9.2  | 0.0018 | 105  |
| Amin Colony                      | 22.376853°   | 91.824617°   | 1  | 1    | 0  | 0    | 2  | 1.2  | 0  | 0    | 1   | 1    | 0   | 0    | 4             | 0.2149 | 3.2  | 0.0082 | 16   |
| Amin Jute Mill                   | 22.384067°   | 91.826722°   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Amirbag Colony                   | 22.35743889° | 91.82611111° | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Anandabazar                      | 22.314503°   | 91.775081°   | 4  | 2.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.6  | 0.0003 | 302  |
| Anandbazar                       | 22.314503°   | 91.775081°   | 3  | 2    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.6  | 0.0007 | 245  |
| Andarkilla                       | 22.340236°   | 91.837669°   | 0  | 0    | 1  | 0.4  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0004 | 279  |
| Arafin Nagar                     | 22.38658056° | 91.80277778° | 0  | 0    | 0  | 0    | 0  | 0    | 3  | 3    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 3    | 0.0034 | 52   |
| Arakan Road                      | 22.36506944° | 91.84277778° | 4  | 4    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 4    | 0.0005 | 264  |
| Asatganj                         | 22.333454°   | 91.846569°   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Ashkar Dighir Par                | 22.346894°   | 91.82905°    | 3  | 2.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.8  | 0.0004 | 293  |
| Ashraf Ali Road                  | 22.33208056° | 91.84416667° | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.6  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0007 | 241  |
| Asian H/S                        | 22.368927°   | 91.839757°   | 4  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.6  | 0.0002 | 349  |
| Aturar Dipo                      | 22.381594°   | 91.829569°   | 1  | 0.2  | 3  | 1.4  | 0  | 0    | 2  | 1    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 2.6  | 0.0027 | 69   |
| Avay Mitro Ghat                  | 22.32592222° | 91.83416667° | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 0.8  | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0058 | 31   |
| Azad Colony                      | 22.35653333° | 91.78305556° | 0  | 0    | 0  | 0    | 2  | 1.4  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0010 | 187  |
| Azim Road                        | 22.36401389° | 91.86972222° | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Badamtali                        | 22.324481°   | 91.812264°   | 14 | 8.4  | 2  | 1.8  | 0  | 0    | 1  | 0.4  | 0   | 0    | 1   | 0.6  | 18            | 0.9672 | 11.2 | 0.0065 | 25   |
| Badamtol                         | 22.324481°   | 91.812264°   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| BADC Road                        | 22.364628°   | 91.803153°   | 3  | 2.4  | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.4  | 0.0014 | 126  |
| Badurtala                        | 22.36401111° | 91.84194444° | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Badurtola                        | 22.36401111° | 91.84194444° | 2  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1    | 0.0001 | 372  |
| Bahaddarhat                      | 22.368542°   | 91.844133°   | 14 | 9.4  | 0  | 0    | 7  | 3.4  | 4  | 3.4  | 0   | 0    | 0   | 0    | 25            | 1.3434 | 16.2 | 0.0074 | 19   |
| Baitunnur masjid road            | 22.37720000° | 91.85361111° | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Bakalia                          | 22.353197°   | 91.854794°   | 0  | 0    | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0005 | 260  |
| Bakolia                          | 22.353197°   | 91.854794°   | 0  | 0    | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0005 | 260  |
| Balirhat                         | 22.358092°   | 91.860325°   | 1  | 1    | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0004 | 296  |
| Baluchora                        | 22.413744°   | 91.821489°   | 12 | 8.2  | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 13            | 0.6985 | 9.2  | 0.0022 | 84   |
| Bandar Hospital                  | 22.313058°   | 91.796333°   | 0  | 0    | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0007 | 246  |
| Bandar Hospital Area             | 22.313058°   | 91.796333°   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Bandar R/A                       | 22.293244°   | 91.783308°   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |

| Most fearful urban streets in RN    | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|-------------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                     | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
| Bandar Road                         | 22.293244   | 91.783308   | 1  | 0.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0000 | 472  |
| Bandartila                          | 22.286706   | 91.784142   | 2  | 1.6  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0009 | 205  |
| Bandel Road                         | 22.335081   | 91.8402     | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 1    | 0   | 0    | 1             | 0.0537 | 1    | 0.0072 | 20   |
| Bandle Road                         | 22.335081   | 91.8402     | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| Banikpara                           | 22.352081°  | 91.777958°  | 3  | 1.8  | 0  | 0    | 2  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 2.4  | 0.0006 | 251  |
| Bank Colony                         | 22.325025   | 91.80235    | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Barafkal Moor                       | 22.34185278 | 91.80111111 | 1  | 1    | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0012 | 147  |
| Barairhat                           | 22.36608°   | 91.86683°   | 2  | 1.2  | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0006 | 256  |
| Barek Building                      | 22.319467   | 91.812086   | 0  | 0    | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 167  |
| Bariband Area / Embankment Area     | 22.284776°  | 91.773798°  | 2  | 1.4  | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0006 | 254  |
| Barik Building Road                 | 22.319467   | 91.812086   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0009 | 194  |
| Barishal Bazar                      | 22.38547778 | 91.86361111 | 0  | 0    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0011 | 170  |
| Barrister Colony                    | 22.316378   | 91.79342    | 0  | 0    | 0  | 0    | 4  | 3.8  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.8  | 0.0026 | 75   |
| Barma Colony                        | 22.319467   | 91.812086   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Baro Masjid                         | 22.41348333 | 91.81916667 | 2  | 0.8  | 0  | 0    | 2  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.6  | 0.0007 | 249  |
| Baro Pool                           | 22.329294   | 91.791364   | 3  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0002 | 338  |
| Baroipara                           | 22.36676944 | 91.84527778 | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Barrister Sultan Ahmad College Road | 22.296378   | 91.785322   | 3  | 2.4  | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.4  | 0.0014 | 126  |
| Bastuhara Road                      | 22.333473°  | 91.857059°  | 3  | 1.6  | 0  | 0    | 1  | 0.2  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.8  | 0.0003 | 297  |
| Batali Hill                         | 22.337772   | 91.826281   | 0  | 0    | 0  | 0    | 0  | 0    | 2  | 1.2  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0014 | 134  |
| Battali                             | 22.450808°  | 91.831897°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Battali Rail Station Area           | 22.335633   | 91.826556   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Baubazar                            | 22.346233   | 91.794022   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Bayezid Bicic Road                  | 22.389536   | 91.810589   | 1  | 1    | 0  | 0    | 2  | 1.8  | 0  | 0    | 1   | 0.4  | 0   | 0    | 4             | 0.2149 | 3.2  | 0.0043 | 42   |
| Bayezid Bostami Road                | 22.389536   | 91.810589   | 0  | 0    | 2  | 1.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0020 | 95   |
| Bayezid Moor                        | 22.390183   | 91.810581   | 2  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0002 | 363  |
| Beharipara                          | 22.335744   | 91.774049   | 9  | 7.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 9             | 0.4836 | 7.2  | 0.0010 | 189  |
| Bellapara                           | 22.302106   | 91.868222   | 4  | 3.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.4  | 0.0004 | 278  |
| Beparipara                          | 22.328333   | 91.804075   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Beribadh Road                       | 22.284776°  | 91.773798°  | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.6  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0007 | 241  |
| Bettary goli                        | 22.35117500 | 91.82583333 | 1  | 0.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0000 | 472  |
| BGMEA Road                          | 22.346917   | 91.822119   | 2  | 1.6  | 0  | 0    | 3  | 1.4  | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3    | 0.0012 | 152  |
| Bhatiary                            | 22.43738611 | 91.73861111 | 3  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0002 | 338  |
| Bibirhat                            | 22.373964°  | 91.833122°  | 1  | 0.6  | 3  | 1.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.4  | 0.0021 | 91   |
| Bihari Colony                       | 22.335744°  | 91.774049°  | 5  | 3.8  | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.6  | 0.0010 | 177  |
| Bijoy Nagar                         | 22.2421500  | 91.81138889 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| Billa Para                          | 22.302106   | 91.868222   | 0  | 0    | 0  | 0    | 4  | 2.8  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.8  | 0.0019 | 100  |
| Bishwa Colony                       | 22.374117   | 91.783517   | 4  | 2.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.8  | 0.0004 | 292  |
| Bishwaspara                         | 22.365767   | 91.769731   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Bisshaw Road                        | 22.355511   | 91.774053   | 0  | 0    | 1  | 0.4  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0004 | 279  |
| Bogarbil Road                       | 22.347206   | 91.842561   | 2  | 2    | 1  | 1    | 2  | 1.8  | 4  | 3.2  | 0   | 0    | 1   | 1    | 10            | 0.5373 | 9    | 0.0111 | 5    |
| Boro Kabarsthan                     | 22.359589°  | 91.858739°  | 16 | 10.6 | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 16            | 0.8598 | 10.6 | 0.0014 | 129  |
| Boropool Mor                        | 22.327908   | 91.789344   | 0  | 0    | 0  | 0    | 2  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8  | 0.0005 | 260  |
| Boropul                             | 22.327908   | 91.789344   | 7  | 5.6  | 3  | 2.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 8.4  | 0.0038 | 47   |
| Bow Bazar Road                      | 22.34623    | 91.79402    | 1  | 1    | 1  | 0.6  | 6  | 4    | 3  | 1    | 0   | 0    | 1   | 0    | 1             | 0.64   | 9    | 0.00   | 11   |

| Most fearful urban streets in RN           | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |     |        |      |
|--------------------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|-----|--------|------|
|                                            | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw  | WAI    | Rank |
|                                            | 3           | 2           |    |      |    | 8    |    | 8    |    | 8    |     |      |     | 6    | 2             | 48     |     | 93     |      |
| Bridgeghat                                 | 22.317203   | 91.837461   | 0  | 0    | 0  | 0    | 1  | 1    | 1  | 0.8  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8 | 0.0016 | 110  |
| Bundle Road                                | 22.335081   | 91.8402     | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8 | 0.0001 | 406  |
| Bus Terminal                               | 22.374290   | 91.851040   | 4  | 2.6  | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.2 | 0.0008 | 228  |
| C&B Road                                   | 22.348442   | 91.839689   | 2  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8 | 0.0001 | 406  |
| C, EPZ Entrance Gate Areas Streets         | 22.293084°  | 91.778026°  | 4  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.6 | 0.0002 | 349  |
| IUP Abashik                                | 22.37289444 | 91.77555556 | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6 | 0.0001 | 440  |
| IUP Market                                 | 22.357333   | 91.787567   | 5  | 2.4  | 1  | 0.4  | 4  | 3.2  | 0  | 0    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 6   | 0.0029 | 62   |
| Chaktai Khalpar                            | 22.346103   | 91.841519   | 1  | 1    | 0  | 0    | 1  | 0.8  | 1  | 0.4  | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2 | 0.0011 | 156  |
| Chaktai Road                               | 22.331094   | 91.848867   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1   | 0.0001 | 372  |
| Chandgaon                                  | 22.378483°  | 91.846750°  | 3  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.2 | 0.0002 | 363  |
| Chandgaon Abashik                          | 22.378483   | 91.84675    | 0  | 0    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6 | 0.0011 | 170  |
| Chandgaon BCIC Road                        | 22.39776667 | 91.85750000 | 3  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8 | 0.0002 | 338  |
| Chandrima Road                             | 22.38175833 | 91.84972222 | 0  | 0    | 0  | 0    | 2  | 2    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2   | 0.0014 | 131  |
| Char Chaktai                               | 22.338792°  | 91.845687°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1   | 0.0001 | 372  |
| Char Farid                                 | 22.30684444 | 91.86000000 | 0  | 0    | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1   | 0.0007 | 233  |
| Char Lakshya                               | 22.302811   | 91.844928   | 8  | 6.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.8 | 0.0009 | 199  |
| Char Patharghata                           | 22.315729°  | 91.837512°  | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8 | 0.0001 | 406  |
| Char Para                                  | 22.247290   | 91.784930   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4 | 0.0005 | 269  |
| Chasma Hill Road                           | 22.368703°  | 91.823826°  | 7  | 5.8  | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.6 | 0.0013 | 137  |
| Chatteshawri Road                          | 22.354270°  | 91.830439°  | 3  | 2.6  | 1  | 1    | 0  | 0    | 1  | 0.8  | 2   | 1.2  | 0   | 0    | 7             | 0.3761 | 5.6 | 0.0110 | 6    |
| Chatteshwari Road                          | 22.354270°  | 91.830439°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1   | 0.0001 | 372  |
| Chawkbazar                                 | 22.357231   | 91.837444   | 6  | 5    | 1  | 0.6  | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.6 | 0.0020 | 94   |
| Cheragi Pahar Road                         | 22.343706   | 91.833694   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8 | 0.0001 | 406  |
| Chittagong College Area Roads              | 22.353036   | 91.836631   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1   | 0.0001 | 372  |
| Chittagong College East Gate (Chandanpura) | 22.349      | 91.838      | 1  | 1    | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6 | 0.0008 | 221  |
| Chorpara, Patanga                          | 22.247290   | 91.784930   | 2  | 1.4  | 0  | 0    | 1  | 0.4  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8 | 0.0005 | 267  |
| Choto Pool                                 | 22.329577°  | 91.794894°  | 2  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.6 | 0.0001 | 440  |
| Chotopul                                   | 22.329577°  | 91.794894°  | 0  | 0    | 2  | 1.4  | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2 | 0.0024 | 80   |
| Choumuhani                                 | 22.20021    | 91.48449    | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.6  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6 | 0.0007 | 241  |
| Chowdhuri School Road                      | 22.369062   | 91.852919   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4 | 0.0001 | 456  |
| Chowdhuripara                              | 22.324239°  | 91.773558°  | 4  | 2.4  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3   | 0.0010 | 183  |
| Chowmuhoni                                 | 22.20021    | 91.48449    | 3  | 2.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.6 | 0.0003 | 298  |
| Chuna Factory Road                         | 22.34390833 | 91.78250000 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4 | 0.0005 | 269  |
| City Gate Road                             | 22.373740°  | 91.773505°  | 1  | 0.6  | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8 | 0.0003 | 312  |
| College Bazar                              | 22.315110°  | 91.837200°  | 5  | 3.4  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.4 | 0.0011 | 154  |
| Colonel hat                                | 22.368739   | 91.777972   | 2  | 1.6  | 2  | 1.8  | 0  | 0    | 4  | 2    | 0   | 0    | 1   | 0.8  | 9             | 0.4836 | 6.2 | 0.0084 | 14   |
| Commerce College Road                      | 22.330510   | 91.81770    | 2  | 1.4  | 0  | 0    | 0  | 0    | 2  | 1.2  | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.6 | 0.0015 | 118  |
| Cosmopolitan Road                          | 22.369864   | 91.820856   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8 | 0.0002 | 330  |
| CPR Moor                                   | 22.33592222 | 91.83222222 | 0  | 0    | 0  | 0    | 1  | 0.4  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4 | 0.0003 | 316  |
| CRB Hill                                   | 22.342594   | 91.820708   | 1  | 0.2  | 0  | 0    | 1  | 1    | 0  | 0    | 1   | 0.8  | 0   | 0    | 3             | 0.1612 | 2   | 0.0065 | 23   |
| C-Type Building                            | 22.285448   | 91.788384   | 4  | 2.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.6 | 0.0003 | 302  |
| Custom Moor                                | 22.31195    | 91.799331   | 9  | 4.2  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 5.2 | 0.0012 | 146  |
| Dail Bridge                                | 22.319      | 91.802      | 9  | 6    | 0  | 0    | 3  | 2.8  | 1  | 1    | 0   | 0    | 0   | 0    | 13            | 0.6985 | 9.8 | 0.0038 | 46   |
| Dakghor (Post office)                      | 22.30422    | 91.78888    | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.05   | 0.8 | 0.00   | 406  |

| Most fearful urban streets in RN | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|----------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                  | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σwfi | WAI    | Rank |
|                                  | 222         | 889         |    |      |    |      |    |      |    |      |     |      |     |      |               | 37     |      | 01     |      |
| Dakshin Halishahar               | 22.291425   | 91.782475   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Dakshin Kattoli                  | 22.350686   | 91.771139   | 6  | 5    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 5    | 0.0007 | 247  |
| Damapara                         | 22.356581   | 91.821094   | 8  | 5.4  | 1  | 0.6  | 2  | 1.2  | 0  | 0    | 0   | 0    | 1   | 1    | 12            | 0.6448 | 8.2  | 0.0071 | 22   |
| DC Hill Area                     | 22.341219   | 91.831328   | 3  | 2.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.6  | 0.0003 | 298  |
| DC Road                          | 22.341219   | 91.831328   | 1  | 1    | 3  | 2.6  | 0  | 0    | 2  | 0.8  | 0   | 0    | 2   | 2    | 8             | 0.4299 | 6.4  | 0.0137 | 3    |
| Debar Bazar                      | 22.357870   | 91.818350   | 0  | 0    | 0  | 0    | 2  | 1.2  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0008 | 217  |
| Deputy Road                      | 22.335592   | 91.834381   | 4  | 3.6  | 0  | 0    | 2  | 2    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 5.6  | 0.0018 | 103  |
| Dewan Bazar                      | 22.340775   | 91.814119   | 3  | 3    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 3    | 0.0004 | 290  |
| Dewanhat Moor                    | 22.340775   | 91.814119   | 1  | 7    | 1  | 0.6  | 2  | 1.8  | 1  | 1    | 0   | 0    | 1   | 0.8  | 16            | 0.8598 | 11.2 | 0.0079 | 18   |
| Dewanhat R/A                     | 22.33735556 | 91.81138889 | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Dhaka Trunk Road                 | 22.34781667 | 91.79750000 | 3  | 2.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0003 | 313  |
| Dhoniwalapara                    | 22.33478333 | 22.33478333 | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Didar Market                     | 22.33478333 | 22.33478333 | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 0.8  | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0058 | 31   |
| Double Muring Road               | 22.32971389 | 91.80722222 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| DT Road                          | 22.34781667 | 91.79750000 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0009 | 194  |
| Eidghah                          | 22.34066389 | 91.81333333 | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Ek kilometer                     | 22.366066   | 91.849501   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Enayet Bazar Road                | 22.340969   | 91.829475   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0009 | 194  |
| Fakirhat                         | 22.388789   | 91.760786   | 6  | 4.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.2  | 0.0006 | 257  |
| Fayes Lake                       | 22.365572   | 91.796747   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| Fazlul Karim Road                | 22.360717   | 91.829764   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Firozshah Colony                 | 22.371467   | 91.784853   | 8  | 6.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.6  | 0.0009 | 206  |
| Firozshah Rail gate              | 22.371467   | 91.784853   | 2  | 1.4  | 1  | 1    | 0  | 0    | 2  | 0.8  | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.2  | 0.0022 | 86   |
| Flyover Area                     | 22.368190   | 91.838810   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Foillatali Bazar                 | 22.344569   | 91.775531   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 1    | 2             | 0.1075 | 1.4  | 0.0050 | 39   |
| Forest Gate                      | 22.368401   | 91.829728   | 2  | 1.2  | 2  | 0.6  | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 2.8  | 0.0019 | 99   |
| Forida Para                      | 22.363635   | 91.83799    | 0  | 0    | 0  | 0    | 2  | 2    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0014 | 131  |
| Foridar Para                     | 22.363635   | 91.83799    | 0  | 0    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0011 | 170  |
| Forider Para                     | 22.363635   | 91.83799    | 0  | 0    | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0009 | 201  |
| Foyz Lake                        | 22.365572   | 91.796747   | 6  | 1.8  | 2  | 0.6  | 1  | 1    | 0  | 0    | 0   | 0    | 1   | 0.2  | 10            | 0.5373 | 3.6  | 0.0026 | 78   |
| Fulchari Para Road               | 22.23750000 | 91.80083333 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| Fultala                          | 22.357904   | 91.842789   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Fultala Bazar                    | 22.357904   | 91.842789   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Garibullah H/S                   | 22.358228   | 91.819317   | 4  | 4    | 2  | 1.6  | 2  | 1.8  | 2  | 1.8  | 0   | 0    | 1   | 1    | 11            | 0.5911 | 10.2 | 0.0105 | 7    |
| GEC moor                         | 22.359006   | 91.821308   | 6  | 4.2  | 2  | 1.8  | 5  | 2.2  | 2  | 1.6  | 0   | 0    | 0   | 0    | 15            | 0.8060 | 9.8  | 0.0058 | 30   |
| Golam Ali Najir Road             | 22.34117222 | 91.83638889 | 0  | 0    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0011 | 170  |
| Golpahar Moor                    | 22.36011667 | 91.82777778 | 0  | 0    | 0  | 0    | 0  | 0    | 2  | 1.4  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0016 | 112  |
| Goshaldanga                      | 22.318333   | 91.808586   | 8  | 6.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.4  | 0.0008 | 212  |
| Gosyaldanga                      | 22.318333   | 91.808586   | 2  | 0.6  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.6  | 0.0008 | 225  |
| Grand trunk road                 | 22.34481    | 91.801151   | 1  | 0.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0000 | 472  |
| Greenview R/A                    | 22.394669   | 91.824578   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Gulzar Market Mor                | 22.357360   | 91.837260   | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 1    | 0   | 0    | 1             | 0.0537 | 1    | 0.0072 | 20   |
| Haji Hamid Sharif Road           | 22.416383   | 91.862333   | 2  | 1.8  | 1  | 0.4  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0007 | 239  |
| Haji Para                        | 22.328789   | 91.805988   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |

| Most fearful urban streets in RN        | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|-----------------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                         | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
| Halishahar                              | 22.342667°  | 22.342667°  | 3  | 1.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.4  | 0.0002 | 357  |
| Halishahar A-Block                      | 22.342667   | 91.780056   | 10 | 2.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 2.4  | 0.0003 | 306  |
| Halishahar B-Block                      | 22.338256   | 91.775869   | 1  | 0.8  | 2  | 1.4  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0017 | 108  |
| Halishahar Beach                        | 22.342667°  | 22.342667°  | 9  | 6    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 9             | 0.4836 | 6    | 0.0008 | 222  |
| Halishahar J-Block                      | 22.340631   | 91.783294   | 4  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2    | 0.0003 | 317  |
| Halishahar Road                         | 22.320376°  | 91.785300°  | 7  | 6    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 6    | 0.0008 | 222  |
| Hamidpur                                | 22.39794°   | 91.84202°   | 0  | 0    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0011 | 170  |
| Hamzarbag                               | 22.37595    | 91.827558   | 1  | 0.4  | 3  | 2.4  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.8  | 0.0027 | 68   |
| Hashem Bazar                            | 22.382303   | 91.830219   | 2  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0002 | 349  |
| Hathazari Road                          | 22.382839°  | 91.828069°  | 0  | 0    | 0  | 0    | 0  | 0    | 2  | 0.8  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8  | 0.0009 | 194  |
| Hazi Ashraf Ali Road                    | 22.352047   | 91.7869     | 2  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0002 | 363  |
| Hazi Neyamat Ali Road                   | 22.420976°  | 91.851689°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Hazipara                                | 22.328789   | 91.805988   | 0  | 0    | 1  | 0.2  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0002 | 347  |
| Hill View                               | 22.360644   | 91.826475   | 2  | 1.6  | 3  | 2.4  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 4    | 0.0029 | 65   |
| Holy Crescent Road                      | 22.36206°   | 91.809°     | 0  | 0    | 0  | 0    | 2  | 1.2  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0008 | 217  |
| Housing Area                            | 22.268647°  | 91.781685°  | 4  | 2.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 1    | 5             | 0.2687 | 3.8  | 0.0053 | 34   |
| Icchan Nagar                            | 22.315945   | 91.833314   | 5  | 3.6  | 2  | 1.6  | 0  | 0    | 1  | 0.6  | 0   | 0    | 0   | 0    | 8             | 0.4299 | 5.8  | 0.0029 | 63   |
| Ice Factory Road                        | 22.333139   | 91.827497   | 0  | 0    | 0  | 0    | 0  | 0    | 2  | 1.4  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0016 | 112  |
| Iqbal Road                              | 22.3316     | 91.841842   | 1  | 1    | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0010 | 178  |
| Ispahani Colony                         | 22.34667°   | 91.81944°   | 2  | 0.8  | 1  | 0.6  | 0  | 0    | 2  | 2    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.4  | 0.0030 | 60   |
| Ispahani Rail Gate                      | 22.36182778 | 91.80694444 | 2  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.4  | 0.0001 | 456  |
| Jahanara Road                           | 22.35902500 | 91.82277778 | 4  | 2.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.2  | 0.0003 | 313  |
| Jalalabad                               | 22.40165    | 91.806625   | 11 | 8.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 11            | 0.5911 | 8.4  | 0.0011 | 165  |
| Jamai Bazar                             | 22.33819722 | 91.85194444 | 4  | 3.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.8  | 0.0005 | 266  |
| Jamal Khan Road                         | 22.345639   | 91.834094   | 1  | 1    | 0  | 0    | 0  | 0    | 2  | 0.8  | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0010 | 178  |
| Janata Colony                           | 22.364331   | 91.784881   | 2  | 1.8  | 1  | 0.6  | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.4  | 0.0016 | 111  |
| Jangalpara                              | 22.375353   | 91.837839   | 0  | 0    | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0007 | 233  |
| Jele Para (Fishermen Community Area)    | 22.55959°   | 92.28528°   | 2  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1    | 0.0001 | 372  |
| Jelepara                                | 22.55959°   | 92.28528°   | 6  | 4    | 0  | 0    | 3  | 2.6  | 0  | 0    | 0   | 0    | 0   | 0    | 9             | 0.4836 | 6.6  | 0.0023 | 83   |
| Jhautala                                | 22.359775   | 91.807344   | 14 | 11.4 | 5  | 2.8  | 1  | 0.4  | 0  | 0    | 0   | 0    | 3   | 2    | 23            | 1.2359 | 16.6 | 0.0147 | 2    |
| Jhautala Rail Station                   | 22.356044   | 91.807672   | 2  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1    | 0.0001 | 372  |
| Jukipara                                | 22.33       | 91.776      | 12 | 6.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 12            | 0.6448 | 6.4  | 0.0008 | 212  |
| Julda                                   | 22.277961   | 91.829267   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Kadamtali                               | 22.335951°  | 91.821236°  | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Kafco                                   | 22.226378   | 91.829847   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Kaiballadham                            | 22.365981   | 91.781825   | 3  | 2    | 0  | 0    | 1  | 0.8  | 2  | 1.2  | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4    | 0.0022 | 87   |
| Kalamia Bazar                           | 22.347453   | 91.851903   | 1  | 0.8  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0008 | 224  |
| Kamal Ataturk Road                      | 22.24351°   | 91.79214°   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Kamrabad Road                           | 22.38317°   | 91.83216°   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Kaptai Road                             | 22.41465°   | 22.41465°   | 2  | 1    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0013 | 144  |
| Karnafuli Market                        | 22.33229167 | 91.81194444 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| Katalgang Abashik                       | 22.360722   | 91.83695    | 7  | 6    | 1  | 0.4  | 0  | 0    | 2  | 1.6  | 0   | 0    | 0   | 0    | 10            | 0.5373 | 8    | 0.0030 | 58   |
| Katapahar (Andorkilla to Bossbrother's) | 22.34243889 | 91.83833333 | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Katcha Bazar, Chackbazar                | 22.371078   | 91.842086   | 0  | 0    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0004 | 282  |
| Kathghoar                               | 22.26025    | 91.79165    | 3  | 2.6  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.21   | 3.6  | 0.00   | 180  |

| Most fearful urban streets in RN | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|----------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                  | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
|                                  | 22.448141   | 91.857152   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Kazi Para                        | 22.347631   | 91.825631   | 3  | 2.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.6  | 0.0003 | 298  |
| Kazirdewri Moor                  | 22.347631   | 91.825631   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| KB Aman Ali Road                 | 22.359181   | 91.850608   | 7  | 6    | 1  | 0.8  | 1  | 0.4  | 0  | 0    | 0   | 0    | 0   | 0    | 9             | 0.4836 | 7.2  | 0.0019 | 98   |
| Khaja Road                       | 22.30805    | 91.773294   | 10 | 8.4  | 3  | 2.6  | 3  | 2.6  | 1  | 0.8  | 0   | 0    | 1   | 1    | 18            | 0.9672 | 15.4 | 0.0116 | 4    |
| Khajur Tala                      | 22.25447500 | 91.77805556 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0002 | 343  |
| Khal Par                         | 22.336161   | 91.775972   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Khalifa para                     | 22.370792   | 91.854706   | 0  | 0    | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0009 | 201  |
| Khalpar                          | 22.336161   | 91.775972   | 1  | 0.6  | 2  | 1.8  | 3  | 2.8  | 0  | 0    | 0   | 0    | 1   | 0.8  | 7             | 0.3761 | 6    | 0.0079 | 17   |
| Kharampara                       | 22.368573   | 91.850179   | 4  | 3    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.6  | 0.0015 | 120  |
| Khatunganj                       | 22.337889   | 91.8443     | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Khulshi                          | 22.360958   | 91.811058   | 7  | 3.8  | 4  | 2.8  | 2  | 1.2  | 0  | 0    | 0   | 0    | 2   | 1    | 15            | 0.8060 | 8.8  | 0.0093 | 10   |
| Khulshi 1                        | 22.36165    | 91.81227    | 0  | 0    | 0  | 0    | 2  | 1.8  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0012 | 149  |
| Khulshi Colony                   | 22.365342   | 91.809158   | 9  | 6.8  | 0  | 0    | 3  | 2.8  | 1  | 0.2  | 0   | 0    | 0   | 0    | 13            | 0.6985 | 9.8  | 0.0030 | 57   |
| Kosaipara                        | 22.254      | 91.788      | 1  | 0.2  | 3  | 2.2  | 2  | 1.2  | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 3.6  | 0.0033 | 53   |
| Koshai Goli/ Koshai Para         | 22.254      | 91.788      | 1  | 0.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0000 | 472  |
| Kotowali                         | 22.341386   | 91.827461   | 0  | 0    | 0  | 0    | 0  | 0    | 3  | 1.8  | 0   | 0    | 1   | 0.8  | 4             | 0.2149 | 2.6  | 0.0059 | 28   |
| Kuaish                           | 22.406003   | 91.862622   | 5  | 3.2  | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 3.8  | 0.0008 | 216  |
| Kulgaon                          | 22.403881   | 91.825931   | 9  | 5    | 0  | 0    | 4  | 2.8  | 0  | 0    | 0   | 0    | 0   | 0    | 13            | 0.6985 | 7.8  | 0.0026 | 77   |
| Kunjachaya R/A                   | 22.380928   | 91.816747   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Kusumbag R/A                     | 22.356927   | 91.81676    | 1  | 1    | 0  | 0    | 1  | 0.4  | 1  | 0.8  | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0013 | 138  |
| Labour Colony                    | 22.291514   | 91.787397   | 2  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0002 | 363  |
| Lake city R/A                    | 22.362447   | 91.793456   | 2  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8  | 0.0001 | 406  |
| Laldighi                         | 22.338419   | 91.838253   | 2  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0002 | 349  |
| Lalkhan Bazar                    | 22.352028   | 91.821094   | 2  | 1.8  | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.4  | 0.0006 | 251  |
| Lamar Bazar                      | 22.289939   | 91.891439   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Loharpol                         | 22.30645833 | 91.78888889 | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Lucky plaza Moor                 | 22.32722222 | 91.81027778 | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| M Ali Road                       | 22.35697778 | 91.82305556 | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 0.2  | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0014 | 122  |
| M.A Khaled Road                  | 22.26945    | 91.78811    | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| M.A. Aziz Road                   | 22.26945    | 91.78811    | 2  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1    | 0.0001 | 372  |
| Ma Building, Patanga             | 22.29328    | 91.78755    | 8  | 6.8  | 0  | 0    | 2  | 1.8  | 0  | 0    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 8.6  | 0.0021 | 88   |
| Madarbari                        | 22.32745    | 91.828642   | 1  | 0.2  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8  | 0.0007 | 232  |
| Mahim Das Road                   | 22.33345278 | 91.83861111 | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 0.2  | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0014 | 122  |
| Maijgur Tek                      | 22.310904   | 91.856106   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| Maiz Para Road                   | 22.256275   | 91.807517   | 2  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8  | 0.0001 | 406  |
| Maizpara Road                    | 22.256275   | 91.807517   | 6  | 4.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 2   | 1.2  | 8             | 0.4299 | 5.8  | 0.0065 | 24   |
| Mansurabad                       | 22.340042   | 91.805764   | 2  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1    | 0.0001 | 372  |
| Mariners' Road                   | 22.328944   | 91.847028   | 1  | 1    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0013 | 144  |
| Masjid Market                    | 22.33352222 | 91.82611111 | 1  | 0.4  | 0  | 0    | 2  | 1.8  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0013 | 142  |
| Master Para                      | 22.35707    | 91.79609    | 3  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0003 | 317  |
| Maulavipara                      | 22.29315    | 91.825589   | 15 | 9.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 15            | 0.8060 | 9.8  | 0.0013 | 141  |
| Mayor Goli                       | 22.368106   | 91.821236   | 2  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0002 | 349  |
| Mayor Road                       | 22.356761   | 91.791611   | 4  | 3.2  | 0  | 0    | 2  | 1.6  | 0  | 0    | 1   | 0.6  | 0   | 0    | 7             | 0.3761 | 5.4  | 0.0059 | 29   |



| Most fearful urban streets in RN | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|----------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                  | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
| Medical College road             | 22.359294   | 91.829992   | 1  | 1    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0006 | 255  |
| MES college                      | 22.36039167 | 91.81611111 | 1  | 0.8  | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1    | 0.0003 | 305  |
| Mia khan road                    | 22.350147   | 91.855794   | 7  | 5.6  | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.4  | 0.0016 | 109  |
| Miah Nagar                       | 22.34658056 | 91.79305556 | 0  | 0    | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 1   | 0.4  | 2             | 0.1075 | 1.4  | 0.0026 | 73   |
| Milk vita                        | 22.31291389 | 91.85138889 | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| Mirpur Road                      | 22.37984444 | 22.37984444 | 6  | 2.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 2.4  | 0.0003 | 306  |
| Misturipara                      | 22.336844   | 91.810081   | 2  | 14.8 | 3  | 2    | 0  | 0    | 2  | 0.8  | 0   | 0    | 0   | 0    | 2             | 1.5046 | 17.6 | 0.0051 | 36   |
| MJ College Road                  | 22.33198889 | 91.85333333 | 4  | 3.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.2  | 5             | 0.2687 | 4    | 0.0015 | 121  |
| Mogotoli Road                    | 22.32436667 | 91.81194444 | 1  | 0.4  | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0009 | 191  |
| Mohammadpur                      | 22.369592   | 91.837961   | 5  | 3.4  | 1  | 0.2  | 1  | 0.8  | 0  | 0    | 1   | 1    | 0   | 0    | 8             | 0.4299 | 5.4  | 0.0085 | 12   |
| Mohim Das Road                   | 22.33347222 | 91.83833333 | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Mojijartek                       | 22.310904   | 91.856106   | 6  | 4.6  | 2  | 1.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.4  | 0.0026 | 76   |
| Momenbag Colony                  | 22.377258   | 91.827894   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Mominbag Road                    | 22.377258   | 91.827894   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Morali baper masjid              | 22.346727°  | 91.851647°  | 2  | 1.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0002 | 357  |
| Motiarpul                        | 22.33380833 | 91.81805556 | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Motijharna lane                  | 22.348286   | 91.816819   | 1  | 0.4  | 0  | 0    | 6  | 5.8  | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 6.2  | 0.0040 | 43   |
| Moulavi Para                     | 22.30379444 | 91.82638889 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| Moushumi R/A                     | 22.345936   | 91.789997   | 2  | 2    | 1  | 0.4  | 2  | 1.2  | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.6  | 0.0015 | 119  |
| Moydar mill                      | 22.340906   | 91.847539   | 1  | 0.8  | 1  | 0.8  | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0014 | 130  |
| Muhuripara                       | 22.331311   | 91.802475   | 3  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0002 | 338  |
| Muradpur                         | 22.369197   | 91.833111   | 8  | 4.2  | 5  | 3.6  | 0  | 0    | 0  | 0    | 1   | 0.8  | 0   | 0    | 14            | 0.7523 | 8.6  | 0.0103 | 8    |
| Muslimbad                        | 22.257642   | 91.782297   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Nasirabad                        | 22.36081944 | 91.82333333 | 3  | 1.4  | 1  | 0.4  | 0  | 0    | 1  | 0.4  | 1   | 1    | 0   | 0    | 6             | 0.3224 | 3.2  | 0.0083 | 15   |
| Nasirabad Housing                | 22.36598611 | 91.82750000 | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Natun Shah Road                  | 22.35418056 | 91.84833333 | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Nazir Para Road                  | 22.239428   | 91.794467   | 2  | 0.6  | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.4  | 0.0010 | 186  |
| Nazrul Shawronee                 | 22.342354°  | 91.830651°  | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Neval Academy Street, Patanga    | 22.233764   | 91.798539   | 0  | 0    | 0  | 0    | 0  | 0    | 2  | 1.4  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0016 | 112  |
| New Bridge                       | 22.331644   | 91.851725   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| New Market                       | 22.334144   | 91.832519   | 1  | 9.6  | 1  | 1    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 14            | 0.7523 | 12.2 | 0.0035 | 51   |
| New Mooring                      | 22.295811   | 91.786453   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Nimtala                          | 22.314353   | 91.798375   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| Nimtola Bissharoad               | 22.313414°  | 91.801578°  | 6  | 4    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4    | 0.0005 | 264  |
| Noman College Road               | 22.35759°   | 91.83991°   | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| Notun Bridge                     | 22.331644   | 91.851725   | 0  | 0    | 0  | 0    | 2  | 2    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0014 | 131  |
| Notun Mosjid                     | 22.35970278 | 91.84750000 | 4  | 2.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.8  | 0.0004 | 293  |
| Noyabazar                        | 22.344397   | 91.7899     | 3  | 1.8  | 2  | 1.6  | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.4  | 0.0027 | 71   |
| Noyapara                         | 22.359706   | 91.785569   | 2  | 1.4  | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.2  | 0.0007 | 230  |
| Nur Hossen Chairman Ghata        | 22.43456111 | 91.67194444 | 1  | 0.6  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0008 | 225  |
| Nuruzzaman Road                  | 22.37892778 | 91.85583333 | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| O. R. Nizam Road                 | 22.35898056 | 91.82500000 | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Old Biman Office                 | 22.345028   | 91.827058   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Old Chandgaon                    | 22.378464°  | 91.853683°  | 3  | 1.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.4  | 0.0002 | 357  |
| Omar Ali Matabbor                | 22.35722    | 91.84776    | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.   | 3             | 0.16   | 2.4  | 0.00   | 55   |

| Most fearful urban streets in RN      | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|---------------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                       | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
| Road                                  | 5           | 9           |    |      |    |      |    |      |    |      |     |      |     | 6    |               | 12     |      | 32     |      |
| Omar Chand Road                       | 22.332708°  | 91.823526°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Oxygen                                | 22.393453   | 91.821417   | 9  | 5.8  | 0  | 0    | 0  | 0    | 2  | 1    | 0   | 0    | 0   | 0    | 1             | 0.5911 | 6.8  | 0.0019 | 101  |
| Oxygen Moor                           | 22.393453   | 91.821417   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Pahartali                             | 22.365869   | 91.779906   | 2  | 1.6  | 0  | 0    | 2  | 1.8  | 1  | 0.2  | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.6  | 0.0017 | 107  |
| Pahartali College Road                | 22.356510   | 91.8041°    | 0  | 0    | 0  | 0    | 2  | 1.6  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6  | 0.0011 | 170  |
| Panchlaish                            | 22.362208   | 91.834439   | 1  | 0.8  | 0  | 0    | 0  | 0    | 4  | 2    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 2.8  | 0.0024 | 82   |
| Panirkal                              | 22.3456444  | 91.79277778 | 3  | 1.4  | 0  | 0    | 2  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 2.4  | 0.0009 | 207  |
| Panjabi Lane                          | 22.33582500 | 91.83138889 | 5  | 2.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 2.4  | 0.0003 | 306  |
| Patanga Bus stand Area                | 22.240128   | 91.817789   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Patanpara                             | 22.395430   | 91.882370   | 3  | 1    | 1  | 0.2  | 3  | 2    | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 3.2  | 0.0017 | 106  |
| Patenga                               | 22.260261   | 91.791425   | 2  | 1.4  | 0  | 0    | 0  | 0    | 1  | 0.6  | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0009 | 210  |
| Pathania Road                         | 22.36797222 | 91.82861111 | 3  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0003 | 317  |
| Pathantuli                            | 22.333317   | 91.817172   | 3  | 30.8 | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 1    | 3             | 2.0419 | 32.8 | 0.0101 | 9    |
| Pathar Ghata                          | 22.330817   | 91.845317   | 0  | 0    | 0  | 0    | 0  | 0    | 3  | 1.4  | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.4  | 0.0016 | 112  |
| P-block                               | 22.376775   | 91.784703   | 3  | 2.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.6  | 0.0003 | 298  |
| Port Colony                           | 22.314861   | 91.794189   | 1  | 12   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.7523 | 13.8 | 0.0036 | 50   |
| Port Colony Gate-1                    | 22.324022   | 91.790133   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Port Connecting Road                  | 22.335925   | 91.788825   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Port Link Road                        | 22.329894   | 91.773522   | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| Prabartok mor                         | 22.361008   | 91.828589   | 1  | 0.2  | 2  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.2  | 0.0011 | 155  |
| Pran Haridas Road                     | 22.35151111 | 91.77333333 | 2  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0002 | 363  |
| Professor's Road                      | 22.32916667 | 91.81638889 | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Puran Masjid                          | 22.304223°  | 91.788372°  | 4  | 2.6  | 0  | 0    | 2  | 1.4  | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4    | 0.0013 | 139  |
| Purba Nimtola                         | 22.313053   | 91.796422   | 7  | 6.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 6.4  | 0.0008 | 212  |
| Rahattarpul                           | 22.360119   | 91.852217   | 2  | 1.8  | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.8  | 4             | 0.2149 | 3.6  | 0.0053 | 35   |
| Rahman Nagar Road                     | 22.371978   | 91.820142   | 0  | 0    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0004 | 282  |
| Rail Crossing/ Rail Gate (Still Mill) | 22.324714°  | 91.780464°  | 2  | 1    | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0007 | 240  |
| Rail Gate                             | 22.336091°  | 91.821401°  | 3  | 2.6  | 1  | 0.8  | 0  | 0    | 2  | 1.6  | 0   | 0    | 0   | 0    | 6             | 0.3224 | 5    | 0.0030 | 59   |
| Rail Station                          | 22.333850   | 91.830090   | 1  | 0.8  | 0  | 0    | 2  | 1.8  | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.6  | 0.0013 | 135  |
| Railway Colony                        | 22.355011   | 91.803894   | 5  | 4.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 4.2  | 0.0006 | 257  |
| Railway Slum                          | 22.355011°  | 91.803894°  | 2  | 1.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0002 | 357  |
| Railway Society                       | 22.355011°  | 91.803894°  | 3  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 1.8  | 0.0002 | 338  |
| Rajakhali                             | 22.34713    | 91.85323    | 3  | 2.4  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3    | 0.0010 | 183  |
| Rajar Fakir Road                      | 22.38164444 | 91.81111111 | 1  | 0.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0000 | 472  |
| Rajmoni Ghat                          | 22.352372   | 91.760008   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0001 | 406  |
| Ranggan Cinema Hall Area Road         | 22.335060   | 91.837650   | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| Rasulbag Residential                  | 22.354733   | 91.846342   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |
| Rasulbhag                             | 22.354583   | 91.847497   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Rahatterpul                           | 22.360119   | 91.852217   | 0  | 0    | 0  | 0    | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0005 | 260  |
| Rose Valley                           | 22.36345    | 91.800147   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Rubigate                              | 22.374980   | 91.812980   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.4  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0005 | 269  |
| Rupali Abashik                        | 22.348690   | 91.777260   | 2  | 1.4  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0008 | 211  |
| S Club Moor                           | 22.3375     | 91.7745     | 1  | 11   | 1  | 0.4  | 1  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.6985 | 12.2 | 0.0024 | 81   |
| Saban Ghat (Soap ghat)                | 22.36743056 | 91.86000000 | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0001 | 440  |

| Most fearful urban streets in RN | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |      |        |      |
|----------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|------|--------|------|
|                                  | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σw   | WAI    | Rank |
| Sabanghata                       | 22.36743056 | 91.86000000 | 3  | 1.6  | 2  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 2.4  | 0.0011 | 169  |
| Sabdar Ali Road                  | 22.32741944 | 91.81416667 | 4  | 2.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 2.4  | 0.0003 | 306  |
| Sadarghat Road                   | 22.331847   | 91.831964   | 4  | 3.4  | 0  | 0    | 0  | 0    | 2  | 1    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.4  | 0.0016 | 117  |
| Sagorika Bisic                   | 22.358380   | 91.774570   | 2  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 1    | 3             | 0.1612 | 2    | 0.0050 | 37   |
| Sagorika Housing                 | 22.354186   | 91.784542   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Sagorika Road                    | 22.355978   | 91.776786   | 8  | 6.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 6.8  | 0.0009 | 199  |
| Sangeet Cinema                   | 22.363683°  | 91.831294°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Sanuara abashik                  | 22.380957°  | 91.859737°  | 0  | 0    | 0  | 0    | 1  | 0.4  | 0  | 0    | 1   | 0.8  | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0061 | 26   |
| Sarsen Road                      | 22.349511°  | 91.829583°  | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Sarson Road                      | 22.349511°  | 91.829583°  | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 1   | 1    | 0   | 0    | 2             | 0.1075 | 2    | 0.0084 | 13   |
| Satish Babu Lane                 | 22.3343333  | 91.8386111  | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 0.6  | 0   | 0    | 1             | 0.0537 | 0.6  | 0.0043 | 41   |
| Saultgula                        | 22.302      | 91.791      | 6  | 4.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.2  | 0.0006 | 257  |
| Saves Colony, Patanga            | 22.22944167 | 91.80055556 | 1  | 0.2  | 0  | 0    | 1  | 0.2  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.4  | 0.0002 | 362  |
| Sayed Shah Road                  | 22.35415    | 91.848342   | 6  | 4.8  | 1  | 1    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.8  | 8             | 0.4299 | 6.6  | 0.0057 | 33   |
| Sea Beach                        | 22.234567   | 91.792453   | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| Sea Beach Patanga                | 22.234567   | 91.792453   | 3  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2    | 0.0003 | 317  |
| Sea world road                   | 22.376544   | 91.786111   | 6  | 5    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 5    | 0.0007 | 247  |
| Seabeach Bus Stand Moor          | 22.260403   | 91.791178   | 2  | 1.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.4  | 0.0002 | 357  |
| Shabujbag                        | 22.340839   | 91.786081   | 0  | 0    | 1  | 0.2  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0002 | 347  |
| Shanti Road                      | 22.39127778 | 91.81027778 | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Shahid Lane                      | 22.358803   | 91.793442   | 5  | 3.8  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.8  | 0.0012 | 151  |
| Shahid Nagar                     | 22.393556   | 91.827881   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Shamsher Para                    | 22.38364167 | 91.84722222 | 0  | 0    | 0  | 0    | 2  | 1.2  | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0008 | 217  |
| Shapla R/A                       | 22.344742   | 91.781606   | 5  | 3.6  | 1  | 0.8  | 0  | 0    | 4  | 2    | 0   | 0    | 0   | 0    | 10            | 0.5373 | 6.4  | 0.0036 | 49   |
| Shapla Road                      | 22.345383   | 91.781619   | 4  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.6  | 0.0002 | 349  |
| Shegun Bagan                     | 22.355997   | 91.804064   | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0003 | 317  |
| Sheikh Mujib Road                | 22.32382500 | 91.81222222 | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0001 | 456  |
| Shekh Mujib Road                 | 22.32382500 | 91.81222222 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| Shershah                         | 22.3828     | 91.813003   | 3  | 2.6  | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.2  | 0.0008 | 228  |
| Shib Bari Road                   | 22.32801667 | 91.83777778 | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 1   | 0.4  | 0   | 0    | 1             | 0.0537 | 0.4  | 0.0029 | 64   |
| Shikalbaha                       | 22.313956   | 91.863369   | 5  | 4    | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 6             | 0.3224 | 4.8  | 0.0014 | 125  |
| Sholakbahar                      | 22.366797   | 91.838322   | 6  | 4.4  | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 5.4  | 0.0013 | 143  |
| Sholashahar                      | 22.368103   | 91.821222   | 0  | 0    | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8  | 0.0009 | 201  |
| Sholashahar 2 no. gate           | 22.366519   | 91.822878   | 0  | 0    | 5  | 1.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 1.8  | 0.0020 | 95   |
| Sholashahar Abashik              | 22.368103   | 91.821222   | 1  | 1    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0001 | 372  |
| Sholashahar, 2 No Gate           | 22.366519   | 91.822878   | 2  | 17.2 | 0  | 0    | 1  | 5.6  | 3  | 2.6  | 2   | 1.2  | 0   | 0    | 40            | 2.1494 | 26.6 | 0.0177 | 1    |
| Shomser Para                     | 22.38364167 | 91.84722222 | 0  | 0    | 2  | 2    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2    | 0.0022 | 85   |
| Subarna R/A                      | 22.35953889 | 91.82611111 | 6  | 4.2  | 1  | 0.8  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 5    | 0.0014 | 124  |
| Signal Road                      | 22.406419   | 91.816317   | 2  | 1.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.8  | 0.0002 | 330  |
| Siraj-ud-dawla Road              | 22.35028333 | 91.83861111 | 0  | 0    | 1  | 1    | 2  | 2    | 1  | 0.2  | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.2  | 0.0027 | 70   |
| Soraipara                        | 22.352247   | 91.789181   | 2  | 1.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2  | 0.0002 | 363  |
| South Khulshi R/A                | 22.358597   | 91.811122   | 2  | 1.6  | 0  | 0    | 2  | 1.6  | 1  | 0.6  | 0   | 0    | 0   | 0    | 5             | 0.2687 | 3.8  | 0.0020 | 97   |
| South Mader Bari                 | 22.32734722 | 91.82805556 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 1    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1    | 0.0011 | 157  |
| South Madar Bari                 | 22.32734722 | 91.82805556 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2  | 0.0002 | 343  |
| South Syed Shah Road             | 22.35418    | 91.84833    | 2  | 1.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.10   | 1.6  | 0.00   | 349  |

| Most fearful urban streets in RN | Coordinates |             | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |        |       |        |      |
|----------------------------------|-------------|-------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|--------|-------|--------|------|
|                                  | Latitude    | Longitude   | f  | wifi | f  | wifi | f  | wifi | f  | wifi | f   | wifi | f   | wifi | N             | %      | Σwifi | WAI    | Rank |
|                                  | 056         | 333         |    |      |    |      |    |      |    |      |     |      |     |      |               | 75     |       | 02     |      |
| Star Housing Area                | 22.398178   | 91.824175   | 6  | 5.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 6             | 0.3224 | 5.4   | 0.0007 | 231  |
| Star Ship Goli                   | 22.39101944 | 91.81944444 | 0  | 0    | 0  | 0    | 0  | 0    | 2  | 1.6  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.6   | 0.0018 | 104  |
| Still Mill Area                  | 22.27105    | 91.790772   | 2  | 1.8  | 1  | 0.8  | 1  | 0.8  | 1  | 1    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 4.4   | 0.0028 | 67   |
| Strand Road                      | 22.323717   | 91.822836   | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2     | 0.0003 | 317  |
| Sugandha R/A                     | 22.364572   | 91.831817   | 7  | 5.4  | 0  | 0    | 0  | 0    | 2  | 0.4  | 1   | 0.2  | 0   | 0    | 10            | 0.5373 | 6     | 0.0026 | 74   |
| Sultan Colony                    | 22.20036    | 91.48492    | 10 | 8    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.4  | 11            | 0.5911 | 8.4   | 0.0030 | 61   |
| Supariwalapara                   | 22.33638611 | 91.8147222  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6   | 0.0001 | 440  |
| Taker Moor                       | 22.39015833 | 91.81250000 | 0  | 0    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6   | 0.0004 | 282  |
| Taker Mor                        | 22.39015833 | 91.81250000 | 0  | 0    | 0  | 0    | 1  | 1    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 1     | 0.0007 | 233  |
| Taktar Pool                      | 22.294803   | 91.790483   | 5  | 2.4  | 0  | 0    | 2  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 3.2   | 0.0009 | 208  |
| Taktar pul                       | 22.294803   | 91.790483   | 1  | 1    | 1  | 0.8  | 1  | 1    | 3  | 2.4  | 0   | 0    | 0   | 0    | 6             | 0.3224 | 5.2   | 0.0044 | 40   |
| Taltala                          | 22.345736   | 91.792786   | 0  | 0    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6   | 0.0004 | 282  |
| Talukdar Bari Road               | 22.437328   | 91.876583   | 3  | 2.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.4   | 0.0003 | 306  |
| Tankir Pahar                     | 22.348664   | 91.815947   | 1  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8   | 0.0001 | 406  |
| Tara Gate                        | 22.38684444 | 91.81083333 | 1  | 0.6  | 0  | 0    | 0  | 0    | 1  | 0.6  | 0   | 0    | 0   | 0    | 2             | 0.1075 | 1.2   | 0.0008 | 227  |
| Taxi Station Khulshi             | 22.360958   | 91.811058   | 4  | 3.6  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 5             | 0.2687 | 4.2   | 0.0011 | 153  |
| Teker Moor                       | 22.39015833 | 91.81250000 | 0  | 0    | 0  | 0    | 1  | 0.6  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6   | 0.0004 | 282  |
| Textile Moor                     | 22.378858   | 91.813244   | 7  | 5.4  | 0  | 0    | 1  | 0.4  | 1  | 0.2  | 0   | 0    | 0   | 0    | 9             | 0.4836 | 6     | 0.0012 | 150  |
| Tigerpass Moor                   | 22.337097   | 91.820522   | 3  | 1.4  | 0  | 0    | 1  | 0.4  | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 1.8   | 0.0005 | 267  |
| Tong Fokir Majar Road            | 22.32656389 | 91.82111111 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.8  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.8   | 0.0009 | 194  |
| TSP Colony                       | 22.26995    | 91.782811   | 4  | 3    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3     | 0.0004 | 288  |
| Tulatoli Bakulia                 | 22.3385     | 91.853      | 4  | 3.2  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3.2   | 0.0004 | 281  |
| Tulatoli Road                    | 22.368572   | 91.817806   | 0  | 0    | 0  | 0    | 2  | 2    | 1  | 1    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 3     | 0.0025 | 79   |
| USTC Moor                        | 22.361981   | 91.798211   | 4  | 3    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 4             | 0.2149 | 3     | 0.0004 | 288  |
| Uttara R/A                       | 22.34311667 | 91.77416667 | 2  | 0.8  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 0.8   | 0.0001 | 406  |
| Veterinary U. Road               | 22.361790   | 91.803930   | 0  | 0    | 0  | 0    | 1  | 0.2  | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2   | 0.0001 | 371  |
| VIP Road                         | 22.23941944 | 91.80722222 | 0  | 0    | 0  | 0    | 0  | 0    | 1  | 0.2  | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.2   | 0.0002 | 343  |
| Wajed Ali road                   | 22.351878   | 91.822597   | 2  | 2    | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 3             | 0.1612 | 2.6   | 0.0009 | 192  |
| WASA Goli                        | 22.351878   | 91.822597   | 1  | 0.4  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.4   | 0.0001 | 456  |
| Wasa Moor                        | 22.351278   | 91.822078   | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 1   | 0.8  | 2             | 0.1075 | 1.4   | 0.0040 | 44   |
| West Khulshi R/A                 | 22.365958   | 91.801814   | 2  | 2    | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 2             | 0.1075 | 2     | 0.0003 | 317  |
| Wireless Moor                    | 22.361617   | 91.8044     | 5  | 2.8  | 2  | 1.4  | 2  | 1.6  | 0  | 0    | 0   | 0    | 1   | 0.6  | 10            | 0.5373 | 6.4   | 0.0059 | 27   |
| Women College Moor               | 22.362706   | 91.820068   | 4  | 3.4  | 1  | 1    | 2  | 0.8  | 0  | 0    | 0   | 0    | 0   | 0    | 7             | 0.3761 | 5.2   | 0.0021 | 89   |
| Yunus Market                     | 22.38863889 | 91.83666667 | 1  | 0.6  | 0  | 0    | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 1             | 0.0537 | 0.6   | 0.0001 | 440  |
| Zakir Hossain Road               | 22.361931   | 91.801572   | 7  | 4.8  | 1  | 0.6  | 0  | 0    | 0  | 0    | 0   | 0    | 0   | 0    | 8             | 0.4299 | 5.4   | 0.0013 | 140  |

E.10.2: Most fearful urban streets in BN areas in CC (respondents)

| Most fearful urban streets in BN | Coordinates |           | HH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |      |          |          |      |
|----------------------------------|-------------|-----------|----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|------|----------|----------|------|
|                                  | Latitude    | Longitude | f  | Σwifi | f  | Σwifi | f  | Σwifi | f  | Σwifi | f   | Σwifi | f   | Σwifi | N             | %    | Σ(Σwifi) | WAI      | Rank |
| 14 no Garage                     | 22.376725   | 91.851389 | 1  | 0.8   | 0  | 0     | 1  | 1     | 0  | 0     | 0   | 0     | 0   | 0     | 2             | 0.12 | 1.8      | 0.00026  | 156  |
| 2 No Gate Shalashahar            | 22.366519   | 91.822878 | 1  | 0.4   | 0  | 0     | 0  | 0     | 0  | 0     | 0   | 0     | 0   | 0     | 1             | 0.06 | 0.4      | 0.0006   | 326  |
| 2 No. Road                       | 22.335183   | 91.834167 | 0  | 0     | 0  | 0     | 2  | 1.8   | 0  | 0     | 0   | 0     | 0   | 0     | 2             | 0.12 | 1.8      | 0.00026  | 156  |
| 3 No Road                        | 22.35616    | 91.78278  | 1  | 1     | 3  | 1.8   | 4  | 4     | 2  | 0.4   | 0   | 0     | 0   | 0     | 10            | 0.61 | 7.2      | 0.000104 | 45   |
| 5 no Bridge                      | 22.353      | 91.85622  | 2  | 2     | 0  | 0     | 0  | 0     | 0  | 0     | 0   | 0     | 0   | 0     | 2             | 0.12 | 2        | 0.00029  | 142  |
| A K Khan Road                    | 22.362806   | 91.782039 | 6  | 4.8   | 1  | 0.6   | 4  | 3.2   | 0  | 0     | 0   | 0     | 0   | 0     | 11            | 0.67 | 8.6      | 0.000124 | 33   |

| Most fearful urban streets in BN    | Coordinates |           | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |      |                          |         |      |
|-------------------------------------|-------------|-----------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|------|--------------------------|---------|------|
|                                     | Latitude    | Longitude | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %    | $\Sigma(\Sigma w_{ifi})$ | WAI     | Rank |
| Abdurpara                           | 22.34812    | 91.78111  | 14 | 12.6             | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 14            | 0.86 | 12.6                     | 0.00182 | 13   |
| Abulbiri Moor                       | 22.34829    | 91.79664  | 3  | 2.8              | 0  | 0                | 0  | 0                | 1  | 1                | 0   | 0                | 0   | 0                | 4             | 0.24 | 3.8                      | 0.00055 | 100  |
| Agrabad Moor                        | 22.327461   | 91.812278 | 48 | 30.2             | 6  | 4.8              | 1  | 0.4              | 1  | 1                | 0   | 0                | 2   | 1.6              | 58            | 3.55 | 38                       | 0.00547 | 1    |
| Ahmadullah Road                     | 22.37518    | 91.76083  | 0  | 0                | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.6                      | 0.00023 | 173  |
| Airport Link Road                   | 22.24816    | 91.81162  | 3  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.8                      | 0.00026 | 156  |
| Akbarshah Bazar                     | 22.362603   | 91.792844 | 6  | 4.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 4.4                      | 0.00063 | 78   |
| Akbarshah road                      | 22.362603   | 91.792844 | 4  | 2.8              | 0  | 0                | 2  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 3.8                      | 0.00055 | 100  |
| Akhtaruzzaman                       | 22.327428   | 91.812292 | 2  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1                        | 0.00014 | 226  |
| Al-Hera Road                        | 22.336186   | 91.835401 | 7  | 6.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.43 | 6.4                      | 0.00092 | 55   |
| Ali Munshi Road                     | 22.287714   | 91.786883 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 1                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 190  |
| Almas                               | 22.349758   | 91.825017 | 1  | 1                | 0  | 0                | 0  | 0                | 1  | 0.4              | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 190  |
| Alonkar Moor                        | 22.358683   | 91.782172 | 11 | 8.8              | 3  | 2.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 14            | 0.86 | 11.2                     | 0.00161 | 16   |
| Ambagan                             | 22.350256   | 91.805681 | 6  | 4.4              | 3  | 2.2              | 1  | 0.6              | 1  | 0.8              | 0   | 0                | 0   | 0                | 11            | 0.67 | 8                        | 0.00115 | 38   |
| Amin Colony                         | 22.376853   | 91.824617 | 0  | 0                | 0  | 0                | 3  | 2.2              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.2                      | 0.00032 | 133  |
| Amin Jute Mill                      | 22.384067   | 91.826722 | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Amtal                               | 22.336475   | 91.832144 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Anderkilla                          | 22.340236   | 91.837669 | 2  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.4                      | 0.00006 | 326  |
| Arakan Road                         | 22.365069   | 91.842778 | 2  | 1.8              | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.8                      | 0.0004  | 116  |
| Asadgonj Road                       | 22.333454   | 91.846569 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Ashraf Ali Road                     | 22.332081   | 91.844167 | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.8                      | 0.00012 | 257  |
| AturarDipo                          | 22.381594   | 91.829569 | 0  | 0                | 3  | 1.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.8                      | 0.00026 | 156  |
| AvayMitroGhat                       | 22.325922   | 91.834167 | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.4              | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Badamtali                           | 22.324481   | 91.812264 | 4  | 2.8              | 0  | 0                | 0  | 0                | 1  | 1                | 0   | 0                | 0   | 0                | 5             | 0.31 | 3.8                      | 0.00055 | 100  |
| BADC Road                           | 22.364628   | 91.803153 | 11 | 9.2              | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 12            | 0.73 | 9.8                      | 0.00141 | 27   |
| Badurtola                           | 22.36401    | 91.84194  | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bagla Bazar                         | 22.381956   | 91.809469 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bahaddar Hat Moor                   | 22.368542   | 91.844133 | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.8                      | 0.00012 | 257  |
| Bahaddarhat                         | 22.368542   | 91.844133 | 13 | 10.6             | 3  | 2.3              | 3  | 2.6              | 1  | 1                | 1   | 0.2              | 0   | 0                | 21            | 1.29 | 16.4                     | 0.00236 | 9    |
| Bakalia School Moor                 | 22.353197   | 91.854794 | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.8                      | 0.00012 | 257  |
| Baluchora                           | 22.413744   | 91.821489 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bandar Hospital                     | 22.313058   | 91.796333 | 0  | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Bandar Hospital Area                | 22.313058   | 91.796333 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Bandar Road                         | 22.293244   | 91.783308 | 5  | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 2                        | 0.00029 | 142  |
| Bandartila                          | 22.286706   | 91.784142 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Bangshal Road                       | 22.33035    | 91.839847 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Banipara                            | 22.352081   | 91.777958 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bank Colony                         | 22.325025   | 91.80235  | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.2                      | 0.00017 | 220  |
| Bapari Para                         | 22.328333   | 91.804075 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Barairhat                           | 22.36608    | 91.86683  | 3  | 2.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.2                      | 0.00032 | 133  |
| Barek Building                      | 22.319467   | 91.812086 | 9  | 6.4              | 0  | 0                | 5  | 4.2              | 0  | 0                | 0   | 0                | 0   | 0                | 14            | 0.86 | 10.6                     | 0.00153 | 22   |
| Bariband Area / Embankment Area     | 22.284776   | 91.773798 | 3  | 2.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.2                      | 0.00032 | 133  |
| Barma Colony                        | 22.319467   | 91.812086 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Baro Pool                           | 22.329294   | 91.791364 | 7  | 5.4              | 0  | 0                | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.55 | 7                        | 0.00101 | 47   |
| Barrister Sultan Ahmad College Road | 22.296378   | 91.785322 | 2  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.6                      | 0.00009 | 296  |
| Bastuhara Road                      | 22.333      | 91.857    | 2  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.   | 1.6                      | 0.000   | 17   |

| Most fearful urban streets in BN   | Coordinates |           | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |      |                          |         |      |
|------------------------------------|-------------|-----------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|------|--------------------------|---------|------|
|                                    | Latitude    | Longitude | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %    | $\Sigma(\Sigma w_{ifi})$ | WAI     | Rank |
|                                    | 473         | 059       |    |                  |    |                  |    |                  |    |                  |     |                  |     |                  |               | 12   |                          | 23      | 3    |
| Batali Hill                        | 22.337772   | 91.826281 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Battali                            | 22.450808   | 91.831897 | 1  | 0.2              | 0  | 0                | 0  | 0                | 2  | 0.4              | 1   | 1                | 0   | 0                | 4             | 0.24 | 1.6                      | 0.00023 | 186  |
| Battali Rail Station Area          | 22.335633   | 91.826556 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Baubazar                           | 22.346233   | 91.794022 | 5  | 3.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 3.8                      | 0.00055 | 100  |
| BayezidBicic Road                  | 22.389536   | 91.810589 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| BayezidBostami Road                | 22.389536   | 91.810589 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Bayezid Moor                       | 22.390183   | 91.810581 | 13 | 7.8              | 0  | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 14            | 0.86 | 8.6                      | 0.00124 | 32   |
| Beharipara                         | 22.335744   | 91.774049 | 9  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.55 | 1.8                      | 0.00026 | 156  |
| BeliyarDighi                       | 22.341006   | 91.842222 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Bellapara                          | 22.302106   | 91.868222 | 0  | 0                | 1  | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Beparipara                         | 22.328333   | 91.804075 | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.00002 | 194  |
| Bettarygoli                        | 22.351175   | 91.825833 | 3  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.4                      | 0.00002 | 194  |
| BGMEA Road                         | 22.346917   | 91.822119 | 5  | 3.8              | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 4.6                      | 0.00066 | 72   |
| Bibirhat                           | 22.373964   | 91.833122 | 1  | 0.8              | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.6                      | 0.00023 | 173  |
| Bihari Colony                      | 22.335744   | 91.774049 | 5  | 1.8              | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 2.4                      | 0.00035 | 128  |
| Bijoy Nagar                        | 22.24215    | 91.81139  | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Binhaw Road                        | 22.374117   | 91.783517 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Bishwa Colony                      | 22.374117   | 91.783517 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bisik Road                         | 22.386992   | 91.81     | 0  | 0                | 1  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bisshaw Road                       | 22.355511   | 91.774053 | 0  | 0                | 1  | 0.4              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| BITAC Bazar                        | 22.355511   | 91.774053 | 5  | 4                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 4                        | 0.00058 | 95   |
| Boropul                            | 22.327908   | 91.789344 | 9  | 7.6              | 2  | 2                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 12            | 0.73 | 10.4                     | 0.0015  | 23   |
| Bow Bazar Road                     | 22.346233   | 91.794022 | 0  | 0                | 1  | 0.8              | 8  | 8                | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.55 | 8.8                      | 0.00127 | 30   |
| Bridge Ghat                        | 22.317203   | 91.837461 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 1                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Bridgeghat                         | 22.317203   | 91.837461 | 3  | 2.6              | 1  | 0.8              | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 5             | 0.31 | 4.2                      | 0.00061 | 88   |
| BRTC Bus Depo Area                 | 22.416481   | 91.819197 | 2  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.6                      | 0.00009 | 296  |
| BuluarDighir East Side             | 22.340753   | 91.843045 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Bundle Road                        | 22.335081   | 91.8402   | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Bus Terminal                       | 22.37429    | 91.85104  | 8  | 5.2              | 1  | 0.4              | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 11            | 0.67 | 7.2                      | 0.00104 | 45   |
| C&B Road                           | 22.348442   | 91.839689 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| C, EPZ Entrance Gate Areas Streets | 22.293084   | 91.778026 | 9  | 3.6              | 0  | 0                | 2  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 11            | 0.67 | 4.2                      | 0.00061 | 88   |
| IUP Market                         | 22.357333   | 91.787567 | 5  | 4.4              | 3  | 3                | 0  | 0                | 2  | 0.8              | 0   | 0                | 0   | 0                | 10            | 0.61 | 8.2                      | 0.00118 | 37   |
| CEPZ                               | 22.293361   | 91.782144 | 6  | 5                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 5                        | 0.00072 | 65   |
| ChaktaiKhalpar                     | 22.346103   | 91.841519 | 0  | 0                | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 1   | 1                | 2             | 0.12 | 2                        | 0.00029 | 142  |
| Chaktai Road                       | 22.331094   | 91.848867 | 14 | 13.6             | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 14            | 0.86 | 13.6                     | 0.00196 | 11   |
| Chandgaon                          | 22.378483   | 91.84675  | 5  | 4.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 4.2                      | 0.00061 | 88   |
| Chandgaon BCIC Road                | 22.397767   | 91.8575   | 10 | 6.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 10            | 0.61 | 6.4                      | 0.00092 | 55   |
| Chandranagar                       | 22.376384   | 91.806465 | 0  | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Chanmari Road                      | 22.35156    | 91.81735  | 2  | 2                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.8                      | 0.00004 | 113  |
| Char Farid                         | 22.306844   | 91.86     | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.8              | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Char Lakshya                       | 22.302811   | 91.844928 | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.2                      | 0.00017 | 220  |
| Char Patharghata                   | 22.315729   | 91.837512 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Chasma Hill Road                   | 22.368703   | 91.823826 | 2  | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 2                        | 0.00029 | 142  |
| Chatteshawri Road                  | 22.35427    | 91.830439 | 0  | 0                | 1  | 0.8              | 2  | 1.8              | 0  | 0                | 1   | 0.6              | 1   | 0.6              | 5             | 0.31 | 3.8                      | 0.00055 | 100  |



| Most fearful urban streets in BN | Coordinates |           | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |      |                          |         |      |
|----------------------------------|-------------|-----------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|------|--------------------------|---------|------|
|                                  | Latitude    | Longitude | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %    | $\Sigma(\Sigma w_{ifi})$ | WAI     | Rank |
| Chawkbazar                       | 22.357231   | 91.837444 | 6  | 5.6              | 3  | 2                | 1  | 1                | 0  | 0                | 1   | 0.6              | 0   | 0                | 1             | 0.67 | 9.2                      | 0.00133 | 28   |
| Chawkbazar Kitchen Market        | 22.357231   | 91.837444 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Chittagong College Area Roads    | 22.353036   | 91.836631 | 2  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.4                      | 0.00006 | 326  |
| Chittagong Politechnique         | 22.369797   | 91.810444 | 3  | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2                        | 0.00029 | 142  |
| Choto Pool                       | 22.329577   | 91.794894 | 6  | 4                | 0  | 0                | 2  | 1.2              | 0  | 0                | 0   | 0                | 0   | 0                | 8             | 0.49 | 5.2                      | 0.00075 | 64   |
| Chotopul                         | 22.329577   | 91.794894 | 0  | 0                | 2  | 1.4              | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2                        | 0.00029 | 142  |
| Choumuhani                       | 22.20021    | 91.48449  | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 1   | 0.8              | 2             | 0.12 | 1.6                      | 0.00023 | 173  |
| Chowmuhoni                       | 22.20021    | 91.48449  | 1  | 7.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.80 | 7.8                      | 0.00112 | 41   |
| Chuna Factory Road               | 22.344494   | 91.782042 | 3  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.4                      | 0.00035 | 128  |
| City Gate Road                   | 22.37374    | 91.773505 | 2  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.6                      | 0.00023 | 173  |
| CMC                              | 22.360633   | 91.8306   | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| College Bazar                    | 22.31511    | 91.8372   | 1  | 0.8              | 3  | 3                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 1                | 5             | 0.31 | 4.8                      | 0.00069 | 67   |
| Colonel hat                      | 22.368739   | 91.777972 | 3  | 2.4              | 0  | 0                | 0  | 0                | 2  | 1.6              | 0   | 0                | 0   | 0                | 5             | 0.31 | 4                        | 0.00058 | 95   |
| Commerce College Road            | 22.33051    | 91.8177   | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| CPR Moor                         | 22.335922   | 91.832222 | 0  | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| CRB Hill                         | 22.342594   | 91.820708 | 2  | 1.6              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.4                      | 0.00035 | 125  |
| CRB Hill Area                    | 22.342594   | 91.820708 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Ctg Shopping Mall                | 22.36662    | 91.82503  | 5  | 4.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 4.4                      | 0.00063 | 84   |
| Custom Moor                      | 22.31195    | 91.799331 | 1  | 13.2             | 1  | 0.6              | 2  | 1.6              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 1.22 | 15.4                     | 0.00222 | 10   |
| Dail Bridge                      | 22.319      | 91.802    | 1  | 0.8              | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Damapara                         | 22.356581   | 91.821094 | 0  | 0                | 0  | 0                | 1  | 0.2              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| DC Hill Area                     | 22.341219   | 91.831328 | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.8              | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| DC Road                          | 22.341219   | 91.831328 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Debar Bazar                      | 22.35787    | 91.81835  | 6  | 2.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.8              | 7             | 0.43 | 3.4                      | 0.00049 | 106  |
| Deputy Road                      | 22.335592   | 91.834381 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Dewanhat Bridge                  | 22.340189   | 91.814397 | 2  | 16.4             | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 1.22 | 16.4                     | 0.00236 | 8    |
| Dewanhat Moor                    | 22.340775   | 91.814119 | 1  | 12.4             | 3  | 2.6              | 1  | 0.6              | 1  | 0.6              | 0   | 0                | 1   | 1                | 2             | 1.29 | 17.2                     | 0.00248 | 6    |
| Dhaka Trunk Road                 | 22.347817   | 91.7975   | 8  | 4.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 8             | 0.49 | 4.8                      | 0.00069 | 71   |
| Dhoniwalapara                    | 22.334783   | 22.334783 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Double Muring Road               | 22.329714   | 91.807222 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Eidghah                          | 22.340664   | 91.813333 | 3  | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2                        | 0.00029 | 142  |
| Ek kilometer                     | 22.366066   | 91.849501 | 4  | 3                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 3                        | 0.00043 | 110  |
| Enayet Bazar Road                | 22.340969   | 91.829475 | 3  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.2                      | 0.00017 | 212  |
| EPZ Road                         | 22.29315    | 91.78206  | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.4              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Fakirhat                         | 22.388789   | 91.760786 | 7  | 5.8              | 0  | 0                | 0  | 0                | 2  | 0.8              | 0   | 0                | 0   | 0                | 9             | 0.55 | 6.6                      | 0.00095 | 52   |
| Fayes Lake                       | 22.365572   | 91.796747 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Firingi Bazar                    | 22.328983   | 91.8328   | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 1   | 1                | 0   | 0                | 2             | 0.12 | 1.2                      | 0.00017 | 212  |
| Firozshah Colony                 | 22.371467   | 91.784853 | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Firozshah Rail gate              | 22.371467   | 91.784853 | 5  | 4.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 4.6                      | 0.00066 | 76   |
| Foillatali Bazar                 | 22.344569   | 91.775531 | 4  | 3.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 3.4                      | 0.00049 | 107  |
| Fokir Hat                        | 22.388789   | 91.760786 | 0  | 0                | 2  | 2                | 2  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 3                        | 0.00043 | 110  |
| Forest Gate                      | 22.368401   | 91.829728 | 2  | 0.8              | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.4                      | 0.0002  | 194  |
| Forida Para                      | 22.363635   | 91.83799  | 0  | 0                | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Foyz Lake                        | 22.365572   | 91.796747 | 6  | 5.8              | 2  | 2                | 1  | 1                | 0  | 0                | 0   | 0                | 1   | 1                | 1             | 0.61 | 9.8                      | 0.00141 | 25   |
| Fultala                          | 22.357      | 91.842    | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.   | 0.8                      | 0.000   | 25   |

| Most fearful urban streets in BN     | Coordinates |           | HH |                   | KI |                   | IH |                   | IP |                   | IUP |                   | SGD |                   | Total (N=675) |      |                       |         |      |
|--------------------------------------|-------------|-----------|----|-------------------|----|-------------------|----|-------------------|----|-------------------|-----|-------------------|-----|-------------------|---------------|------|-----------------------|---------|------|
|                                      | Latitude    | Longitude | f  | Σw <sub>ifi</sub> | f  | Σw <sub>ifi</sub> | f  | Σw <sub>ifi</sub> | f  | Σw <sub>ifi</sub> | f   | Σw <sub>ifi</sub> | f   | Σw <sub>ifi</sub> | N             | %    | Σ(Σw <sub>ifi</sub> ) | WAI     | Rank |
|                                      | 904         | 789       |    |                   |    |                   |    |                   |    |                   |     |                   |     |                   |               | 06   |                       | 12      | 7    |
| Garibullah H/S                       | 22.358228   | 91.819317 | 5  | 1.4               | 2  | 0.4               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 1   | 0.2               | 8             | 0.49 | 2                     | 0.00029 | 142  |
| GEC moor                             | 22.359006   | 91.821308 | 12 | 8.4               | 8  | 5.2               | 5  | 2.6               | 2  | 1                 | 2   | 1.6               | 1   | 0.8               | 30            | 1.84 | 19.6                  | 0.00282 | 5    |
| Golpahar Moor                        | 22.360117   | 91.827778 | 0  | 0                 | 0  | 0                 | 1  | 0.4               | 3  | 2.2               | 1   | 1                 | 0   | 0                 | 5             | 0.31 | 3.6                   | 0.00052 | 105  |
| Goshaildanga                         | 22.318333   | 91.808586 | 7  | 7                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 7             | 0.43 | 7                     | 0.00101 | 48   |
| Grand trunk road                     | 22.34481    | 91.801151 | 3  | 1.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 1.6                   | 0.00023 | 186  |
| Gulzar Market Mor                    | 22.35736    | 91.83726  | 1  | 0.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Halishahar                           | 22.342667   | 22.342667 | 2  | 1.2               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.2                   | 0.00017 | 212  |
| Halishahar A-Block                   | 22.342667   | 91.780056 | 12 | 9.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 12            | 0.73 | 9.8                   | 0.00141 | 25   |
| Halishahar B-Block                   | 22.338256   | 91.775869 | 11 | 7.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 11            | 0.67 | 7.8                   | 0.00112 | 40   |
| Halishahar Beach                     | 22.342667   | 22.342667 | 1  | 0.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Halishahar J-Block                   | 22.340631   | 91.783294 | 9  | 4.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 9             | 0.55 | 4.4                   | 0.00063 | 78   |
| Halishahar Road                      | 22.320376   | 91.7853   | 12 | 9.2               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 12            | 0.73 | 9.2                   | 0.00133 | 29   |
| Hamza Khan Road                      | 22.376935   | 91.832926 | 3  | 2.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 2.4                   | 0.00035 | 128  |
| Hamzarbag                            | 22.37595    | 91.827558 | 4  | 3                 | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 6             | 0.37 | 4.4                   | 0.00063 | 84   |
| Hashem Bazar                         | 22.382303   | 91.830219 | 1  | 0.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Hathazari Road                       | 22.382839   | 91.828069 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 1   | 1                 | 1             | 0.06 | 1                     | 0.00014 | 226  |
| Hazi Ashraf Ali Road                 | 22.352047   | 91.7869   | 1  | 0.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| HaziNeyamat Ali Road                 | 22.420976   | 91.851689 | 1  | 0.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Hazipara                             | 22.328789   | 91.805988 | 0  | 0                 | 1  | 0.8               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Hill View                            | 22.360644   | 91.826475 | 0  | 0                 | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.4                   | 0.0002  | 194  |
| Ichchannagar                         | 22.315945   | 91.833314 | 1  | 0.6               | 0  | 0                 | 2  | 2                 | 1  | 0.6               | 0   | 0                 | 0   | 0                 | 4             | 0.24 | 3.2                   | 0.00046 | 109  |
| Ice Factory Road                     | 22.333139   | 91.827497 | 0  | 0                 | 0  | 0                 | 1  | 1                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 1                     | 0.00014 | 226  |
| Iqbal Road                           | 22.3316     | 91.841842 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 1  | 0.4               | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Iron Market                          | 22.361661   | 91.775278 | 4  | 2.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 4             | 0.24 | 2.8                   | 0.0004  | 116  |
| Ispahani Colony                      | 22.34667    | 91.81944  | 2  | 1                 | 0  | 0                 | 0  | 0                 | 5  | 3.8               | 0   | 0                 | 0   | 0                 | 7             | 0.43 | 4.8                   | 0.00069 | 67   |
| Ispahani Rail Gate                   | 22.361828   | 91.806944 | 1  | 0.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.6                   | 0.00009 | 300  |
| Janata Colony                        | 22.364331   | 91.784881 | 2  | 1.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.6                   | 0.00023 | 173  |
| Jele Para (Fishermen Community Area) | 22.55959    | 92.28528  | 3  | 2.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 2.6                   | 0.00037 | 120  |
| Jhautala                             | 22.359775   | 91.807344 | 7  | 4.4               | 2  | 0.8               | 0  | 0                 | 1  | 1                 | 0   | 0                 | 1   | 0.4               | 11            | 0.67 | 6.6                   | 0.00095 | 52   |
| Jhautala Bazar                       | 22.359783   | 91.807339 | 0  | 0                 | 0  | 0                 | 3  | 2.6               | 0  | 0                 | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 2.6                   | 0.00037 | 120  |
| Jhautala Rail Station                | 22.356044   | 91.807672 | 3  | 2.4               | 0  | 0                 | 2  | 1.8               | 0  | 0                 | 0   | 0                 | 0   | 0                 | 5             | 0.31 | 4.2                   | 0.00061 | 88   |
| Jubilee Road                         | 22.3408     | 91.827772 | 2  | 0.4               | 0  | 0                 | 0  | 0                 | 5  | 4                 | 0   | 0                 | 0   | 0                 | 7             | 0.43 | 4.4                   | 0.00063 | 78   |
| Jukipara                             | 22.33       | 91.776    | 4  | 1.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 4             | 0.24 | 1.8                   | 0.00026 | 172  |
| Julman Shah Road                     | 22.377364   | 91.828356 | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.4                   | 0.0002  | 194  |
| Kadamtali                            | 22.335951   | 91.821236 | 2  | 0.8               | 0  | 0                 | 0  | 0                 | 1  | 0.2               | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 1                     | 0.00014 | 225  |
| Kafco                                | 22.226378   | 91.829847 | 6  | 4.8               | 1  | 0.6               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 7             | 0.43 | 5.4                   | 0.00078 | 63   |
| Kaiballadham                         | 22.365981   | 91.781825 | 3  | 2                 | 1  | 0.2               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 4             | 0.24 | 2.2                   | 0.00032 | 133  |
| Kalamia Bazar                        | 22.347453   | 91.851903 | 5  | 4                 | 0  | 0                 | 0  | 0                 | 3  | 1.8               | 0   | 0                 | 0   | 0                 | 8             | 0.49 | 5.8                   | 0.00084 | 58   |
| Kalimandinpara                       | 22.352931   | 91.825997 | 3  | 2.2               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 2.2                   | 0.00032 | 133  |
| Kallul Residential                   | 22.32078    | 91.81184  | 3  | 1.2               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 1.2                   | 0.00017 | 212  |
| Kalurghat Road                       | 22.395122   | 91.880569 | 2  | 1.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.6                   | 0.00023 | 173  |
| Kamal Atatürk Road                   | 22.24351    | 91.79214  | 2  | 0.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 1   | 0.8               | 3             | 0.18 | 1.6                   | 0.00023 | 173  |
| Kamal Road                           | 22.24351    | 91.79214  | 0  | 0                 | 0  | 0                 | 0  | 0                 | 1  | 0.8               | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Kaptai Road                          | 22.41465    | 22.41465  | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.4                   | 0.0002  | 194  |

| Most fearful urban streets in BN        | Coordinates |           | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |      |                          |         |      |
|-----------------------------------------|-------------|-----------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|------|--------------------------|---------|------|
|                                         | Latitude    | Longitude | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %    | $\Sigma(\Sigma w_{ifi})$ | WAI     | Rank |
| Karnafuli Market                        | 22.332292   | 91.811944 | 0  | 0                | 0  | 0                | 0  | 0                | 2  | 1.2              | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.2                      | 0.00017 | 212  |
| Karnafuli Road                          | 22.332292   | 91.811944 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Katapahar (Andorkilla to Bossbrother's) | 22.342439   | 91.838333 | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.8                      | 0.00012 | 257  |
| Katcha Rasta                            | 22.344506   | 91.801428 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Kathghoar                               | 22.26025    | 91.79165  | 7  | 5.8              | 0  | 0                | 1  | 0.8              | 1  | 1                | 0   | 0                | 0   | 0                | 9             | 0.55 | 7.6                      | 0.00109 | 42   |
| Kazirdewri Moor                         | 22.347631   | 91.825631 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| KB Aman Ali Road                        | 22.359181   | 91.850608 | 1  | 1                | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.8                      | 0.00026 | 156  |
| KDS Moor                                | 22.38039    | 91.80589  | 1  | 10.4             | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.67 | 10.4                     | 0.0015  | 23   |
| Khaja Road                              | 22.30805    | 91.773294 | 6  | 4.4              | 1  | 1                | 4  | 3.2              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.67 | 8.6                      | 0.00124 | 33   |
| KhajurTala Road                         | 22.254475   | 91.778056 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.2              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Khalifapara                             | 22.370792   | 91.854706 | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Khalpar                                 | 22.336161   | 91.775972 | 5  | 3.6              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 4.4                      | 0.00063 | 84   |
| Kharampara                              | 22.368573   | 91.850179 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Khatunganj                              | 22.337889   | 91.8443   | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Khatunganj Road                         | 22.337889   | 91.8443   | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Khulshi                                 | 22.360958   | 91.811058 | 6  | 4                | 1  | 0.8              | 1  | 0.4              | 0  | 0                | 0   | 0                | 2   | 1.4              | 1             | 0.61 | 6.6                      | 0.00095 | 51   |
| Khulshi Colony                          | 22.365342   | 91.809158 | 0  | 0                | 0  | 0                | 2  | 1.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.8                      | 0.00026 | 156  |
| Kodomtoli Bus Terminal Area             | 22.3355     | 91.821008 | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.8              | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Kosaipara                               | 22.254      | 91.788    | 1  | 0.8              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.6                      | 0.00023 | 173  |
| Kotowali                                | 22.341386   | 91.827461 | 0  | 0                | 0  | 0                | 0  | 0                | 2  | 1.4              | 1   | 0.8              | 0   | 0                | 3             | 0.18 | 2.2                      | 0.00032 | 133  |
| Kuaish                                  | 22.406003   | 91.862622 | 3  | 1.8              | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 2.4                      | 0.00035 | 128  |
| Labour Colony                           | 22.291514   | 91.787397 | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Lake Valley                             | 22.362447   | 91.793456 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Laldighi                                | 22.338419   | 91.838253 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Lalkhan Bazar                           | 22.352028   | 91.821094 | 1  | 7                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.6              | 1             | 0.73 | 8.4                      | 0.00121 | 35   |
| Loharpol                                | 22.306458   | 91.788889 | 3  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.4                      | 0.00035 | 128  |
| Lucky plaza Moor                        | 22.327222   | 91.810278 | 6  | 4                | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 7             | 0.43 | 4.6                      | 0.00066 | 72   |
| M.A. Aziz Road                          | 22.26945    | 91.78811  | 5  | 4.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 1                | 6             | 0.37 | 5.6                      | 0.00081 | 60   |
| Ma Building, Patanga                    | 22.29328    | 91.78755  | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Mahom Das Road                          | 22.333453   | 91.838611 | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 1   | 0.6              | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Maizpara Road                           | 22.256275   | 91.807517 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 1                | 2             | 0.12 | 1.2                      | 0.00017 | 212  |
| Mariners' Road                          | 22.328944   | 91.847028 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.8              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Masjid Market                           | 22.333522   | 91.826111 | 4  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 2.4                      | 0.00035 | 125  |
| Master Para                             | 22.357369   | 91.794944 | 2  | 1.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.6                      | 0.00023 | 173  |
| Mayor Goli                              | 22.368106   | 91.821236 | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.8                      | 0.00026 | 156  |
| Medical College road                    | 22.359294   | 91.829992 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.6              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Mehedibag                               | 22.356803   | 91.824992 | 0  | 0                | 0  | 0                | 0  | 0                | 2  | 1                | 1   | 0.4              | 0   | 0                | 3             | 0.18 | 1.4                      | 0.0002  | 190  |
| Merinurse Drive                         | 22.328944   | 91.847028 | 5  | 4.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 4.2                      | 0.00061 | 88   |
| MES college                             | 22.360392   | 91.816111 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Mia khan road                           | 22.350147   | 91.855794 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Miahnagar                               | 22.346581   | 91.793056 | 0  | 0                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.8              | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Milk vita                               | 22.312914   | 91.851389 | 4  | 3.8              | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 4.4                      | 0.00063 | 78   |
| Mirpur Road                             | 22.379844   | 22.379844 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Misturipara                             | 22.336844   | 91.810081 | 2  | 1.4              | 0  | 0                | 0  | 0                | 1  | 0.4              | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.8                      | 0.00026 | 156  |

| Most fearful urban streets in BN | Coordinates |           | HH |                  | KI |                  | IH |                  | IP |                  | IUP |                  | SGD |                  | Total (N=675) |      |                          |         |      |
|----------------------------------|-------------|-----------|----|------------------|----|------------------|----|------------------|----|------------------|-----|------------------|-----|------------------|---------------|------|--------------------------|---------|------|
|                                  | Latitude    | Longitude | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f  | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | f   | $\Sigma w_{ifi}$ | N             | %    | $\Sigma(\Sigma w_{ifi})$ | WAI     | Rank |
| Mogotoli Road                    | 22.324367   | 91.811944 | 0  | 0                | 1  | 0.2              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Mohammadpur                      | 22.369592   | 91.837961 | 1  | 0.6              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Moiijartek                       | 22.310904   | 91.856106 | 14 | 13               | 4  | 3.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 18            | 1.10 | 16.8                     | 0.00242 | 7    |
| Mominbag Road                    | 22.377258   | 91.827894 | 3  | 2                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2                        | 0.00029 | 142  |
| Motijhama lane                   | 22.348286   | 91.816819 | 5  | 2.8              | 0  | 0                | 1  | 1                | 0  | 0                | 0   | 0                | 1   | 0.4              | 7             | 0.43 | 4.2                      | 0.00061 | 88   |
| Moushumi R/A                     | 22.345936   | 91.789997 | 0  | 0                | 3  | 1.6              | 2  | 1.2              | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 2.8                      | 0.0004  | 113  |
| Moydar mill                      | 22.340906   | 91.847539 | 1  | 0.6              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Muhuripara                       | 22.331311   | 91.802475 | 2  | 1.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Muradpur                         | 22.369197   | 91.833111 | 12 | 8.6              | 4  | 2.4              | 1  | 0.8              | 3  | 1                | 1   | 0.4              | 0   | 0                | 21            | 1.29 | 13.2                     | 0.0019  | 12   |
| Nabinagar                        | 22.377793   | 91.821055 | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.8                      | 0.00026 | 156  |
| Nalapara Road                    | 22.331611   | 91.829322 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Natun Shah Road                  | 22.354181   | 91.848333 | 0  | 0                | 1  | 0.8              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Naval Street                     | 22.344739   | 91.825192 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Navy Colony                      | 22.291114   | 91.781297 | 1  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Neval Academy Street, Patanga    | 22.233764   | 91.798539 | 1  | 0.2              | 0  | 0                | 0  | 0                | 2  | 1                | 0   | 0                | 0   | 0                | 3             | 0.18 | 1.2                      | 0.00017 | 212  |
| New Bridge                       | 22.331644   | 91.851725 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| New Market                       | 22.334144   | 91.832519 | 16 | 13.2             | 3  | 2.6              | 8  | 6.8              | 0  | 0                | 0   | 0                | 0   | 0                | 27            | 1.65 | 22.6                     | 0.00326 | 4    |
| New Mooring                      | 22.295811   | 91.786453 | 7  | 4.4              | 1  | 0.8              | 1  | 0.4              | 0  | 0                | 0   | 0                | 0   | 0                | 9             | 0.55 | 5.6                      | 0.00081 | 60   |
| Nimtala                          | 22.314353   | 91.798375 | 1  | 1                | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Nondonkanon T& T Area            | 22.338836   | 91.833678 | 1  | 0.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Notun Bridge                     | 22.331644   | 91.851725 | 0  | 0                | 0  | 0                | 0  | 0                | 3  | 3                | 0   | 0                | 0   | 0                | 3             | 0.18 | 3                        | 0.00043 | 110  |
| Noyabazar                        | 22.344397   | 91.7899   | 7  | 4.2              | 2  | 1.6              | 1  | 1                | 0  | 0                | 0   | 0                | 0   | 0                | 10            | 0.61 | 6.8                      | 0.00098 | 50   |
| Noyapara                         | 22.359706   | 91.785569 | 5  | 3.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 5             | 0.31 | 3.2                      | 0.00046 | 108  |
| NurHossen Chairman Ghata         | 22.434561   | 91.671944 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Old Biman Office                 | 22.345028   | 91.827058 | 2  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.6                      | 0.00009 | 296  |
| Old Chandgaon                    | 22.378464   | 91.853683 | 1  | 0.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.2                      | 0.00003 | 356  |
| Old Church Road                  | 22.337694   | 91.836628 | 2  | 0.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 0.8                      | 0.00012 | 257  |
| Oxygen                           | 22.393453   | 91.821417 | 13 | 10.6             | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 1   | 0.6              | 14            | 0.86 | 11.2                     | 0.00161 | 17   |
| Pahartali                        | 22.365869   | 91.779906 | 5  | 3.6              | 1  | 1                | 1  | 0.6              | 5  | 3.6              | 0   | 0                | 0   | 0                | 12            | 0.73 | 8.8                      | 0.00127 | 30   |
| Panirkal                         | 22.345644   | 91.792778 | 2  | 2                | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.6                      | 0.00037 | 123  |
| Panjabi Lane                     | 22.335825   | 91.831389 | 2  | 1.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.2                      | 0.00017 | 220  |
| Parade Ground                    | 22.35558    | 91.839469 | 0  | 0                | 0  | 0                | 2  | 2                | 1  | 0.8              | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.8                      | 0.0004  | 113  |
| Patanpara                        | 22.39543    | 91.88237  | 0  | 0                | 0  | 0                | 1  | 0.6              | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Patenga                          | 22.260261   | 91.791425 | 1  | 0.6              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.4                      | 0.0002  | 194  |
| Pathantuli                       | 22.333317   | 91.817172 | 11 | 7.8              | 1  | 0.6              | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 12            | 0.73 | 8.4                      | 0.00121 | 35   |
| PatharGhata                      | 22.330817   | 91.845317 | 0  | 0                | 0  | 0                | 0  | 0                | 1  | 0.4              | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.4                      | 0.00006 | 326  |
| Patia Crossing                   | 22.29176    | 91.869885 | 2  | 1.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.12 | 1.8                      | 0.00026 | 156  |
| PCIU Road                        | 22.3584     | 91.810392 | 5  | 4.8              | 1  | 1                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 6             | 0.37 | 5.8                      | 0.00084 | 58   |
| Port Colony                      | 22.314861   | 91.794189 | 3  | 2.2              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 3             | 0.18 | 2.2                      | 0.00032 | 133  |
| Port Connecting Road             | 22.335925   | 91.788825 | 4  | 2.4              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 2.4                      | 0.00035 | 125  |
| Port Link Road                   | 22.329894   | 91.773522 | 4  | 2.8              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 4             | 0.24 | 2.8                      | 0.0004  | 116  |
| Postarpar                        | 22.337267   | 91.816378 | 1  | 0.6              | 0  | 0                | 0  | 0                | 0  | 0                | 0   | 0                | 0   | 0                | 1             | 0.06 | 0.6                      | 0.00009 | 300  |
| Prabartokmor                     | 22.361008   | 91.828589 | 0  | 0                | 2  | 0.6              | 0  | 0                | 3  | 1.4              | 0   | 0                | 0   | 0                | 5             | 0.31 | 2                        | 0.00029 | 142  |
| Rahattarpul                      | 22.360119   | 91.852217 | 6  | 4                | 0  | 0                | 0  | 0                | 3  | 2.4              | 0   | 0                | 0   | 0                | 9             | 0.55 | 6.4                      | 0.00092 | 55   |
| Rahman Nagar Road                | 22.371      | 91.820    | 1  | 0.8              | 0  | 0                | 1  | 0.8              | 0  | 0                | 0   | 0                | 0   | 0                | 2             | 0.   | 1.6                      | 0.000   | 17   |

| Most fearful urban streets in BN      | Coordinates |            | HH |                   | KI |                   | IH |                   | IP |                   | IUP |                   | SGD |                   | Total (N=675) |      |                       |         |      |
|---------------------------------------|-------------|------------|----|-------------------|----|-------------------|----|-------------------|----|-------------------|-----|-------------------|-----|-------------------|---------------|------|-----------------------|---------|------|
|                                       | Latitude    | Longitude  | f  | Σw <sub>ifi</sub> | f  | Σw <sub>ifi</sub> | f  | Σw <sub>ifi</sub> | f  | Σw <sub>ifi</sub> | f   | Σw <sub>ifi</sub> | f   | Σw <sub>ifi</sub> | N             | %    | Σ(Σw <sub>ifi</sub> ) | WAI     | Rank |
|                                       | 978         | 142        |    |                   |    |                   |    |                   |    |                   |     |                   |     |                   | 12            |      | 23                    | 3       |      |
| Rail Crossing/ Rail Gate (Still Mill) | 22.324 714  | 91.780 464 | 6  | 5.6               | 0  | 0                 | 4  | 3.8               | 1  | 0.6               | 0   | 0                 | 1   | 1                 | 12            | 0.73 | 11                    | 0.00158 | 19   |
| Rail Gate                             | 22.336 091  | 91.821 401 | 2  | 1.8               | 0  | 0                 | 0  | 0                 | 2  | 2                 | 1   | 0.6               | 0   | 0                 | 5             | 0.31 | 4.4                   | 0.00063 | 78   |
| Rail Station                          | 22.333 85   | 91.830 09  | 1  | 0.8               | 0  | 0                 | 1  | 1                 | 1  | 0.2               | 0   | 0                 | 0   | 0                 | 3             | 0.18 | 2                     | 0.00029 | 142  |
| Railway School                        | 22.355 394  | 91.798 232 | 1  | 1                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 1                     | 0.00014 | 226  |
| Railway Society                       | 22.355 011  | 91.803 894 | 1  | 0.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Rajakhali                             | 22.347 13   | 91.853 23  | 7  | 5.4               | 1  | 0.8               | 1  | 1                 | 0  | 0                 | 0   | 0                 | 1   | 0.4               | 10            | 0.61 | 7.6                   | 0.00109 | 42   |
| RajmoniGhat                           | 22.352 372  | 91.760 008 | 1  | 1                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 1                     | 0.00014 | 226  |
| Rampur Road                           | 20.379 44   | 91.794 07  | 1  | 0.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Ranggan Cinema Hall Area Road         | 22.335 06   | 91.837 65  | 1  | 0.2               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.2                   | 0.00003 | 356  |
| Rasulbhag                             | 22.354 583  | 91.847 497 | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.4                   | 0.0002  | 194  |
| Rubigate                              | 22.374 98   | 91.812 98  | 4  | 3.2               | 0  | 0                 | 0  | 0                 | 1  | 1                 | 0   | 0                 | 0   | 0                 | 5             | 0.31 | 4.2                   | 0.00061 | 88   |
| S Club Moor                           | 22.337 5    | 91.774 5   | 11 | 8.4               | 1  | 0.2               | 3  | 2.4               | 0  | 0                 | 0   | 0                 | 0   | 0                 | 15            | 0.92 | 11                    | 0.00158 | 18   |
| Sabanghata                            | 22.367 431  | 91.86      | 2  | 1.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.8                   | 0.00026 | 156  |
| Sabdar Ali Road                       | 22.327 419  | 91.814 167 | 5  | 2.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 5             | 0.31 | 2.6                   | 0.00037 | 120  |
| Sadarghat Road                        | 22.331 847  | 91.831 964 | 1  | 1                 | 0  | 0                 | 0  | 0                 | 1  | 0.8               | 1   | 0.2               | 0   | 0                 | 3             | 0.18 | 2                     | 0.00029 | 142  |
| SagorikaBisic                         | 22.358 38   | 91.774 57  | 4  | 2.6               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 2   | 1.8               | 6             | 0.37 | 4.4                   | 0.00063 | 84   |
| Sagorika Road                         | 22.355 978  | 91.776 786 | 9  | 6.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 9             | 0.55 | 6.4                   | 0.00092 | 54   |
| Saltgola Moor                         | 22.302      | 91.791     | 3  | 2.6               | 1  | 1                 | 2  | 1.4               | 0  | 0                 | 0   | 0                 | 0   | 0                 | 6             | 0.37 | 5                     | 0.00072 | 66   |
| SatishBabu Road                       | 22.334 311  | 91.838 583 | 2  | 0.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 0.4                   | 0.00006 | 326  |
| Saultgola Crossing                    | 22.302 419  | 91.791 564 | 0  | 0                 | 1  | 0.6               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.6                   | 0.00009 | 300  |
| Saultgula                             | 22.302      | 91.791     | 15 | 12                | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 15            | 0.92 | 12                    | 0.00173 | 14   |
| Sayed Shah Road                       | 22.354 15   | 91.848 342 | 2  | 1                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1                     | 0.00014 | 226  |
| Sea Beach                             | 22.234 567  | 91.792 453 | 2  | 0.8               | 0  | 0                 | 0  | 0                 | 2  | 1.4               | 0   | 0                 | 1   | 0.6               | 5             | 0.31 | 2.8                   | 0.0004  | 116  |
| Sea Beach Patanga                     | 22.234 567  | 91.792 453 | 10 | 8                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 10            | 0.61 | 8                     | 0.00115 | 38   |
| Sea world road                        | 22.376 544  | 91.786 111 | 7  | 6                 | 1  | 1                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 8             | 0.49 | 7                     | 0.00101 | 48   |
| Shabujbag                             | 22.340 839  | 91.786 081 | 0  | 0                 | 1  | 0.2               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.2                   | 0.00003 | 356  |
| Shahid Lane                           | 22.358 803  | 91.793 442 | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.4                   | 0.0002  | 194  |
| Shahid Nagar                          | 22.393 556  | 91.827 881 | 1  | 0.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Shamsher Para                         | 22.383 642  | 91.847 222 | 0  | 0                 | 0  | 0                 | 2  | 2                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 2                     | 0.00029 | 142  |
| Sheikh Mujiib Road                    | 22.323 825  | 91.812 222 | 8  | 5.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 8             | 0.49 | 5.4                   | 0.00078 | 62   |
| ShekhMujib Road                       | 22.323 825  | 91.812 222 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 1  | 0.8               | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Shershah                              | 22.382 8    | 91.813 003 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 1  | 0.6               | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.6                   | 0.00009 | 300  |
| Shikalbaha                            | 22.313 956  | 91.863 369 | 5  | 4                 | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 5             | 0.31 | 4                     | 0.00058 | 95   |
| Sholakbahar                           | 22.366 797  | 91.838 322 | 1  | 0.8               | 0  | 0                 | 1  | 1                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.8                   | 0.00026 | 156  |
| Sholashahar 2 no. gate                | 22.366 519  | 91.822 878 | 0  | 0                 | 1  | 0.6               | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.6                   | 0.00009 | 300  |
| Sholashahar, 2 No Gate                | 22.366 519  | 91.822 878 | 23 | 17.8              | 0  | 0                 | 20 | 11.6              | 8  | 5.4               | 1   | 1                 | 0   | 0                 | 52            | 3.18 | 35.8                  | 0.00516 | 2    |
| Signal Road                           | 22.406 419  | 91.816 317 | 2  | 1.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.8                   | 0.00026 | 156  |
| Siraj-ud-dawla Road                   | 22.350 283  | 91.838 611 | 0  | 0                 | 0  | 0                 | 2  | 0.4               | 0  | 0                 | 0   | 0                 | 1   | 0.8               | 3             | 0.18 | 1.2                   | 0.00017 | 212  |
| Soraipara                             | 22.352 247  | 91.789 181 | 2  | 1.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 2             | 0.12 | 1.4                   | 0.0002  | 194  |
| South Patanga VIP Road                | 22.239 519  | 91.807 35  | 1  | 0.4               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Still Mill Area                       | 22.271 05   | 91.790 772 | 2  | 1.8               | 0  | 0                 | 1  | 1                 | 2  | 1.6               | 0   | 0                 | 1   | 0.4               | 6             | 0.37 | 4.8                   | 0.00069 | 67   |
| Studeam                               | 22.346 267  | 91.824 444 | 1  | 0.8               | 0  | 0                 | 0  | 0                 | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.8                   | 0.00012 | 257  |
| Taker Moor                            | 22.390 158  | 91.812 5   | 0  | 0                 | 0  | 0                 | 1  | 0.4               | 0  | 0                 | 0   | 0                 | 0   | 0                 | 1             | 0.06 | 0.4                   | 0.00006 | 326  |
| Taktar Pool                           | 22.294 803  | 91.790 483 | 3  | 1.2               | 0  | 0                 | 1  | 0.2               | 0  | 0                 | 0   | 0                 | 0   | 0                 | 4             | 0.24 | 1.4                   | 0.0002  | 190  |

| Most fearful urban streets in BN | Coordinates |           | HH |      | KI |     | IH |     | IP |     | IUP |   | SGD |     | Total (N=675) |      |                          |         |      |
|----------------------------------|-------------|-----------|----|------|----|-----|----|-----|----|-----|-----|---|-----|-----|---------------|------|--------------------------|---------|------|
|                                  | Latitude    | Longitude | f  | %    | f  | %   | f  | %   | f  | %   | f   | % | f   | %   | N             | %    | $\Sigma(\Sigma w_{ifi})$ | WAI     | Rank |
| Taktarpul                        | 22.294803   | 91.790483 | 2  | 1.8  | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 2             | 0.12 | 1.8                      | 0.00026 | 156  |
| TankirPahar                      | 22.348664   | 91.815947 | 1  | 1    | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 1             | 0.06 | 1                        | 0.00014 | 226  |
| Textile Moor                     | 22.378858   | 91.813244 | 14 | 9.8  | 2  | 1   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 16            | 0.98 | 10.8                     | 0.00156 | 20   |
| Tiger pass Bridge                | 22.337097   | 91.820522 | 12 | 12   | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 12            | 0.73 | 12                       | 0.00173 | 15   |
| Tigerpass Moor                   | 22.337097   | 91.820522 | 22 | 20.6 | 3  | 2.4 | 1  | 0.4 | 1  | 0.8 | 0   | 0 | 2   | 1.4 | 29            | 1.78 | 25.6                     | 0.00369 | 3    |
| TulatoliBakulia                  | 22.3385     | 91.853    | 12 | 10.8 | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 12            | 0.73 | 10.8                     | 0.00156 | 20   |
| Tulatoli Road                    | 22.368572   | 91.817806 | 1  | 1    | 3  | 3   | 0  | 0   | 0  | 0   | 0   | 0 | 1   | 0.6 | 5             | 0.31 | 4.6                      | 0.00066 | 72   |
| USTC Moor                        | 22.361981   | 91.798211 | 2  | 1.2  | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 2             | 0.12 | 1.2                      | 0.00017 | 220  |
| Veterinary U. Road               | 22.36179°   | 91.80393° | 1  | 0.8  | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Wasa Moor                        | 22.351278   | 91.822078 | 0  | 0    | 1  | 0.6 | 1  | 0.8 | 1  | 0.8 | 0   | 0 | 0   | 0   | 3             | 0.18 | 2.2                      | 0.00032 | 133  |
| Wireless Moor                    | 22.361617   | 91.8044   | 7  | 5    | 2  | 1.2 | 1  | 1   | 1  | 0.2 | 0   | 0 | 0   | 0   | 11            | 0.67 | 7.4                      | 0.00107 | 44   |
| World Bank Colony                | 22.35235    | 91.781667 | 1  | 0.8  | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 1             | 0.06 | 0.8                      | 0.00012 | 257  |
| Zakir Hossain Road               | 22.361931   | 91.801572 | 1  | 1    | 0  | 0   | 0  | 0   | 0  | 0   | 0   | 0 | 0   | 0   | 1             | 0.06 | 1                        | 0.00014 | 226  |

E.11: Chances of bag/wallet taken at CC (respondents)

| Chances of bag/wallet taken away at CC | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                        | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Very High (80%-100%)                   | 35  | 8.25  | 1  | 1.67  | 11 | 8.73  | 0  | 0.00  | 1   | 10.00 | 1   | 6.67  | 49            | 7.26  |
| High (60%-80%)                         | 59  | 13.92 | 7  | 11.67 | 24 | 19.05 | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 90            | 13.33 |
| Moderate (40%-60%)                     | 132 | 31.13 | 27 | 45.00 | 60 | 47.62 | 5  | 12.50 | 7   | 70.00 | 5   | 33.33 | 236           | 34.96 |
| Low (20%-40%)                          | 120 | 28.30 | 12 | 20.00 | 17 | 13.49 | 15 | 37.50 | 1   | 10.00 | 4   | 26.67 | 169           | 25.04 |
| Very low (<20%)                        | 72  | 16.98 | 11 | 18.33 | 10 | 7.94  | 17 | 42.50 | 0   | 0.00  | 5   | 33.33 | 115           | 17.04 |

E.12 Safety feeling while walking at 10pm in CC (respondents)

| Safety feeling while walking at 10 pm | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                       | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Very safe                             | 1   | 0.24  | 6  | 10.00 | 8  | 6.35  | 12 | 30.00 | 0   | 0.00  | 0   | 0.00  | 27            | 4.00  |
| Safe                                  | 66  | 15.57 | 11 | 18.33 | 20 | 15.87 | 14 | 35.00 | 1   | 10.00 | 3   | 20.00 | 115           | 17.04 |
| Moderate Safe                         | 205 | 48.35 | 28 | 46.67 | 70 | 55.56 | 13 | 32.50 | 7   | 70.00 | 11  | 73.33 | 334           | 49.48 |
| Unsafe                                | 143 | 33.73 | 13 | 21.67 | 21 | 16.67 | 0  | 0.00  | 1   | 10.00 | 1   | 6.67  | 179           | 26.52 |
| Very unsafe                           | 3   | 0.71  | 1  | 1.67  | 4  | 3.17  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 8             | 1.19  |

E.13: Sex group feeling more fear (respondents)

| Sex group feeling more fear | HHH |       | KI |       | IH  |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------|-----|-------|----|-------|-----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                             | f   | %     | f  | %     | f   | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Male                        | 42  | 9.91  | 7  | 11.67 | 12  | 9.52  | 6  | 15.00 | 0   | 0.00  | 3   | 20.00 | 67            | 9.93  |
| Female                      | 364 | 85.85 | 48 | 80.00 | 107 | 84.92 | 32 | 80.00 | 9   | 90.00 | 12  | 80.00 | 560           | 82.96 |

E.13.1: Reason for sex group to feeling more fear (respondents)

| Reason for sex group to feeling more fear                                 | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                           | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Lack of Security Measures                                                 | 77  | 18.16 | 8  | 13.33 | 23 | 20.63 | 15 | 37.50 | 6   | 60.00 | 6   | 40.00 | 138           | 20.44 |
| Eve teasing/sexual / physical harassment/physical assault /cash available | 185 | 43.63 | 19 | 31.67 | 67 | 49.27 | 22 | 55.00 | 3   | 30.00 | 4   | 26.67 | 297           | 43.70 |
| Pickpocketing/snatching/theft/hijacking                                   | 40  | 9.43  | 2  | 3.33  | 2  | 17.46 | 1  | 27.50 | 3   | 30.00 | 3   | 20.00 | 81            | 12.00 |
| More movement on the street/working outside                               | 4   | 0.94  | 5  | 8.33  | 2  | 1.59  | 7  | 17.50 | 0   | 0.00  | 1   | 6.67  | 19            | 2.81  |
| Physically /mentally/socially weak                                        | 145 | 34.20 | 19 | 31.67 | 47 | 35.77 | 18 | 45.00 | 7   | 70.00 | 3   | 20.00 | 237           | 35.11 |
| Narrow street/bad condition of road                                       | 12  | 2.83  | 0  | 0.00  | 6  | 4.76  | 7  | 17.50 | 0   | 0.00  | 0   | 0.00  | 25            | 3.70  |
| Fear of victimization of crime/mental panic/                              | 10  | 23.8  | 1  | 21.6  | 2  | 15.8  | 1  | 27.5  | 4   | 40.0  | 4   | 26.6  | 15            | 22.6  |
| Lack of awareness                                                         | 12  | 2.83  | 2  | 3.33  | 5  | 3.97  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 22            | 3.26  |
| Personal target                                                           | 35  | 8.25  | 6  | 10.00 | 9  | 7.14  | 4  | 10.00 | 1   | 10.00 | 2   | 13.33 | 57            | 8.44  |

E.14: Age group feeling more fear (respondents)

| Age group feeling more fear    | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Old people (60 year +)         | 57  | 13.44 | 9  | 15.00 | 7  | 5.56  | 4  | 10.00 | 0   | 0.00  | 2   | 13.33 | 79            | 11.70 |
| Old adult people (40-60 years) | 80  | 18.87 | 12 | 20.00 | 14 | 11.11 | 6  | 15.00 | 0   | 0.00  | 4   | 26.67 | 116           | 17.19 |
| Adult (30-40 years)            | 91  | 21.46 | 9  | 15.00 | 32 | 25.40 | 13 | 32.50 | 5   | 50.00 | 4   | 26.67 | 154           | 22.81 |
| Young adult (20-30 years)      | 132 | 31.13 | 22 | 36.67 | 48 | 38.10 | 11 | 27.50 | 1   | 10.00 | 4   | 26.67 | 218           | 32.30 |
| Teenager (13 -19 years)        | 57  | 13.44 | 5  | 8.33  | 16 | 12.70 | 4  | 10.00 | 2   | 20.00 | 1   | 6.67  | 85            | 12.59 |



**E. 14.1: Reason for age group feeling more fear (respondents)**

| Age group feeling more fear                                | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                            | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Lack of security measures                                  | 52  | 12.26 | 8  | 13.33 | 6  | 12.70 | 1  | 27.50 | 3   | 30.00 | 0   | 0.00  | 90            | 13.33 |
| Eve teasing/sexual harassment/physical assault             | 76  | 17.92 | 7  | 11.67 | 2  | 23.00 | 1  | 37.50 | 2   | 20.00 | 1   | 6.67  | 13            | 19.23 |
| Theft/robbery/pickpocketing/hijacking/snatching            | 80  | 18.87 | 1  | 18.33 | 2  | 21.43 | 7  | 17.50 | 2   | 20.00 | 3   | 20.00 | 13            | 19.23 |
| Fear to travel alone/personal target                       | 25  | 5.90  | 1  | 1.67  | 2  | 15.87 | 1  | 27.50 | 3   | 30.00 | 5   | 33.33 | 65            | 9.63  |
| Cash available/fear of victimization of crime/mental panic | 72  | 16.98 | 1  | 20.00 | 3  | 25.40 | 1  | 42.50 | 6   | 60.00 | 3   | 20.00 | 14            | 21.04 |
| Congested settlement/slum area/more movement in the street | 81  | 19.10 | 8  | 13.33 | 3  | 10.32 | 1  | 2.50  | 1   | 10.00 | 2   | 13.33 | 10            | 15.70 |
| Physically/socially/ mentally weak                         | 13  | 31.12 | 1  | 25.00 | 3  | 29.37 | 9  | 22.50 | 1   | 10.00 | 2   | 13.33 | 19            | 29.04 |
| Having high value accessories                              | 43  | 10.14 | 7  | 11.67 | 6  | 4.76  | 2  | 5.00  | 0   | 0.00  | 4   | 26.67 | 62            | 9.19  |
| Working outside                                            | 25  | 5.90  | 7  | 11.67 | 2  | 1.59  | 3  | 7.50  | 1   | 10.00 | 1   | 6.67  | 39            | 5.78  |
| Lack of lighting                                           | 8   | 1.89  | 0  | 0.00  | 5  | 3.97  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 14            | 2.07  |
| Lack Of education                                          | 0   | 0.00  | 0  | 0.00  | 1  | 0.79  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 3             | 0.44  |

**E.15: Education level people feeling more fear (respondents)**

| Education level people feeling more fear | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Educated people (Literate)               | 237 | 55.90 | 34 | 56.67 | 79 | 62.70 | 22 | 55.00 | 5   | 50.00 | 11  | 73.33 | 388           | 57.48 |
| Uneducated people (Illiterate people)    | 172 | 40.57 | 22 | 36.67 | 45 | 35.71 | 8  | 20.00 | 3   | 30.00 | 4   | 26.67 | 254           | 37.63 |

**E.15.1: Reason of education level people feeling more fear (respondents)**

| Types of reasons of education level people feeling more fear | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |      | Total (N=675) |       |
|--------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|------|---------------|-------|
|                                                              | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %    | f             | %     |
| Staying unsecured/helpless                                   | 38  | 8.96  | 7  | 11.67 | 14 | 11.11 | 4  | 10.00 | 2   | 20.00 | 1   | 6.67 | 66            | 9.78  |
| Lack of awareness                                            | 67  | 15.80 | 5  | 8.33  | 22 | 17.46 | 4  | 10.00 | 3   | 30.00 | 0   | 0.00 | 101           | 14.96 |
| Lack of security measures                                    | 14  | 3.30  | 7  | 11.67 | 9  | 7.14  | 2  | 5.00  | 1   | 10.00 | 0   | 0.00 | 33            | 4.89  |
| Socially/economically weak                                   | 42  | 9.91  | 0  | 0.00  | 10 | 7.94  | 7  | 17.50 | 1   | 10.00 | 1   | 6.67 | 61            | 9.04  |
| Lack of knowledge of law                                     | 45  | 10.61 | 3  | 5.00  | 15 | 11.90 | 2  | 5.00  | 1   | 10.00 | 0   | 0.00 | 66            | 9.78  |
| Locate crime prone area                                      | 20  | 4.72  | 6  | 10.00 | 5  | 3.97  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67 | 32            | 4.74  |
| Working outside                                              | 17  | 4.01  | 3  | 5.00  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00 | 22            | 3.26  |
| Having much money                                            | 2   | 0.47  | 0  | 0.00  | 6  | 4.76  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00 | 8             | 1.19  |
| Personal target/harassment                                   | 7   | 1.65  | 2  | 3.33  | 9  | 7.14  | 0  | 0.00  | 1   | 10.00 | 1   | 6.67 | 20            | 2.96  |
| Snatching/hijacking/theft/pickpocketing                      | 1   | 0.24  | 0  | 0.00  | 2  | 1.59  | 0  | 0.00  | 1   | 10.00 | 1   | 6.67 | 5             | 0.74  |

**E.15.2: Educational level of literate people feeling more fear (respondents)**

| Education level people feeling more fear | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Primary (Class V)                        | 14  | 3.30  | 2  | 3.33  | 4  | 3.17  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 21            | 3.11  |
| Lower Secondary (Class VIII)             | 4   | 0.94  | 0  | 0.00  | 5  | 3.97  | 2  | 5.00  | 0   | 0.00  | 1   | 6.67  | 12            | 1.78  |
| Secondary (SSC)                          | 14  | 3.30  | 6  | 10.00 | 8  | 6.35  | 1  | 2.50  | 2   | 20.00 | 0   | 0.00  | 31            | 4.59  |
| HSC                                      | 19  | 4.48  | 6  | 10.00 | 25 | 19.84 | 7  | 17.50 | 2   | 20.00 | 1   | 6.67  | 60            | 8.89  |
| Graduate and above                       | 195 | 45.99 | 23 | 38.33 | 39 | 30.95 | 18 | 45.00 | 3   | 30.00 | 9   | 60.00 | 287           | 42.52 |

**E.15.3: Reasons of educational level of literate people feeling more fear (respondents)**

| Types of reasons educated people feel more fear   | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                   | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Staying unsecured                                 | 20  | 4.72  | 6  | 10.00 | 5  | 3.97  | 8  | 20.00 | 3   | 30.00 | 2   | 13.33 | 44            | 6.52  |
| Weak                                              | 9   | 2.12  | 1  | 1.67  | 7  | 5.56  | 8  | 20.00 | 1   | 10.00 | 0   | 0.00  | 26            | 3.85  |
| Lack of security measures                         | 26  | 6.13  | 5  | 8.33  | 15 | 11.90 | 11 | 27.50 | 0   | 0.00  | 0   | 0.00  | 57            | 8.44  |
| Having much Money                                 | 76  | 17.92 | 6  | 10.00 | 20 | 15.87 | 5  | 12.50 | 0   | 0.00  | 5   | 33.33 | 112           | 16.59 |
| Social status/Having High Value Accessories       | 59  | 13.92 | 6  | 10.00 | 11 | 8.73  | 5  | 12.50 | 1   | 10.00 | 2   | 13.33 | 84            | 12.44 |
| Working Outside                                   | 23  | 5.42  | 3  | 5.00  | 4  | 3.17  | 0  | 0.00  | 1   | 10.00 | 3   | 20.00 | 34            | 5.04  |
| Lack of knowledge of law/Lack of awareness        | 76  | 17.92 | 2  | 3.33  | 8  | 6.35  | 5  | 12.50 | 1   | 10.00 | 0   | 0.00  | 92            | 13.63 |
| Physical Harassment                               | 25  | 5.90  | 4  | 6.67  | 8  | 6.35  | 0  | 0.00  | 1   | 10.00 | 1   | 6.67  | 39            | 5.78  |
| Lack of Street Light                              | 10  | 2.36  | 2  | 3.33  | 4  | 3.17  | 2  | 5.00  | 2   | 20.00 | 0   | 0.00  | 20            | 2.96  |
| Lack of Police force/patrolling                   | 12  | 2.83  | 0  | 0.00  | 2  | 1.59  | 2  | 5.00  | 1   | 10.00 | 0   | 0.00  | 17            | 2.52  |
| Victim of Snatching/Hijacking/Pickpocketing/Theft | 13  | 3.07  | 2  | 3.33  | 5  | 3.97  | 5  | 12.50 | 2   | 20.00 | 0   | 0.00  | 27            | 4.00  |
| Personal Target                                   | 19  | 4.48  | 2  | 3.33  | 7  | 5.56  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 33            | 4.89  |

**E.16: Occupational group of people feel more fear (respondents)**

| Occupational group of people feel more fear | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                             | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Street vendor                               | 89  | 20.99 | 9  | 15.00 | 12 | 9.52  | 1  | 2.50  | 1   | 10.00 | 1   | 6.67  | 113           | 16.74 |
| Big merchant                                | 60  | 14.15 | 3  | 5.00  | 16 | 12.70 | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 81            | 12.00 |
| Businessman                                 | 115 | 27.12 | 19 | 31.67 | 45 | 35.71 | 13 | 32.50 | 4   | 40.00 | 4   | 26.67 | 200           | 29.63 |
| Services holder                             | 53  | 12.50 | 14 | 23.33 | 26 | 20.63 | 13 | 32.50 | 2   | 20.00 | 6   | 40.00 | 114           | 16.89 |
| Housewife                                   | 19  | 4.48  | 3  | 5.00  | 0  | 0.00  | 2  | 5.00  | 1   | 10.00 | 0   | 0.00  | 25            | 3.70  |
| Student                                     | 20  | 4.72  | 1  | 1.67  | 12 | 9.52  | 2  | 5.00  | 0   | 0.00  | 1   | 6.67  | 36            | 5.33  |

| Occupational group of people feel more fear | HHH |      | KI |      | IH |      | IP |      | IUP |      | SGD |       | Total (N=675) |      |
|---------------------------------------------|-----|------|----|------|----|------|----|------|-----|------|-----|-------|---------------|------|
|                                             | f   | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %     | f             | %    |
| Other                                       | 8   | 1.89 | 4  | 6.67 | 4  | 3.17 | 0  | 0.00 | 0   | 0.00 | 2   | 13.33 | 18            | 2.67 |
| Tourist                                     | 25  | 5.90 | 0  | 0.00 | 2  | 1.59 | 1  | 2.50 | 0   | 0.00 | 0   | 0.00  | 28            | 4.15 |
| Businessman (Jewellery)                     | 16  | 3.77 | 0  | 0.00 | 0  | 0.00 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00  | 16            | 2.37 |

#### E.16.1: Reason of occupational group of people feels more fear (respondents)

| Reason of occupational group of people feels more fear | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                        | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Victim of snatching/hijacking/pickpocketing/theft      | 46  | 10.85 | 0  | 0.00  | 9  | 7.14  | 8  | 20.00 | 3   | 30.00 | 0   | 0.00  | 66            | 9.78  |
| Staying unsecured/helpless                             | 60  | 14.15 | 1  | 18.33 | 2  | 18.25 | 1  | 35.00 | 4   | 40.00 | 3   | 20.00 | 115           | 17.04 |
| Lack of awareness                                      | 37  | 8.73  | 1  | 1.67  | 9  | 7.14  | 1  | 25.00 | 2   | 20.00 | 0   | 0.00  | 59            | 8.74  |
| Lack of security/police force                          | 29  | 6.84  | 3  | 5.00  | 1  | 13.49 | 5  | 12.50 | 0   | 0.00  | 1   | 6.67  | 55            | 8.15  |
| Cash available                                         | 19  | 46.93 | 1  | 20.00 | 4  | 33.33 | 4  | 10.00 | 4   | 40.00 | 3   | 20.00 | 264           | 39.11 |
| Scared to loss of property                             | 48  | 11.32 | 8  | 13.33 | 2  | 17.46 | 1  | 47.50 | 1   | 10.00 | 0   | 0.00  | 98            | 14.52 |
| extortion                                              | 34  | 8.02  | 1  | 1.67  | 3  | 2.38  | 0  | 0.00  | 0   | 0.00  | 4   | 26.67 | 42            | 6.22  |
| Harassment/personal target/kidnapping                  | 65  | 15.33 | 8  | 13.33 | 1  | 7.94  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 88            | 13.04 |
| social position/ crime prone location                  | 51  | 12.03 | 1  | 20.00 | 1  | 9.52  | 8  | 20.00 | 0   | 0.00  | 1   | 6.67  | 84            | 12.44 |
| Physical assault                                       | 32  | 7.55  | 3  | 5.00  | 8  | 6.35  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 43            | 6.37  |
| Lack of lighting                                       | 6   | 1.42  | 4  | 6.67  | 1  | 0.79  | 0  | 0.00  | 1   | 10.00 | 1   | 6.67  | 13            | 1.93  |
| Luxury accessories                                     | 2   | 0.47  | 0  | 0.00  | 4  | 3.17  | 0  | 0.00  | 1   | 10.00 | 0   | 0.00  | 7             | 1.04  |
| Narrow road                                            | 4   | 0.94  | 1  | 1.67  | 0  | 0.00  | 1  | 2.50  | 0   | 0.00  | 1   | 6.67  | 7             | 1.04  |
| Lost of money                                          | 0   | 0.00  | 0  | 0.00  | 5  | 3.97  | 6  | 15.00 | 2   | 20.00 | 0   | 0.00  | 13            | 1.93  |

#### E.17: Income group of people feels more fear (respondents)

| Income group of people feels more fear       | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                              | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| High income people (100,000+)                | 71  | 16.75 | 4  | 6.67  | 1  | 0.79  | 15 | 37.50 | 4   | 10.81 | 3   | 20.00 | 98            | 14.52 |
| Higher Middle income people (50,000-100,000) | 97  | 22.88 | 14 | 23.33 | 15 | 11.90 | 26 | 65.00 | 8   | 21.62 | 3   | 20.00 | 150           | 22.22 |
| Lower Middle income people (20,000 – 50,000) | 117 | 27.59 | 21 | 35.00 | 22 | 17.46 | 37 | 92.50 | 13  | 35.14 | 4   | 26.67 | 197           | 29.19 |
| Poor income people (10,000 – 20,000)         | 95  | 22.41 | 15 | 25.00 | 9  | 7.14  | 33 | 82.50 | 11  | 29.73 | 5   | 33.33 | 160           | 23.70 |
| Very Poor income people (<10,000)            | 18  | 4.25  | 3  | 5.00  | 4  | 3.17  | 4  | 10.00 | 1   | 2.70  | 0   | 0.00  | 27            | 4.00  |

#### E.17.1 Reason of income group of people feels more fear (respondents)

| Types of reason of income group of people feels more fear                                                    | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------------------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                                                              | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Lack of security/staying unsecured/helpless/don't get help from police                                       | 95  | 22.41 | 1  | 21.67 | 4  | 34.92 | 1  | 32.50 | 3   | 30.00 | 5   | 33.33 | 17            | 25.63 |
| Traffic congestions/bad road design/narrow road/lack of street lighting                                      | 33  | 7.78  | 7  | 11.67 | 3  | 2.38  | 1  | 2.50  | 0   | 0.00  | 2   | 13.33 | 46            | 6.81  |
| Fear of being victimized/cash available/luxury accessories/scared to loss of property/scared to loss of life | 24  | 58.25 | 2  | 33.33 | 6  | 48.11 | 3  | 75.00 | 8   | 80.00 | 3   | 20.00 | 36            | 54.67 |
| Physical assault/personal target/harassment                                                                  | 97  | 22.88 | 8  | 13.33 | 6  | 4.76  | 6  | 15.00 | 1   | 10.00 | 5   | 33.33 | 12            | 18.22 |
| Victim of snatching/hijacking/theft/pickpocketing/extortion                                                  | 53  | 12.50 | 5  | 8.33  | 6  | 4.76  | 8  | 20.00 | 4   | 40.00 | 2   | 13.33 | 78            | 11.56 |
| social position/ crime prone location                                                                        | 42  | 9.91  | 8  | 13.33 | 1  | 9.52  | 8  | 20.00 | 0   | 0.00  | 0   | 0.00  | 70            | 10.37 |
| Lack of awareness/courage                                                                                    | 21  | 4.95  | 3  | 5.00  | 1  | 15.09 | 5  | 12.50 | 0   | 0.00  | 2   | 13.33 | 50            | 7.41  |

### F. Current Crime Prevention Activities at residential neighborhood (RN) and business neighborhood (BN) in Chittagong city

#### F.1.0.1 Current community initiatives of crime prevention in RN (respondents)

| Current community initiatives of crime prevention | HH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------|----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                   | f  | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Boundary wall                                     | 9  | 2.12  | 7  | 11.67 | 9  | 7.14  | 2  | 5.00  | 1   | 10.00 | 1   | 6.67  | 29            | 4.30  |
| CCTV Camera                                       | 32 | 7.55  | 20 | 33.33 | 32 | 25.40 | 10 | 25.00 | 2   | 20.00 | 6   | 40.00 | 102           | 15.11 |
| Common Entry and Exit Gate                        | 5  | 1.18  | 0  | 0.00  | 5  | 3.97  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 11            | 1.63  |
| Community Cooperation                             | 35 | 8.25  | 5  | 8.33  | 35 | 27.78 | 20 | 50.00 | 2   | 20.00 | 0   | 0.00  | 97            | 14.37 |
| Community Guard                                   | 55 | 12.97 | 18 | 30.00 | 55 | 43.65 | 13 | 32.50 | 4   | 40.00 | 3   | 20.00 | 148           | 21.93 |
| Help police                                       | 3  | 0.71  | 10 | 16.67 | 3  | 2.38  | 3  | 7.50  | 2   | 20.00 | 2   | 13.33 | 23            | 3.41  |
| Personal gate                                     | 23 | 5.42  | 5  | 8.33  | 23 | 18.25 | 5  | 12.50 | 1   | 10.00 | 1   | 6.67  | 58            | 8.59  |
| Personal security                                 | 34 | 8.02  | 14 | 23.33 | 34 | 26.98 | 11 | 27.50 | 3   | 30.00 | 3   | 20.00 | 99            | 14.67 |
| Prevention of Crime                               | 12 | 2.83  | 5  | 8.33  | 12 | 9.52  | 5  | 12.50 | 0   | 0.00  | 2   | 13.33 | 36            | 5.33  |
| Rehabilitation                                    | 2  | 0.47  | 1  | 1.67  | 2  | 1.59  | 2  | 5.00  | 0   | 0.00  | 1   | 6.67  | 8             | 1.19  |
| Security alarm                                    | 2  | 0.47  | 2  | 3.33  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 6             | 0.89  |
| Social awareness                                  | 29 | 6.84  | 21 | 35.00 | 29 | 23.02 | 17 | 42.50 | 1   | 10.00 | 4   | 26.67 | 101           | 14.96 |
| Trained dog                                       | 2  | 0.47  | 0  | 0.00  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 4             | 0.59  |

## F.1.0.2 Law enforcing agencies current initiatives of crime prevention (respondents)

| Law enforcing agencies current initiatives       | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                  | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Boundary wall                                    | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 2             | 0.30  |
| CCTV Camera                                      | 26  | 6.13  | 2  | 3.33  | 6  | 4.76  | 10 | 25.00 | 0   | 0.00  | 2   | 13.33 | 46            | 6.81  |
| Common Entry and Exit Gate                       | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 1             | 0.15  |
| Community Cooperation                            | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 20 | 50.00 | 0   | 0.00  | 0   | 0.00  | 20            | 2.96  |
| Community Guard                                  | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 13 | 32.50 | 0   | 0.00  | 0   | 0.00  | 13            | 1.93  |
| Community Police                                 | 0   | 0.00  | 0  | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 1             | 0.15  |
| Develop New law                                  | 7   | 1.65  | 1  | 1.67  | 4  | 3.17  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 13            | 1.93  |
| Help police                                      | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 3             | 0.44  |
| Increase activity/ police force                  | 115 | 27.12 | 26 | 43.33 | 35 | 27.78 | 0  | 0.00  | 2   | 20.00 | 5   | 33.33 | 183           | 27.11 |
| Increase Community Police                        | 0   | 0.00  | 0  | 0.00  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 2             | 0.30  |
| Increase Social Awareness                        | 11  | 2.59  | 7  | 11.67 | 11 | 8.73  | 0  | 0.00  | 1   | 10.00 | 2   | 13.33 | 32            | 4.74  |
| Increase Social Awareness                        | 0   | 0.00  | 0  | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 1             | 0.15  |
| Locate crime prone area                          | 32  | 7.55  | 6  | 10.00 | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 39            | 5.78  |
| Making a list of Suspect and catching them       | 32  | 7.55  | 5  | 8.33  | 25 | 19.84 | 0  | 0.00  | 2   | 20.00 | 0   | 0.00  | 64            | 9.48  |
| Personal gate                                    | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 5             | 0.74  |
| Personal security                                | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 11 | 27.50 | 0   | 0.00  | 0   | 0.00  | 11            | 1.63  |
| Police patrolling                                | 281 | 66.27 | 34 | 56.67 | 73 | 57.94 | 0  | 0.00  | 3   | 30.00 | 7   | 46.67 | 398           | 58.96 |
| Prevention of Crime                              | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 5             | 0.74  |
| Proper punishment                                | 163 | 38.44 | 9  | 15.00 | 35 | 27.78 | 0  | 0.00  | 2   | 20.00 | 4   | 26.67 | 213           | 31.56 |
| Reduce corruption/Law enforcement/quick response | 104 | 24.53 | 6  | 10.00 | 6  | 4.76  | 0  | 0.00  | 2   | 20.00 | 2   | 13.33 | 120           | 17.78 |
| Rehabilitation                                   | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 2             | 0.30  |
| Security alarm                                   | 9   | 2.12  | 1  | 1.67  | 4  | 3.17  | 0  | 0.00  | 0   | 0.00  | 1   | 6.67  | 15            | 2.22  |
| Social awareness                                 | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 17 | 42.50 | 0   | 0.00  | 0   | 0.00  | 17            | 2.52  |
| Trained dog                                      | 9   | 2.12  | 1  | 1.67  | 2  | 1.59  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 12            | 1.78  |

## F.1.0.3 Urban planning department's current initiatives of crime prevention (respondents)

| UPD initiatives of crime prevention         | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                             | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| CCTV Camera Installation                    | 33  | 7.78  | 5  | 8.33  | 6  | 4.76  | 1  | 2.50  | 0   | 0.00  | 1   | 6.67  | 46            | 6.81  |
| Good Urban Planning and Management          | 34  | 8.02  | 3  | 5.00  | 6  | 4.76  | 8  | 20.00 | 2   | 20.00 | 3   | 20.00 | 56            | 8.30  |
| Increase Open Space                         | 30  | 7.08  | 1  | 1.67  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 32            | 4.74  |
| Increase Social Awareness                   | 0   | 0.00  | 0  | 0.00  | 0  | 0.00  | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 5             | 0.74  |
| New Roads and Flyover Construction          | 17  | 4.01  | 2  | 3.33  | 2  | 1.59  | 4  | 10.00 | 2   | 20.00 | 1   | 6.67  | 28            | 4.15  |
| Planned Housing & settlement                | 98  | 23.11 | 7  | 11.67 | 9  | 7.14  | 5  | 12.50 | 2   | 20.00 | 1   | 6.67  | 122           | 18.07 |
| Planned Road                                | 66  | 15.57 | 4  | 6.67  | 15 | 11.90 | 6  | 15.00 | 1   | 10.00 | 3   | 20.00 | 95            | 14.07 |
| Quick Response to Planning Design problem   | 7   | 1.65  | 0  | 0.00  | 7  | 5.56  | 6  | 15.00 | 1   | 10.00 | 1   | 6.67  | 22            | 3.26  |
| Security Post increase at suitable location | 18  | 4.25  | 2  | 3.33  | 7  | 5.56  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 29            | 4.30  |
| Setting Street Fences                       | 14  | 3.30  | 1  | 1.67  | 2  | 1.59  | 2  | 5.00  | 1   | 10.00 | 0   | 0.00  | 20            | 2.96  |
| Street Lighting Repair/Increase             | 227 | 53.54 | 32 | 53.33 | 46 | 36.51 | 17 | 42.50 | 1   | 10.00 | 10  | 66.67 | 333           | 49.33 |
| Street Widening/Repair                      | 108 | 25.47 | 13 | 21.67 | 15 | 11.90 | 9  | 22.50 | 2   | 20.00 | 2   | 13.33 | 149           | 22.07 |

## F.1.1: Effectiveness of current initiatives of crime prevention (respondents)

| Effectiveness of crime prevention | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                   | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Yes                               | 234 | 55.19 | 38 | 63.33 | 55 | 43.65 | 30 | 75.00 | 4   | 40.00 | 5   | 33.33 | 366           | 54.22 |
| No                                | 161 | 37.97 | 22 | 36.67 | 54 | 42.86 | 4  | 10.00 | 6   | 60.00 | 7   | 46.67 | 254           | 37.63 |

## F.1.2: Reasons of non-effectiveness of current initiatives of crime prevention (respondents)

| Reason of not effective of crime prevention                   | HHH    |           | KI |           | IH     |           | IP |          | IUP |           | SGD |           | Total (N=675) |           |
|---------------------------------------------------------------|--------|-----------|----|-----------|--------|-----------|----|----------|-----|-----------|-----|-----------|---------------|-----------|
|                                                               | f      | %         | f  | %         | f      | %         | f  | %        | f   | %         | f   | %         | f             | %         |
| Lack of proper implementation/mismanagement/political support | 5<br>2 | 12.2<br>6 | 2  | 3.33      | 9      | 7.14      | 2  | 5.0<br>0 | 3   | 30.0<br>0 | 0   | 0.00      | 68            | 10.0<br>7 |
| Lack of responsibility/ignorance/lack of awareness            | 3<br>3 | 7.78      | 2  | 3.33      | 1<br>2 | 9.52      | 3  | 7.5<br>0 | 1   | 10.0<br>0 | 3   | 20.0<br>0 | 54            | 8.00      |
| Corruption/ inactiveness of Police                            | 7<br>2 | 16.9<br>8 | 7  | 11.6<br>7 | 2      | 16.6<br>7 | 0  | 0.0<br>0 | 2   | 20.0<br>0 | 2   | 13.3<br>3 | 104           | 15.4<br>1 |
| Lack of awareness                                             | 7      | 1.65      | 2  | 3.33      | 8      | 6.35      | 0  | 0.0<br>0 | 2   | 20.0<br>0 | 1   | 6.67      | 20            | 2.96      |
| Political patronization                                       | 4      | 0.94      | 2  | 3.33      | 1<br>3 | 10.3<br>2 | 2  | 5.0<br>0 | 2   | 20.0<br>0 | 3   | 20.0<br>0 | 26            | 3.85      |
| Lack of logistic support                                      | 0      | 0.00      | 0  | 0.00      | 0      | 0.00      | 2  | 5.0<br>0 | 0   | 0.00      | 0   | 0.00      | 2             | 0.30      |

## F.2: Knowing police station's cell phone number (respondents)

| Knowing police station's cell phone number | HHH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                            | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Yes                                        | 114 | 26.89 | 27 | 45.00 | 41 | 32.54 | 0  | 0.00  | 2   | 20.00 | 4   | 26.67 | 188           | 27.85 |
| No                                         | 293 | 69.10 | 27 | 45.00 | 75 | 59.52 | 39 | 97.50 | 8   | 80.00 | 8   | 53.33 | 450           | 66.67 |

## F.2.1: Calling police station through cell phone number (PS)

| Call police through cell phone | HHH |       | KI |       | IH |       | IP |        | IUP |       | SGD |       | Total (N=675) |       |
|--------------------------------|-----|-------|----|-------|----|-------|----|--------|-----|-------|-----|-------|---------------|-------|
|                                | f   | %     | f  | %     | f  | %     | f  | %      | f   | %     | f   | %     | f             | %     |
| Yes                            | 3   | 0.71  | 12 | 20.00 | 10 | 7.94  | 35 | 87.50  | 1   | 10.00 | 1   | 6.67  | 62            | 9.19  |
| No                             | 174 | 41.04 | 20 | 33.33 | 83 | 65.87 | 3  | 7.50   | 4   | 40.00 | 5   | 33.33 | 289           | 42.81 |
| Total                          | 177 | 41.75 | 32 | 53.33 | 93 | 73.81 | 40 | 100.00 | 5   | 50.00 | 6   | 40.00 | 353           | 52.30 |

## F.2.2: Experiences with police while called (respondents)

| Experience with police while called                                      | HHH |          | KI |          | IH |          | IP |           | IUP |          | SGD |          | Total (N=675) |      |
|--------------------------------------------------------------------------|-----|----------|----|----------|----|----------|----|-----------|-----|----------|-----|----------|---------------|------|
|                                                                          | f   | %        | f  | %        | f  | %        | f  | %         | f   | %        | f   | %        | f             | %    |
| Offender is caught and taken into custody                                | 2   | 0.4<br>7 | 1  | 1.6<br>7 | 0  | 0.0<br>0 | 1  | 40.<br>00 | 0   | 0.0<br>0 | 0   | 0.0<br>0 | 19            | 2.81 |
| Offender is caught but released after a very short time due to political | 1   | 0.2      | 0  | 0.0      | 1  | 0.7      | 0  | 0.0       | 0   | 0.0      | 0   | 0.0      | 2             | 0.30 |

| Experience with police while called                                                                     | HHH |      | KI |      | IH |      | IP |       | IUP |       | SGD |      | Total (N=675) |      |
|---------------------------------------------------------------------------------------------------------|-----|------|----|------|----|------|----|-------|-----|-------|-----|------|---------------|------|
|                                                                                                         | f   | %    | f  | %    | f  | %    | f  | %     | f   | %     | f   | %    | f             | %    |
| pressure (assumption)                                                                                   |     | 4    |    | 0    |    | 9    |    | 0     |     | 0     |     | 0    |               |      |
| Offender is caught but released after a very short period of time due to bribe negotiation (assumption) | 1   | 0.24 | 0  | 0.00 | 3  | 2.38 | 0  | 0.00  | 0   | 0.00  | 0   | 0.00 | 4             | 0.59 |
| Got back lost properties                                                                                | 1   | 0.24 | 1  | 1.67 | 0  | 0.00 | 0  | 0.00  | 0   | 0.00  | 0   | 0.00 | 2             | 0.30 |
| Police wants bribe to take action                                                                       | 0   | 0.00 | 2  | 3.33 | 0  | 0.00 | 2  | 5.00  | 0   | 0.00  | 1   | 6.67 | 5             | 0.74 |
| Police take bribe but no visible action was taken                                                       | 0   | 0.00 | 2  | 3.33 | 0  | 0.00 | 1  | 2.50  | 0   | 0.00  | 0   | 0.00 | 3             | 0.44 |
| Police patrolling increase                                                                              | 0   | 0.00 | 0  | 0.00 | 2  | 1.59 | 7  | 17.50 | 1   | 10.00 | 0   | 0.00 | 9             | 1.33 |

### F.2.2 Type of police action while called (respondents)

| Type of police action while called                                                                      | HH   |        | KI  |        | IH  |        | IP  |        | IUP |        | SGD |        | Total (N=675) |        |
|---------------------------------------------------------------------------------------------------------|------|--------|-----|--------|-----|--------|-----|--------|-----|--------|-----|--------|---------------|--------|
|                                                                                                         | f    | %      | f   | %      | f   | %      | f   | %      | f   | %      | f   | %      | N             | %      |
| Got back lost properties                                                                                | 66   | 15.57  | 13  | 21.67  | 9   | 7.14   | 16  | 40.00  | 3   | 30.00  | 3   | 20.00  | 110           | 16.30  |
| No action was taken at all                                                                              | 109  | 25.71  | 13  | 21.67  | 30  | 23.81  | 4   | 10.00  | 7   | 70.00  | 6   | 40.00  | 169           | 25.04  |
| Offender is caught and taken into custody                                                               | 260  | 61.32  | 44  | 73.33  | 69  | 54.76  | 38  | 95.00  | 7   | 70.00  | 10  | 66.67  | 428           | 63.41  |
| Offender is caught but released after a very short period of time due to bribe negotiation (assumption) | 292  | 68.87  | 39  | 65.00  | 79  | 62.70  | 13  | 32.50  | 6   | 60.00  | 11  | 73.33  | 440           | 65.19  |
| Offender is caught but released after a very short time due to political pressure (assumption)          | 377  | 88.92  | 55  | 91.67  | 92  | 73.02  | 17  | 42.50  | 6   | 60.00  | 13  | 86.67  | 560           | 82.96  |
| Police harass the victim                                                                                | 195  | 45.99  | 29  | 48.33  | 45  | 35.71  | 3   | 7.50   | 7   | 70.00  | 7   | 46.67  | 286           | 42.37  |
| Police patrolling increase                                                                              | 245  | 57.78  | 34  | 56.67  | 59  | 46.83  | 29  | 72.50  | 6   | 60.00  | 8   | 53.33  | 381           | 56.44  |
| Police take bribe but no visible action was taken                                                       | 182  | 42.92  | 24  | 40.00  | 60  | 47.62  | 4   | 10.00  | 2   | 20.00  | 5   | 33.33  | 277           | 41.04  |
| Police wants bribe to take action                                                                       | 257  | 60.61  | 31  | 51.67  | 45  | 35.71  | 4   | 10.00  | 3   | 30.00  | 9   | 60.00  | 349           | 51.70  |
| Others                                                                                                  | 0    | 0.00   | 0   | 0.00   | 4   | 3.17   | 2   | 5.00   | 0   | 0.00   | 0   | 0.00   | 6             | 0.89   |
| Total                                                                                                   | 1983 | 467.69 | 282 | 470.00 | 492 | 390.48 | 130 | 325.00 | 47  | 470.00 | 72  | 480.00 | 3006          | 445.33 |

### F.3: Type of community based current street crime prevention action at RN areas (respondents)

| Type of community based action           | HH  |       | KI |       | IH |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f  | %     | f  | %     | f   | %      | f   | %     | N             | %     |
| Boundary wall built                      | 262 | 61.79 | 25 | 41.67 | 53 | 42.06 | 31 | 77.50 | 8   | 80.00  | 8   | 53.33 | 387           | 57.33 |
| CCTV camera introduced                   | 197 | 46.46 | 46 | 76.67 | 73 | 57.94 | 36 | 90.00 | 9   | 90.00  | 10  | 66.67 | 371           | 54.96 |
| Common entrance and exit gate introduced | 38  | 8.96  | 27 | 45.00 | 27 | 21.43 | 16 | 40.00 | 2   | 20.00  | 6   | 40.00 | 116           | 17.19 |
| Community security introduced            | 198 | 46.70 | 48 | 80.00 | 38 | 30.16 | 25 | 62.50 | 8   | 80.00  | 9   | 60.00 | 326           | 48.30 |
| Individual heavy metal gate introduced   | 305 | 71.93 | 42 | 70.00 | 73 | 57.94 | 21 | 52.50 | 6   | 60.00  | 8   | 53.33 | 455           | 67.41 |
| Internal (hidden) security alarm built   | 241 | 56.84 | 9  | 15.00 | 9  | 7.14  | 16 | 40.00 | 2   | 20.00  | 1   | 6.67  | 278           | 41.19 |
| No action took                           | 30  | 7.08  | 11 | 18.33 | 35 | 27.78 | 0  | 0.00  | 0   | 0.00   | 1   | 6.67  | 77            | 11.41 |
| Personal security appointed              | 329 | 77.59 | 41 | 68.33 | 86 | 68.25 | 27 | 67.50 | 10  | 100.00 | 11  | 73.33 | 504           | 74.67 |
| Trained dog introduced                   | 103 | 24.29 | 8  | 13.33 | 32 | 25.40 | 7  | 17.50 | 4   | 40.00  | 3   | 20.00 | 157           | 23.26 |
| Others                                   | 1   | 0.24  | 1  | 1.67  | 6  | 4.76  | 1  | 2.50  | 0   | 0.00   | 0   | 0.00  | 9             | 1.33  |

### F.4: Type of UPD current action at RN areas (respondents)

| Type of UPD action                                                                                                    | HH |       | KI |       | IH |       | IP |       | IUP |       | SGD |        | Total (N=675) |       |
|-----------------------------------------------------------------------------------------------------------------------|----|-------|----|-------|----|-------|----|-------|-----|-------|-----|--------|---------------|-------|
|                                                                                                                       | f  | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %      | N             | %     |
| Assured more consistent stream of 'eyes on the street'                                                                | 87 | 20.52 | 28 | 46.67 | 47 | 37.30 | 27 | 67.50 | 37  | 30.00 | 33  | 20.00  | 195           | 28.89 |
| Assured sufficient street light                                                                                       | 27 | 63.27 | 25 | 41.67 | 67 | 53.17 | 25 | 62.50 | 75  | 70.00 | 27  | 180.00 | 422           | 62.52 |
| Fences in streets                                                                                                     | 77 | 18.16 | 12 | 20.00 | 27 | 21.43 | 17 | 43.75 | 41  | 40.00 | 640 | 40.00  | 137           | 20.30 |
| Limited entrance and exit in neighborhood design (Outside the site boundary)                                          | 21 | 49.33 | 35 | 58.33 | 64 | 50.79 | 22 | 55.00 | 52  | 50.00 | 136 | 86.00  | 350           | 51.85 |
| Not allowing trees and shrubbery in the streets for freeing eye view                                                  | 13 | 31.37 | 15 | 25.00 | 15 | 11.90 | 75 | 17.50 | 220 | 20.00 | 136 | 86.67  | 185           | 27.41 |
| Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. | 23 | 54.25 | 24 | 40.00 | 36 | 28.57 | 27 | 67.50 | 77  | 70.00 | 122 | 80.00  | 336           | 49.78 |
| Pedestrian friendly pavement design                                                                                   | 14 | 33.02 | 21 | 35.00 | 42 | 33.33 | 10 | 25.00 | 30  | 30.00 | 113 | 73.33  | 227           | 33.63 |
| Street design based on land use                                                                                       | 23 | 54.72 | 23 | 38.33 | 40 | 31.75 | 28 | 70.00 | 98  | 90.00 | 149 | 93.33  | 346           | 51.26 |
| Suitable location of police station                                                                                   | 21 | 50.24 | 25 | 41.67 | 31 | 24.60 | 20 | 50.00 | 220 | 20.00 | 136 | 86.67  | 304           | 45.04 |
| Wider gridiron street design                                                                                          | 25 | 60.85 | 31 | 51.67 | 35 | 27.78 | 12 | 30.00 | 220 | 20.00 | 166 | 106.67 | 354           | 52.44 |

## F.5.1: Community-based current initiative at BN areas (respondents)

| Types of Community Initiative                           | HH  |        | KI |        | IH  |        | IP |        | IUP |       | SGD |        | Total (N=675) |        |
|---------------------------------------------------------|-----|--------|----|--------|-----|--------|----|--------|-----|-------|-----|--------|---------------|--------|
|                                                         | f   | %      | f  | %      | f   | %      | f  | %      | f   | %     | f   | %      | N             | %      |
| Boundary wall                                           | 58  | 13.68  | 7  | 11.67  | 6   | 4.76   | 3  | 7.50   | 1   | 10.00 | 1   | 6.67   | 76            | 11.26  |
| CCTV Camera                                             | 199 | 46.93  | 25 | 41.67  | 47  | 37.30  | 19 | 47.50  | 3   | 30.00 | 7   | 46.67  | 300           | 44.44  |
| Committee formation and Cooperation                     | 62  | 14.62  | 3  | 5.00   | 12  | 9.52   | 6  | 15.00  | 0   | 0.00  | 3   | 20.00  | 86            | 12.74  |
| Community Guard                                         | 82  | 19.34  | 13 | 21.67  | 63  | 50.00  | 17 | 42.50  | 1   | 10.00 | 2   | 13.33  | 178           | 26.37  |
| Help Police                                             | 36  | 8.49   | 4  | 6.67   | 5   | 3.97   | 2  | 5.00   | 0   | 0.00  | 1   | 6.67   | 48            | 7.11   |
| Increase Police patrolling                              | 0   | 0.00   | 0  | 0.00   | 3   | 2.38   | 0  | 0.00   | 0   | 0.00  | 0   | 0.00   | 3             | 0.44   |
| Personal gate                                           | 73  | 17.22  | 3  | 5.00   | 12  | 9.52   | 7  | 17.50  | 0   | 0.00  | 0   | 0.00   | 95            | 14.07  |
| Personal security                                       | 118 | 27.83  | 14 | 23.33  | 36  | 28.57  | 12 | 30.00  | 2   | 20.00 | 4   | 26.67  | 186           | 27.56  |
| Prevention of Crime                                     | 22  | 5.19   | 3  | 5.00   | 6   | 4.76   | 5  | 12.50  | 1   | 10.00 | 0   | 0.00   | 37            | 5.48   |
| Rehabilitation                                          | 10  | 2.36   | 0  | 0.00   | 0   | 0.00   | 0  | 0.00   | 0   | 0.00  | 1   | 6.67   | 11            | 1.63   |
| Security alarm                                          | 10  | 2.36   | 4  | 6.67   | 0   | 0.00   | 1  | 2.50   | 0   | 0.00  | 0   | 0.00   | 15            | 2.22   |
| Social Awareness/ Ethical Education/Religious Education | 115 | 27.12  | 13 | 21.67  | 19  | 15.08  | 10 | 25.00  | 0   | 0.00  | 6   | 40.00  | 163           | 24.15  |
| Trained Dog                                             | 5   | 1.18   | 1  | 1.67   | 0   | 0.00   | 0  | 0.00   | 0   | 0.00  | 0   | 0.00   | 6             | 0.89   |
| Total                                                   | 790 | 186.32 | 90 | 150.00 | 209 | 165.87 | 82 | 205.00 | 8   | 80.00 | 25  | 166.67 | 1204          | 178.37 |

## F.5.2: Law enforcing agencies current initiative at BN areas (respondents)

| Type of initiative                      | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                         | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Develop new law                         | 12  | 2.83  | 0  | 0.00  | 2  | 1.59  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 15            | 2.22  |
| Educative program                       | 9   | 2.12  | 2  | 3.33  | 4  | 3.17  | 8  | 20.00 | 2   | 20.00 | 0   | 0.00  | 25            | 3.70  |
| Enforcing Law/Stop Corruption           | 67  | 15.80 | 5  | 8.33  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 2   | 13.33 | 83            | 12.30 |
| Increase activity/ police Force         | 67  | 15.80 | 13 | 21.67 | 23 | 18.25 | 14 | 35.00 | 0   | 0.00  | 2   | 13.33 | 119           | 17.63 |
| Increase logistic facilities            | 14  | 3.30  | 1  | 1.67  | 5  | 3.97  | 6  | 15.00 | 0   | 0.00  | 0   | 0.00  | 26            | 3.85  |
| Installation of CCTV                    | 31  | 7.31  | 3  | 5.00  | 6  | 4.76  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 45            | 6.67  |
| Locate Crime prone area                 | 31  | 7.31  | 1  | 1.67  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 33            | 4.89  |
| Making a list of suspect and catch them | 19  | 4.48  | 2  | 3.33  | 6  | 4.76  | 4  | 10.00 | 0   | 0.00  | 1   | 6.67  | 32            | 4.74  |
| Police patrolling                       | 298 | 70.28 | 35 | 58.33 | 82 | 65.08 | 32 | 80.00 | 4   | 40.00 | 8   | 53.33 | 459           | 68.00 |
| Proper Punishment                       | 95  | 22.41 | 11 | 18.33 | 11 | 8.73  | 3  | 7.50  | 2   | 20.00 | 5   | 33.33 | 127           | 18.81 |
| Quick response                          | 11  | 2.59  | 1  | 1.67  | 6  | 4.76  | 4  | 10.00 | 0   | 0.00  | 0   | 0.00  | 22            | 3.26  |
| Setup New police station                | 16  | 3.77  | 5  | 8.33  | 11 | 8.73  | 8  | 20.00 | 0   | 0.00  | 0   | 0.00  | 40            | 5.93  |

## F.5.3: UPD current action at BN areas (respondents)

| Type of UPD action                          | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                             | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| CCTV Camera Installation                    | 33  | 7.78  | 4  | 6.67  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 2   | 13.33 | 48            | 7.11  |
| Common Entrance and Exit Gate               | 3   | 0.71  | 1  | 1.67  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 5             | 0.74  |
| Enough Free / Open Space                    | 30  | 7.08  | 0  | 0.00  | 1  | 0.79  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 33            | 4.89  |
| Increase security Post at suitable location | 24  | 5.66  | 2  | 3.33  | 11 | 8.73  | 6  | 15.00 | 0   | 0.00  | 2   | 13.33 | 45            | 6.67  |
| Increase/Repair Street Lighting             | 218 | 51.42 | 33 | 55.00 | 43 | 34.13 | 22 | 55.00 | 2   | 20.00 | 7   | 46.67 | 325           | 48.15 |
| Making Fences in the street                 | 11  | 2.59  | 4  | 6.67  | 4  | 3.17  | 10 | 25.00 | 0   | 0.00  | 0   | 0.00  | 29            | 4.30  |
| New Street and Flyover Construction         | 5   | 1.18  | 1  | 1.67  | 5  | 3.97  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 13            | 1.93  |
| Planned Housing and Settlement              | 58  | 13.68 | 5  | 8.33  | 3  | 2.38  | 6  | 15.00 | 2   | 20.00 | 0   | 0.00  | 74            | 10.96 |
| Planned Road & Street Design                | 78  | 18.40 | 5  | 8.33  | 8  | 6.35  | 11 | 27.50 | 2   | 20.00 | 0   | 0.00  | 104           | 15.41 |
| Street widening/Repair                      | 103 | 24.29 | 10 | 16.67 | 20 | 15.87 | 12 | 30.00 | 2   | 20.00 | 4   | 26.67 | 151           | 22.37 |
| Urban Planning and Management               | 24  | 5.66  | 3  | 5.00  | 7  | 5.56  | 3  | 7.50  | 0   | 0.00  | 3   | 20.00 | 40            | 5.93  |

## F.6: Effectiveness of crime prevention initiative at BN areas (respondents)

| Effectiveness of crime prevention in BA | HHH |       | KII |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------------|-----|-------|-----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                         | f   | %     | f   | %     | f  | %     | f  | %     | f   | %     | f   | %     | f             | %     |
| Yes                                     | 175 | 41.27 | 31  | 51.67 | 55 | 43.65 | 29 | 72.50 | 4   | 40.00 | 3   | 20.00 | 297           | 44.00 |
| No                                      | 124 | 29.25 | 16  | 26.67 | 39 | 30.95 | 1  | 2.50  | 1   | 10.00 | 8   | 53.33 | 189           | 28.00 |

## F.6.1: Reason of not effectiveness of crime prevention in BN areas (respondents)

| Reason of not effectiveness of crime prevention in BA | HHH |      | KII |      | IH |       | IP |      | IUP |       | SGD |       | Total (N=675) |      |
|-------------------------------------------------------|-----|------|-----|------|----|-------|----|------|-----|-------|-----|-------|---------------|------|
|                                                       | f   | %    | f   | %    | f  | %     | f  | %    | f   | %     | f   | %     | f             | %    |
| Lack of proper implementation of plan                 | 33  | 7.78 | 3   | 5.00 | 9  | 7.14  | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 45            | 6.67 |
| Lack of responsibility                                | 21  | 4.95 | 3   | 5.00 | 8  | 6.35  | 1  | 2.50 | 0   | 0.00  | 0   | 0.00  | 33            | 4.89 |
| Lack of Logistic Support                              | 4   | 0.94 | 2   | 3.33 | 2  | 1.59  | 3  | 7.50 | 2   | 20.00 | 0   | 0.00  | 13            | 1.93 |
| Inefficiency                                          | 14  | 3.30 | 1   | 1.67 | 7  | 5.56  | 1  | 2.50 | 0   | 0.00  | 2   | 13.33 | 25            | 3.70 |
| Lack of Sufficient Police Force                       | 15  | 3.54 | 0   | 0.00 | 5  | 3.97  | 1  | 2.50 | 0   | 0.00  | 1   | 6.67  | 22            | 3.26 |
| Corruption of Police                                  | 33  | 7.78 | 5   | 8.33 | 13 | 10.32 | 1  | 2.50 | 1   | 10.00 | 3   | 20.00 | 56            | 8.30 |
| Political Patronization of Crime                      | 5   | 1.18 | 1   | 1.67 | 3  | 2.38  | 0  | 0.00 | 0   | 0.00  | 1   | 6.67  | 10            | 1.48 |
| Unplanned Urbanization                                | 0   | 0.00 | 0   | 0.00 | 3  | 2.38  | 0  | 0.00 | 0   | 0.00  | 0   | 0.00  | 3             | 0.44 |

## F.7 Business community based action (respondents)

| Type of community based action           | HH  |       | KI |       | IH  |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|------------------------------------------|-----|-------|----|-------|-----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                                          | f   | %     | f  | %     | f   | %     | f  | %     | f   | %      | f   | %     | N             | %     |
| Boundary wall built                      | 282 | 66.51 | 19 | 31.67 | 59  | 46.83 | 27 | 67.50 | 7   | 70.00  | 9   | 60.00 | 403           | 59.70 |
| CCTV camera introduced                   | 357 | 84.20 | 48 | 80.00 | 102 | 80.95 | 36 | 90.00 | 10  | 100.00 | 11  | 73.33 | 564           | 83.56 |
| Common entrance and exit gate introduced | 188 | 44.34 | 15 | 25.00 | 21  | 16.67 | 14 | 35.00 | 5   | 50.00  | 5   | 33.33 | 248           | 36.74 |
| Community security introduced            | 253 | 59.67 | 33 | 55.00 | 69  | 54.76 | 24 | 60.00 | 10  | 100.00 | 8   | 53.33 | 397           | 58.81 |
| Individual heavy metal gate introduced   | 292 | 68.87 | 42 | 70.00 | 70  | 55.56 | 18 | 45.00 | 7   | 70.00  | 8   | 53.33 | 437           | 64.74 |
| Internal (hidden) security alarm built   | 104 | 24.53 | 18 | 30.00 | 34  | 26.98 | 19 | 47.50 | 3   | 30.00  | 0   | 0.00  | 178           | 26.37 |
| No action took                           | 46  | 10.85 | 23 | 38.33 | 12  | 9.52  | 1  | 2.50  | 0   | 0.00   | 0   | 0.00  | 82            | 12.15 |
| Personal security appointed              | 310 | 73.11 | 40 | 66.67 | 85  | 67.46 | 33 | 82.50 | 7   | 70.00  | 9   | 60.00 | 484           | 71.70 |
| Trained dog introduced                   | 67  | 15.80 | 13 | 21.67 | 35  | 27.78 | 6  | 15.00 | 1   | 10.00  | 4   | 26.67 | 126           | 18.67 |
| Others                                   | 9   | 2.12  | 2  | 3.33  | 2   | 1.59  | 4  | 10.00 | 0   | 0.00   | 1   | 6.67  | 18            | 2.67  |

## F.8 UPD action in BN areas (respondents)

| UPD action in BN areas                                                                                                | HH          |       | KI |       | IH |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|-----------------------------------------------------------------------------------------------------------------------|-------------|-------|----|-------|----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                                                                                                                       | f           | %     | f  | %     | f  | %     | f  | %     | f   | %      | f   | %     | N             | %     |
| Assured more consistent stream of eyes on the street                                                                  | 1<br>2<br>2 | 28.77 | 2  | 35.00 | 4  | 35.71 | 2  | 60.00 | 2   | 20.00  | 5   | 33.33 | 21            | 32.44 |
| Assured sufficient street light                                                                                       | 3<br>0<br>7 | 72.41 | 3  | 53.33 | 8  | 66.67 | 2  | 67.50 | 9   | 90.00  | 6   | 40.00 | 46            | 68.89 |
| Fences in streets                                                                                                     | 7           | 18.16 | 1  | 18.33 | 3  | 28.57 | 1  | 40.00 | 1   | 10.00  | 4   | 26.67 | 14            | 21.48 |
| Limited entrance and exit in neighborhood design (Outside the site boundary)                                          | 2<br>8<br>7 | 67.69 | 3  | 55.00 | 7  | 55.00 | 1  | 42.50 | 5   | 50.00  | 7   | 46.67 | 41            | 62.07 |
| Not allowing trees and shrubbery in the streets for freeing eye view                                                  | 9<br>6      | 22.64 | 1  | 18.33 | 1  | 11.90 | 4  | 10.00 | 0   | 0.00   | 4   | 26.67 | 13            | 19.26 |
| Passengers' friendly design of public transport nodes, railway station, launch terminal, bus bay & bus terminal, etc. | 1<br>2<br>3 | 29.01 | 2  | 46.67 | 3  | 26.98 | 2  | 65.00 | 7   | 70.00  | 5   | 33.33 | 22            | 33.04 |
| Pedestrian-friendly pavement design                                                                                   | 1<br>1<br>6 | 27.36 | 2  | 41.67 | 5  | 39.68 | 2  | 55.00 | 1   | 140.00 | 7   | 46.67 | 23            | 34.67 |
| Street design based on land use                                                                                       | 2<br>5<br>7 | 60.61 | 3  | 58.33 | 2  | 21.43 | 2  | 60.00 | 6   | 60.00  | 7   | 46.67 | 35            | 52.74 |
| Suitable location of police station                                                                                   | 2<br>3<br>8 | 56.13 | 2  | 45.00 | 3  | 26.19 | 1  | 30.00 | 2   | 20.00  | 8   | 53.33 | 32            | 47.41 |
| Wider gridiron street design                                                                                          | 2<br>8<br>5 | 67.22 | 3  | 56.67 | 3  | 30.16 | 1  | 32.50 | 4   | 40.00  | 6   | 40.00 | 38            | 56.30 |

## G: Needed crime prevention initiatives at residential neighborhood (RN) and business neighborhood(BN) areas in Chittagong City

## G.1.1: Needed community remedial initiatives of crime prevention at RN (respondents)

| Needed community remedial initiatives     | HH  |       | KI |       | IH |       | IP |        | IUP |       | SGD |       | Total (N=675) |       |
|-------------------------------------------|-----|-------|----|-------|----|-------|----|--------|-----|-------|-----|-------|---------------|-------|
|                                           | f   | %     | f  | %     | f  | %     | f  | %      | f   | %     | f   | %     | N             | %     |
| Boundary wall                             | 43  | 10.14 | 2  | 3.33  | 11 | 8.73  | 3  | 7.500  | 0   | 0.00  | 1   | 6.67  | 60            | 8.89  |
| CCTV Camera                               | 147 | 34.67 | 22 | 36.67 | 41 | 32.54 | 11 | 27.500 | 1   | 10.00 | 5   | 33.33 | 227           | 33.63 |
| Community cooperation and security System | 119 | 28.07 | 11 | 18.33 | 15 | 11.90 | 9  | 22.500 | 1   | 10.00 | 5   | 33.33 | 160           | 23.70 |
| Help police                               | 39  | 9.20  | 4  | 6.67  | 2  | 1.59  | 2  | 5.000  | 0   | 0.00  | 2   | 13.33 | 49            | 7.26  |
| Increase security                         | 16  | 3.77  | 4  | 6.67  | 6  | 4.76  | 5  | 12.500 | 1   | 10.00 | 1   | 6.67  | 33            | 4.89  |
| Introducing Community Security            | 44  | 10.38 | 11 | 18.33 | 50 | 39.68 | 23 | 57.500 | 4   | 40.00 | 2   | 13.33 | 134           | 19.85 |
| Personal Connection                       | 16  | 3.77  | 2  | 3.33  | 15 | 11.90 | 5  | 12.500 | 1   | 10.00 | 0   | 0.00  | 39            | 5.78  |
| Personal gate                             | 58  | 13.68 | 2  | 3.33  | 14 | 11.11 | 2  | 5.000  | 0   | 0.00  | 0   | 0.00  | 76            | 11.26 |
| Personal security                         | 87  | 20.52 | 11 | 18.33 | 29 | 23.02 | 7  | 17.500 | 2   | 20.00 | 5   | 33.33 | 141           | 20.89 |
| Prevent crime                             | 40  | 9.43  | 0  | 0.00  | 15 | 11.90 | 4  | 10.000 | 0   | 0.00  | 1   | 6.67  | 60            | 8.89  |
| Rehabilitation                            | 11  | 2.59  | 2  | 3.33  | 4  | 3.17  | 0  | 0.000  | 0   | 0.00  | 1   | 6.67  | 18            | 2.67  |
| Security alarm                            | 7   | 1.65  | 0  | 0.00  | 0  | 0.00  | 1  | 2.500  | 2   | 20.00 | 0   | 0.00  | 10            | 1.48  |
| Social/Ethical awareness                  | 183 | 43.16 | 26 | 43.33 | 50 | 39.68 | 12 | 30.000 | 2   | 20.00 | 3   | 20.00 | 276           | 40.89 |
| Trained dog                               | 2   | 0.47  | 0  | 0.00  | 1  | 0.79  | 0  | 0.000  | 0   | 0.00  | 0   | 0.00  | 3             | 0.44  |

## G.1.2: Law enforcing agencies needed remedial initiatives at RN (respondents)

| Law enforcing agencies needed remedial initiatives | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                    | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| CCTV installation                                  | 30  | 7.08  | 5  | 8.33  | 4  | 3.17  | 8  | 20.00 | 1   | 10.00 | 1   | 6.67  | 49            | 7.26  |
| Develop new law                                    | 11  | 2.59  | 3  | 5.00  | 9  | 7.14  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 25            | 3.70  |
| Enforcing Law/Stop Corruption                      | 122 | 28.77 | 5  | 8.33  | 8  | 6.35  | 4  | 10.00 | 0   | 0.00  | 6   | 40.00 | 145           | 21.48 |
| Increase activity/ police force                    | 48  | 11.32 | 19 | 31.67 | 31 | 24.60 | 11 | 27.50 | 0   | 0.00  | 0   | 0.00  | 109           | 16.15 |
| Increase Logistic Support/Quick Response           | 25  | 5.90  | 3  | 5.00  | 10 | 7.94  | 2  | 5.00  | 1   | 10.00 | 0   | 0.00  | 41            | 6.07  |
| Initiating awareness program                       | 17  | 4.01  | 7  | 11.67 | 19 | 15.08 | 12 | 30.00 | 1   | 10.00 | 0   | 0.00  | 56            | 8.30  |
| Locate crime zone areas                            | 27  | 6.37  | 2  | 3.33  | 7  | 5.56  | 2  | 5.00  | 0   | 0.00  | 1   | 6.67  | 39            | 5.78  |
| Making a list of suspects and catch them           | 35  | 8.25  | 4  | 6.67  | 12 | 9.52  | 7  | 17.50 | 1   | 10.00 | 1   | 6.67  | 60            | 8.89  |
| Police patrolling                                  | 242 | 57.08 | 26 | 43.33 | 67 | 53.17 | 26 | 65.00 | 3   | 30.00 | 8   | 53.33 | 372           | 55.11 |
| Proper Punishment                                  | 200 | 47.17 | 15 | 25.00 | 52 | 41.27 | 5  | 12.50 | 3   | 30.00 | 6   | 40.00 | 281           | 41.63 |
| Rehabilitation                                     | 0   | 0.00  | 0  | 0.00  | 1  | 0.79  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 1             | 0.15  |
| Setup New Police Station                           | 20  | 4.72  | 5  | 8.33  | 6  | 4.76  | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 35            | 5.19  |

## G.1.3: UPD needed remedial initiatives at RN (respondents)

| UPD remedial initiatives of crime prevention | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|----------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                              | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Addressing Crime in Street Design            | 5   | 1.18  | 4  | 6.67  | 4  | 3.17  | 6  | 15.00 | 0   | 0.00  | 0   | 0.00  | 19            | 2.81  |
| CCTV Camera                                  | 36  | 8.49  | 4  | 6.67  | 2  | 1.59  | 6  | 15.00 | 0   | 0.00  | 1   | 6.67  | 49            | 7.26  |
| Efficient Planning authority and Management  | 33  | 7.78  | 3  | 5.00  | 13 | 10.32 | 10 | 25.00 | 1   | 10.00 | 0   | 0.00  | 60            | 8.89  |
| Ensuring Enough Free/Open space              | 20  | 4.72  | 2  | 3.33  | 3  | 2.38  | 8  | 20.00 | 4   | 40.00 | 0   | 0.00  | 37            | 5.48  |
| Increase/Repair Street Lighting              | 248 | 58.49 | 27 | 45.00 | 73 | 57.94 | 13 | 32.50 | 0   | 0.00  | 7   | 46.67 | 368           | 54.52 |
| New Street and Flyover Construction          | 7   | 1.65  | 0  | 0.00  | 3  | 2.38  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 13            | 1.93  |
| Setting up Security Post                     | 16  | 3.77  | 3  | 5.00  | 4  | 3.17  | 3  | 7.50  | 1   | 10.00 | 0   | 0.00  | 27            | 4.00  |
| Street Repair/Widening                       | 133 | 31.37 | 12 | 20.00 | 37 | 29.37 | 14 | 35.00 | 4   | 40.00 | 1   | 6.67  | 201           | 29.78 |
| Well Planned Housing & Settlement            | 107 | 25.24 | 12 | 20.00 | 12 | 9.52  | 2  | 5.00  | 2   | 20.00 | 2   | 13.33 | 137           | 20.30 |
| Well planned Road & Street Design            | 94  | 22.17 | 9  | 15.00 | 19 | 15.08 | 12 | 30.00 | 3   | 30.00 | 6   | 40.00 | 143           | 21.19 |



G.2: Community needed activities at RN (respondents)

| Needed community street crime prevention activities                                                       | HH  |       | KI |       | IH |       | IP |       | IUP |        | SGD |       | Total (N=675) |       |
|-----------------------------------------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|--------|-----|-------|---------------|-------|
|                                                                                                           | f   | %     | f  | %     | f  | %     | f  | %     | f   | %      | f   | %     | N             | %     |
| Community cooperation                                                                                     | 389 | 91.75 | 56 | 93.33 | 11 | 92.86 | 33 | 82.50 | 4   | 140.00 | 1   | 80.00 | 62            | 92.00 |
| Ensuring the security of eyewitness and victims                                                           | 356 | 83.96 | 49 | 81.67 | 93 | 73.81 | 24 | 60.00 | 4   | 40.00  | 1   | 93.33 | 54            | 80.00 |
| Forming community association to assure community security                                                | 352 | 83.02 | 48 | 80.00 | 60 | 47.62 | 27 | 67.50 | 7   | 70.00  | 1   | 86.67 | 50            | 75.19 |
| Initiation of community sponsored security system                                                         | 210 | 49.53 | 21 | 35.00 | 86 | 68.25 | 30 | 75.00 | 7   | 70.00  | 5   | 33.33 | 35            | 53.19 |
| Launching effective community awareness program in education, social, cultural and religious institutions | 369 | 87.03 | 54 | 90.00 | 10 | 80.95 | 32 | 80.00 | 9   | 90.00  | 1   | 93.33 | 58            | 85.93 |
| Need sincere effort from local political leaders and public representatives                               | 348 | 82.08 | 53 | 88.33 | 88 | 69.84 | 28 | 70.00 | 9   | 90.00  | 1   | 73.33 | 53            | 79.56 |
| Others                                                                                                    | 29  | 6.84  | 5  | 8.33  | 7  | 5.56  | 4  | 10.00 | 0   | 0.00   | 3   | 20.00 | 48            | 7.11  |

G.3: Law enforcing agencies needed remedial actions at RN (respondents)

| Law enforcing agencies needed remedial actions at RN                      | HH  |       | KI |       | IH  |       | IP |       | IUP |        | SGD |        | Total (N=675) |       |
|---------------------------------------------------------------------------|-----|-------|----|-------|-----|-------|----|-------|-----|--------|-----|--------|---------------|-------|
|                                                                           | f   | %     | f  | %     | f   | %     | f  | %     | f   | %      | f   | %      | N             | %     |
| Enough police patrolling                                                  | 388 | 91.51 | 52 | 86.67 | 110 | 87.30 | 34 | 85.00 | 7   | 70.00  | 1   | 113.33 | 60            | 90.00 |
| Ensuring logistic support for police force                                | 347 | 81.84 | 48 | 80.00 | 80  | 63.49 | 24 | 60.00 | 9   | 90.00  | 1   | 126.67 | 52            | 78.07 |
| Increase the example of criminal punishment                               | 390 | 91.90 | 49 | 81.67 | 107 | 79.33 | 3  | 75.00 | 6   | 60.00  | 1   | 73.33  | 58            | 86.81 |
| Introducing CCTV in the street crime hotspots                             | 390 | 91.90 | 5  | 93.33 | 10  | 86.53 | 3  | 92.50 | 1   | 130.00 | 9   | 60.00  | 61            | 90.96 |
| Introducing perpetrator's/detailed rehabilitation program                 | 170 | 40.09 | 2  | 46.67 | 60  | 47.62 | 2  | 57.50 | 8   | 80.00  | 7   | 46.67  | 29            | 43.85 |
| Need to trained police force regarding urban planning and security issues | 8   | 1.89  | 0  | 0.00  | 15  | 11.90 | 3  | 7.50  | 0   | 0.00   | 0   | 0.00   | 26            | 3.85  |
| Rewarding honest, sincere and competent police personnel                  | 342 | 80.66 | 3  | 58.33 | 69  | 54.76 | 3  | 80.00 | 7   | 70.00  | 1   | 73.33  | 49            | 73.48 |
| Others                                                                    | 2   | 0.47  | 1  | 30.00 | 12  | 9.52  | 1  | 2.50  | 0   | 0.00   | 1   | 6.67   | 34            | 5.04  |

G.4: UPD needed remedial actions at RN (respondents)

| UPD needed remedial actions                                                                       | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                                                   | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Addressing urban form and design in respecting natural environment, preserving open space systems | 145 | 34.20 | 1  | 23.33 | 20 | 15.87 | 7  | 17.50 | 5   | 50.00 | 7   | 46.67 | 19            | 29.33 |
| Application of GIS by using GPS, 3D Model for crime mapping                                       | 176 | 41.51 | 2  | 36.67 | 18 | 14.29 | 1  | 35.00 | 4   | 40.00 | 7   | 46.67 | 24            | 35.70 |
| Avoiding mixed land use if high population density                                                | 94  | 22.17 | 7  | 11.67 | 31 | 24.60 | 1  | 27.50 | 3   | 30.00 | 8   | 53.33 | 15            | 22.81 |
| Changing housing design considering safety                                                        | 140 | 33.02 | 1  | 23.33 | 57 | 45.24 | 2  | 52.50 | 3   | 30.00 | 3   | 20.00 | 23            | 35.26 |
| Design of public space of business areas                                                          | 216 | 50.94 | 3  | 51.67 | 23 | 18.25 | 9  | 22.50 | 4   | 40.00 | 8   | 53.33 | 29            | 43.11 |
| Emphasizing sectorial and dual land use                                                           | 66  | 15.57 | 1  | 16.67 | 13 | 10.32 | 6  | 15.00 | 0   | 0.00  | 2   | 13.33 | 97            | 14.37 |
| Ensuring sufficient street light (daylight and electric light)                                    | 343 | 80.40 | 4  | 73.33 | 10 | 8.16  | 2  | 65.00 | 3   | 30.00 | 5   | 33.33 | 52            | 77.33 |
| Ensuring visibility of main entrance and surrounding of the house                                 | 158 | 37.26 | 2  | 45.00 | 44 | 34.92 | 1  | 37.50 | 1   | 10.00 | 1   | 66.67 | 25            | 37.78 |
| Introducing gated housing (common entrance and exist)                                             | 156 | 36.79 | 2  | 36.67 | 37 | 29.37 | 1  | 40.00 | 2   | 20.00 | 5   | 33.33 | 23            | 35.26 |
| Priority for pedestrian in pavement design                                                        | 78  | 18.18 | 1  | 20.00 | 44 | 34.92 | 1  | 45.00 | 6   | 60.00 | 1   | 6.67  | 15            | 23.56 |
| Spatially redesign in the planning of neighborhood                                                | 87  | 20.52 | 1  | 30.00 | 13 | 10.32 | 7  | 17.50 | 2   | 20.00 | 5   | 33.33 | 13            | 19.56 |
| Special attention on transport nodes                                                              | 114 | 26.89 | 1  | 28.33 | 46 | 36.51 | 1  | 27.50 | 4   | 40.00 | 4   | 26.67 | 19            | 29.04 |
| Street widening to avoid traffic congestion                                                       | 224 | 52.83 | 3  | 58.33 | 81 | 64.29 | 2  | 57.50 | 8   | 80.00 | 4   | 26.67 | 37            | 55.56 |
| Others                                                                                            | 4   | 0.94  | 2  | 33.33 | 3  | 2.38  | 1  | 2.50  | 0   | 0.00  | 0   | 0.00  | 10            | 1.48  |

G.5.1: Needed community based street crime prevention activities BN areas (respondents)

| Needed community based street crime prevention activities | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|-----------------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                           | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Boundary wall                                             | 34  | 8.02  | 0  | 0.00  | 5  | 3.97  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 41            | 6.07  |
| CCTV Camera Installation                                  | 166 | 39.15 | 2  | 45.00 | 5  | 39.68 | 1  | 42.50 | 2   | 20.00 | 3   | 20.00 | 265           | 39.26 |
| Common Entry and exit gate                                | 51  | 12.03 | 2  | 3.33  | 4  | 3.17  | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 60            | 8.89  |
| Community Guard                                           | 58  | 13.68 | 1  | 25.00 | 4  | 32.54 | 7  | 17.50 | 1   | 10.00 | 2   | 13.33 | 124           | 18.37 |
| Help Police                                               | 45  | 10.61 | 7  | 11.67 | 5  | 3.97  | 3  | 7.50  | 2   | 20.00 | 2   | 13.33 | 64            | 9.48  |
| Increase Security System                                  | 20  | 4.72  | 6  | 10.00 | 3  | 2.38  | 6  | 15.00 | 0   | 0.00  | 1   | 6.67  | 36            | 5.33  |

| Needed community based street crime prevention activities | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |       |
|-----------------------------------------------------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|-------|
|                                                           | f  | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %    | N             | %     |
| Local Committee Formation and Cooperation                 | 14 | 33.4 | 1  | 16.6 | 4  | 31.7 | 1  | 35.0 | 1   | 10.0 | 3   | 20.0 | 210           | 31.11 |
| Personal security                                         | 44 | 10.3 | 1  | 21.6 | 1  | 11.9 | 9  | 22.5 | 1   | 10.0 | 4   | 26.6 | 86            | 12.74 |
| Prevention of Crime                                       | 34 | 8.02 | 2  | 3.33 | 1  | 10.3 | 4  | 10.0 | 1   | 10.0 | 3   | 20.0 | 57            | 8.44  |
| Rehabilitation                                            | 16 | 3.77 | 4  | 6.67 | 2  | 1.59 | 0  | 0.00 | 0   | 0.00 | 0   | 0.00 | 22            | 3.26  |
| Security alarm                                            | 45 | 10.6 | 1  | 1.67 | 5  | 3.97 | 3  | 7.50 | 1   | 10.0 | 0   | 0.00 | 55            | 8.15  |
| Social awareness/Moral education                          | 15 | 36.5 | 1  | 23.3 | 4  | 34.1 | 1  | 25.0 | 0   | 0.00 | 4   | 26.6 | 226           | 33.48 |
| Trained Dog                                               | 17 | 4.01 | 1  | 1.67 | 0  | 0.00 | 2  | 5.00 | 0   | 0.00 | 0   | 0.00 | 20            | 2.96  |

Table G.5.2: Needed law enforcing agencies initiatives at BN areas (respondents)

| Type of Needed law enforcing agencies initiatives | HH  |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|---------------------------------------------------|-----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                   | f   | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Developing new law                                | 4   | 0.94  | 2  | 3.33  | 18 | 14.29 | 3  | 7.50  | 0   | 0.00  | 0   | 0.00  | 27            | 4.00  |
| Educative program                                 | 37  | 8.73  | 1  | 1.67  | 3  | 2.38  | 10 | 25.00 | 2   | 20.00 | 1   | 6.67  | 54            | 8.00  |
| Enforcing Law/Stop Corruption                     | 119 | 28.07 | 1  | 1.67  | 17 | 13.49 | 0  | 0.00  | 0   | 0.00  | 5   | 33.33 | 142           | 21.04 |
| Increase activity/ police force                   | 101 | 23.82 | 17 | 28.33 | 17 | 13.49 | 10 | 25.00 | 0   | 0.00  | 3   | 20.00 | 148           | 21.93 |
| Increase logistic facilities                      | 37  | 8.73  | 3  | 5.00  | 7  | 5.56  | 9  | 22.50 | 1   | 10.00 | 0   | 0.00  | 57            | 8.44  |
| Installation of CCTV                              | 21  | 4.95  | 2  | 3.33  | 31 | 24.60 | 8  | 20.00 | 2   | 20.00 | 1   | 6.67  | 65            | 9.63  |
| Locate crime prone areas                          | 30  | 7.08  | 2  | 3.33  | 15 | 11.90 | 3  | 7.50  | 0   | 0.00  | 1   | 6.67  | 51            | 7.56  |
| Making a list of suspect and catch them           | 19  | 4.48  | 4  | 6.67  | 11 | 8.73  | 7  | 17.50 | 0   | 0.00  | 0   | 0.00  | 41            | 6.07  |
| Police patrolling                                 | 267 | 62.97 | 31 | 51.67 | 60 | 47.62 | 27 | 67.50 | 3   | 30.00 | 5   | 33.33 | 393           | 58.22 |
| Proper Punishment                                 | 153 | 36.08 | 17 | 28.33 | 20 | 15.87 | 3  | 7.50  | 2   | 20.00 | 5   | 33.33 | 200           | 29.63 |
| Quick response                                    | 3   | 0.71  | 3  | 5.00  | 6  | 4.76  | 2  | 5.00  | 0   | 0.00  | 0   | 0.00  | 14            | 2.07  |
| Setup New police station                          | 12  | 2.83  | 1  | 1.67  | 5  | 3.97  | 5  | 12.50 | 0   | 0.00  | 0   | 0.00  | 23            | 3.41  |

Table G.5.3: Needed urban planning and design authorities initiatives (respondents)

| Needed urban planning and design authorities initiatives | HH |      | KI |      | IH |      | IP |      | IUP |      | SGD |      | Total (N=675) |       |
|----------------------------------------------------------|----|------|----|------|----|------|----|------|-----|------|-----|------|---------------|-------|
|                                                          | f  | %    | f  | %    | f  | %    | f  | %    | f   | %    | f   | %    | N             | %     |
| Attention on Transport nodes                             | 2  | 0.47 | 2  | 3.33 | 1  | 0.79 | 4  | 10.0 | 0   | 0.00 | 0   | 0.00 | 9             | 1.33  |
| CCTV Camera Installation                                 | 33 | 7.78 | 5  | 8.33 | 1  | 7.94 | 6  | 15.0 | 0   | 0.00 | 3   | 20.0 | 57            | 8.44  |
| Common Entrance and Exit Gate                            | 2  | 0.47 | 0  | 0.00 | 2  | 1.59 | 3  | 7.50 | 0   | 0.00 | 0   | 0.00 | 7             | 1.04  |
| Enough Free / Open Space                                 | 25 | 5.90 | 0  | 0.00 | 4  | 3.17 | 1  | 2.50 | 2   | 20.0 | 0   | 0.00 | 32            | 4.74  |
| Increase security Post at Suitable location              | 20 | 4.72 | 4  | 6.67 | 9  | 7.14 | 7  | 17.5 | 0   | 0.00 | 1   | 6.67 | 41            | 6.07  |
| Increase/Repair Street Lighting                          | 25 | 58.9 | 3  | 56.6 | 4  | 37.3 | 1  | 37.5 | 0   | 0.00 | 1   | 73.3 | 357           | 52.89 |
| Making Fences in the street                              | 9  | 2.12 | 0  | 0.00 | 8  | 6.35 | 5  | 12.5 | 0   | 0.00 | 0   | 0.00 | 22            | 3.26  |
| New Street and flyover construction                      | 6  | 1.42 | 0  | 0.00 | 1  | 0.79 | 1  | 2.50 | 0   | 0.00 | 0   | 0.00 | 8             | 1.19  |
| Planned Housing and Settlement                           | 89 | 20.9 | 3  | 5.00 | 1  | 10.3 | 4  | 10.0 | 2   | 20.0 | 1   | 6.67 | 112           | 16.59 |
| Planned Road & Street Design                             | 10 | 24.7 | 1  | 18.3 | 1  | 7.94 | 1  | 32.5 | 3   | 30.0 | 3   | 20.0 | 145           | 21.48 |
| Street Repair/widening                                   | 15 | 36.5 | 1  | 26.6 | 4  | 31.7 | 1  | 32.5 | 2   | 20.0 | 2   | 13.3 | 228           | 33.78 |
| Urban Planning and Management                            | 28 | 6.60 | 3  | 5.00 | 1  | 9.52 | 7  | 17.5 | 2   | 20.0 | 0   | 0.00 | 52            | 7.70  |

Table G.6: Needed remedial actions by business community (respondents)

| Needed remedial actions by business community                                                                    | HH |       | KI |       | IH |       | IP |       | IUP |       | SGD |       | Total (N=675) |       |
|------------------------------------------------------------------------------------------------------------------|----|-------|----|-------|----|-------|----|-------|-----|-------|-----|-------|---------------|-------|
|                                                                                                                  | f  | %     | f  | %     | f  | %     | f  | %     | f   | %     | f   | %     | N             | %     |
| Designing business shopping malls considering security issues \                                                  | 1  | 41.04 | 2  | 36.67 | 4  | 38.10 | 2  | 60.00 | 4   | 40.00 | 9   | 60.00 | 28            | 41.63 |
| Ensuring the security of eyewitness and victims                                                                  | 2  | 60.85 | 4  | 66.67 | 7  | 60.32 | 2  | 55.00 | 3   | 30.00 | 1   | 66.67 | 40            | 60.59 |
| Forming business community association to assure community security                                              | 2  | 68.16 | 3  | 53.33 | 7  | 62.70 | 1  | 37.50 | 8   | 80.00 | 6   | 40.00 | 42            | 63.56 |
| Initiation of business community sponsored security system                                                       | 1  | 37.03 | 2  | 33.33 | 4  | 38.10 | 1  | 45.00 | 8   | 80.00 | 1   | 66.67 | 26            | 38.67 |
| Introducing CCTV at the surrounding of the shopping mall                                                         | 3  | 84.91 | 4  | 76.67 | 5  | 44.44 | 3  | 77.50 | 6   | 60.00 | 4   | 26.67 | 50            | 74.52 |
| Introducing internal link (hidden) security alarm system among the business community member                     | 8  | 20.28 | 1  | 26.67 | 1  | 13.49 | 6  | 15.00 | 2   | 20.00 | 1   | 80.00 | 13            | 20.59 |
| Launching effective business community awareness program in social, cultural and religious meeting and functions | 2  | 67.92 | 4  | 68.33 | 7  | 58.73 | 2  | 65.00 | 5   | 50.00 | 5   | 33.33 | 43            | 65.04 |
| Need sincere effort from local political leaders and public representatives                                      | 1  | 33.49 | 2  | 43.33 | 6  | 47.62 | 1  | 32.50 | 6   | 60.00 | 1   | 93.33 | 26            | 38.67 |
| Remedial actions_by_Business_Community                                                                           | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0  | 0.00  | 0   | 0.00  | 0   | 0.00  | 0             | 0.00  |
| Strengthening business community cooperation                                                                     | 3  | 76.89 | 4  | 75.00 | 1  | 92.06 | 2  | 72.50 | 8   | 80.00 | 3   | 20.00 | 52            | 78.07 |

| Needed remedial actions by business community | HH |          | KI |          | IH |          | IP |            | IUP |          | SGD |          | Total<br>(N=675) |          |
|-----------------------------------------------|----|----------|----|----------|----|----------|----|------------|-----|----------|-----|----------|------------------|----------|
|                                               | f  | %        | f  | %        | f  | %        | f  | %          | f   | %        | f   | %        | N                | %        |
|                                               | 6  |          |    |          | 6  |          |    |            |     |          |     |          |                  |          |
| Others                                        | 2  | 0.4<br>7 | 0  | 0.0<br>0 | 1  | 0.7<br>9 | 4  | 10.0<br>00 | 0   | 0.0<br>0 | 0   | 0.0<br>0 | 7                | 1.0<br>4 |

**Table G.7: Needed remedial actions by law enforcing agencies at BN areas (PS)**

| Needed remedial actions by law enforcing agencies                         | HH      |           | KI     |           | IH      |           | IP     |           | IUP     |         | SGD        |         | Total<br>(N=675) |           |
|---------------------------------------------------------------------------|---------|-----------|--------|-----------|---------|-----------|--------|-----------|---------|---------|------------|---------|------------------|-----------|
|                                                                           | f       | %         | f      | %         | f       | %         | f      | %         | f       | %       | f          | %       | N                | %         |
| Enough police patrolling                                                  | 38<br>6 | 91.0<br>4 | 5<br>0 | 83.3<br>3 | 11<br>0 | 87.3<br>0 | 3<br>5 | 87.5<br>0 | 8<br>80 | 1<br>6  | 106.6<br>7 | 60<br>5 | 89.6<br>3        |           |
| Ensuring logistic support for police force                                | 25<br>0 | 58.9<br>6 | 3<br>7 | 61.6<br>7 | 90      | 71.4<br>3 | 2<br>9 | 72.5<br>0 | 9<br>90 | 1<br>4  | 93.33      | 42<br>9 | 63.5<br>6        |           |
| Increase the example of criminal punishment                               | 35<br>0 | 82.5<br>5 | 4<br>6 | 76.6<br>7 | 89      | 70.6<br>3 | 3<br>0 | 75.0<br>0 | 1<br>0  | 10<br>0 | 1<br>1     | 73.33   | 53<br>6          | 79.4<br>1 |
| Introducing CCTV in the street crime hotspots                             | 40<br>9 | 96.4<br>6 | 5<br>3 | 88.3<br>3 | 99      | 78.5<br>7 | 3<br>0 | 75.0<br>0 | 1<br>0  | 10<br>0 | 7<br>7     | 46.67   | 60<br>8          | 90.0<br>7 |
| Introducing perpetrator's/derailed rehabilitation program                 | 14<br>3 | 33.7<br>3 | 3<br>5 | 58.3<br>3 | 57      | 45.2<br>4 | 1<br>9 | 47.5<br>0 | 3<br>30 | 7<br>7  | 46.67      | 26<br>4 | 39.1<br>1        |           |
| Need to trained police force regarding urban planning and security issues | 20<br>5 | 48.3<br>5 | 2<br>4 | 40.0<br>0 | 57      | 45.2<br>4 | 2<br>2 | 55.0<br>0 | 7<br>70 | 7<br>7  | 46.67      | 32<br>2 | 47.7<br>0        |           |
| Rewarding honest, sincere, and competent police personnel                 | 32<br>7 | 77.1<br>2 | 4<br>7 | 78.3<br>3 | 67      | 53.1<br>7 | 2<br>0 | 50.0<br>0 | 3<br>30 | 1<br>1  | 73.33      | 47<br>5 | 70.3<br>7        |           |
| Others                                                                    | 1       | 0.24      | 1      | 1.67      | 5       | 3.97      | 5      | 12.5<br>0 | 0       | 0       | 1          | 6.67    | 13               | 1.93      |

**Table G.8: Needed remedial actions to business neighborhood planning and design authority (PS)**

| Needed remedial actions to business neighborhoods by planning and design authority                | HH      |       | KI     |       | IH      |       | IP     |       | IUP    |        | SGD    |       | Total<br>(N=675) |       |
|---------------------------------------------------------------------------------------------------|---------|-------|--------|-------|---------|-------|--------|-------|--------|--------|--------|-------|------------------|-------|
|                                                                                                   | f       | %     | f      | %     | f       | %     | f      | %     | f      | %      | f      | %     | N                | %     |
| Addressing urban form and design in respecting natural environment, preserving open space systems | 76      | 17.92 | 8      | 13.33 | 37      | 29.37 | 16     | 40.00 | 4      | 40.00  | 8      | 53.33 | 149              | 22.07 |
| Application of GIS by using GPS, 3D Model for crime mapping                                       | 11<br>5 | 27.12 | 2<br>4 | 40.00 | 23      | 18.25 | 1<br>5 | 37.50 | 3      | 30.00  | 5      | 33.33 | 185              | 27.41 |
| Avoiding mixed land use if high population density                                                | 90      | 21.23 | 1<br>0 | 16.67 | 34      | 26.98 | 3<br>0 | 7.50  | 4      | 40.00  | 8      | 53.33 | 149              | 22.07 |
| Changing housing design considering safety                                                        | 18<br>8 | 44.34 | 2<br>2 | 36.67 | 47      | 37.30 | 1<br>6 | 40.00 | 3      | 30.00  | 2      | 13.33 | 278              | 41.19 |
| Design of public space of business areas                                                          | 17<br>6 | 41.51 | 2<br>5 | 41.67 | 29      | 23.02 | 1<br>7 | 42.50 | 7      | 70.00  | 4      | 26.67 | 258              | 38.22 |
| Emphasizing sectorial and dual land use                                                           | 48      | 11.32 | 6      | 10.00 | 9       | 7.14  | 3<br>4 | 7.50  | 1      | 10.00  | 4      | 26.67 | 71               | 10.52 |
| Ensuring sufficient street light (daylight and electric light)                                    | 32<br>2 | 75.94 | 4<br>1 | 68.33 | 10<br>1 | 80.16 | 2<br>5 | 62.50 | 4      | 40.00  | 3      | 20.00 | 496              | 73.48 |
| Ensuring visibility of main entrance and surrounding of the house                                 | 15<br>9 | 37.50 | 2<br>4 | 40.00 | 47      | 37.30 | 1<br>1 | 27.50 | 0      | 0.00   | 9      | 60.00 | 250              | 37.04 |
| Introducing gated housing (common entrance and exist)                                             | 16<br>6 | 39.15 | 2<br>0 | 33.33 | 30      | 23.81 | 1<br>6 | 40.00 | 3      | 30.00  | 9      | 60.00 | 244              | 36.15 |
| Priority for pedestrian in pavement design                                                        | 10<br>5 | 24.76 | 2<br>2 | 36.67 | 35      | 27.78 | 8<br>0 | 20.00 | 3      | 30.00  | 5      | 33.33 | 178              | 26.37 |
| Spatially redesign in the planning of neighborhood                                                | 12<br>0 | 28.30 | 2<br>0 | 33.33 | 29      | 23.02 | 1<br>2 | 30.00 | 1      | 10.00  | 3      | 20.00 | 185              | 27.41 |
| Special attention on transport nodes                                                              | 19<br>1 | 45.05 | 2<br>3 | 38.33 | 46      | 36.51 | 1<br>6 | 40.00 | 7      | 70.00  | 5      | 33.33 | 288              | 42.67 |
| Street widening to avoid traffic congestion                                                       | 28<br>3 | 66.75 | 3<br>8 | 63.33 | 83      | 65.87 | 3<br>2 | 80.00 | 1<br>0 | 100.00 | 6<br>0 | 40.00 | 452              | 66.96 |
| Others                                                                                            | 2       | 0.47  | 1      | 1.67  | 5       | 3.97  | 0      | 0.00  | 0      | 0.00   | 0      | 0.00  | 8                | 1.19  |

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|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Name                   | Mr. Mohammad Ali Haider                                                                                                                                                                                                                                                                                                                                                                                                                         |
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### Workshop

- Actively participated in the „Teaching Learning and Research Methodology Workshop at Universiti Malaysia Perlis, Malaysia.
- Actively participated in the International Urban and Architectural Design Workshop (Korea National University of Transportation (KNUT), South Korea; Saga University, Japan; Eindhoven University, The Netherlands; Thammasat University, Thailand; Chiang Mai University, Thailand and KazGASA University, Kazakhstan) in Chung-ju Campus of KNUT, South Korea.



Actively participated in the Joint Off-Campus Research 2016, Asian Cooperative Program (ACP) (Kansai University of International Studies, Japan; Universitas Lampung, Indonesia; University of Yangon Myanmar; and Thammasat University, Thailand) at Thammasat University, Thailand.

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Actively participated and presented a paper on “Disaster Risk Reduction and its Resilience in Asian Countries’ in the Collaborative Workshop between Centre of Excellence, Ritsumeikan University and Faculty of Architecture and Planning, Thammasat University” at Ritsumeikan University, Kyoto and Osaka, Japan.

### **Extra-Curricular Activities**

Actively participated in the Training on “Asia Regional Evaluation Evidence Exchange” from 19-20 October 2015 at Asia Regional Training Centre (ARTC), USAID/RDMA, Bangkok, Thailand.

Actively participated in the Technical Writing Presentation on 20th December 2013 at Language Centre, AIT, Thailand.

Actively participated in the 14th Bangladesh International Geographical Conference 2013, Theme: Organized by Department of Botany, University of Chittagong, Bangladesh since January 09-10, 2010.

Actively participated in the International Conference on Bangladesh Environment at Dhaka University Senate Hall, Organized by BAPA and BEN Since January 03-04, 2010.

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Actively participated in the Capacity Development Workshop at TARC-Savar, Since April 25-27, 2005.

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