

## NVivo-Formatted Full Academic Output

### THEMATIC ANALYSIS

#### METHOD - BRAUN & CLARKE

### Module 1. Familiarisation: Structured Summary of the Dataset

The dataset consists of qualitative responses from ten pseudonymous participants (AB, CD, EF, GH, IJ, KL, MN, OP, QR, ST) to a series of open-ended questions about crime and safety in London. Questions invite reflections on general feelings of safety, salient crime types, locations that feel particularly safe or unsafe, the influence of media, experiences of victimisation (direct and vicarious), perceptions of policing and security measures, behavioural adaptations, preferred crime-reduction strategies, and commonly overlooked issues.

Across the dataset, participants present London as a city in which safety is negotiated rather than guaranteed. Most describe feeling broadly or 'reasonably' safe, but nearly always with conditions: safety is higher in daylight, in familiar and well-lit places, and in areas perceived as affluent or well-managed; it decreases in poorly lit side streets, some public transport settings, and nightlife-dominated environments late at night. Theft—especially mobile phone, bike and bag theft—emerges as the most salient crime type, with violent incidents, harassment, fraud and antisocial behaviour also featuring prominently. Participants' accounts demonstrate how personal experiences, stories from others, and media portrayals intersect to shape everyday risk assessments.

#### Reflexive Notes (Researcher Insights)

Respondents differentiate strongly between day and night, highlighting situational rather than constant fear.

The media acts as a major amplifier of concern, even among those who maintain skepticism.

Crime's emotional impact is undervalued in public discourse but highly salient to individuals.

The dataset shows clear interaction between space, time, routine, and identity in shaping perceptions.

Several themes appear across multiple questions, indicating strong coherence.

## Module 2 — NVivo-Formatted Codebook

### Baseline sense of safety

Definition	Generalised assessments of personal safety in London.
Inclusion criteria	References to overall feelings of being safe or unsafe in London.
Exclusion criteria	Statements that focus only on specific crime types without an overall safety judgement.
Example	"Overall, I feel reasonably safe living in London."

### Day–night contrast

Definition	Differences in perceived safety by time of day.
Inclusion criteria	Mentions of feeling safer during the day or more cautious/fearful at night.
Exclusion criteria	General safety statements with no temporal distinction.
Example	"I avoid walking home alone after dark, but I'm fine in the daytime."

### Area familiarity

Definition	How familiarity with an area shapes safety perceptions.
Inclusion criteria	Comments about feeling safer in known neighbourhoods or routes.
Exclusion criteria	General statements about London without reference to familiarity.
Example	"I feel much safer in my own area because I know the streets and people."

### Opportunistic theft

Definition	Theft-related concerns including phones, bikes, bags and pickpocketing.
Inclusion criteria	Mentions of theft, snatching, pickpocketing, burglary or similar opportunistic crimes.
Exclusion criteria	Harassment or violent assault that does not involve stealing property.
Example	"My phone was grabbed out of my hand on a busy high street."

### Violent crime

Definition	Mentions of assault, mugging, knife crime and serious interpersonal violence.
Inclusion criteria	References to physical attacks, threats with weapons or serious assaults.
Exclusion criteria	Harassment or intimidation that does not escalate to physical violence.
Example	"Knife crime is always in the back of my mind when I'm out late."

### Harassment and unwanted attention

Definition	Verbal or non-physical harassment in public spaces.
Inclusion criteria	Catcalling, being followed, threatening comments, unwanted attention.
Exclusion criteria	Incidents that clearly involve physical assault or theft.
Example	"I often get comments from men when I'm waiting at bus stops at night."

### Cyber and financial fraud

Definition	Online scams, phishing, identity theft and financial fraud.
Inclusion criteria	Mentions of scams, fraud, online banking crime, identity theft.
Exclusion criteria	Physical theft or street robbery.
Example	"Most people I know have had suspicious calls or online scam attempts."

### Transport safety

Definition	Perceptions of safety on public transport and in stations.
Inclusion criteria	References to feeling safe/unsafe on buses, trains, tubes, and at interchanges.
Exclusion criteria	Road safety for drivers or cyclists (unless linked to crime).
Example	"Certain stations feel very intimidating late at night."

### Nightlife-related risk

Definition	Safety concerns linked to bars, clubs, alcohol and the night-time economy.
Inclusion criteria	Mentions of fighting, harassment or feeling unsafe around pubs, clubs and closing times.
Exclusion criteria	Daytime shopping or work-related settings.
Example	"Around the clubs at closing time it can feel quite chaotic and unsafe."

### Poor lighting

Definition	Impact of lighting and visibility on safety perceptions.
Inclusion criteria	References to dark streets, alleys, poorly lit parks or paths.
Exclusion criteria	Time-of-day fears without any mention of lighting or visibility.
Example	"The path from the station is badly lit, which makes me nervous."

### Crowds as safety buffer

Definition	Crowds and busyness increasing perceived safety.
Inclusion criteria	Comments suggesting that busy streets or crowds make people feel safer.
Exclusion criteria	Mentions of crowds only as a risk factor (e.g. pickpocketing).

Example	"I prefer to walk home along the main road where there are always people around."
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#### Crowds as risk factor

Definition	Crowds increasing risk of theft or discomfort.
Inclusion criteria	Mentions of pickpocketing, being jostled, or feeling overwhelmed in crowds.
Exclusion criteria	Crowds that are framed purely as reassuring.
Example	"Tourist areas are packed, which makes it easy for pickpockets."

#### Police visibility

Definition	Presence of police officers as a reassurance or deterrent.
Inclusion criteria	Comments about seeing officers on patrol, police cars, or specific operations.
Exclusion criteria	General trust/distrust in institutions without explicit reference to visibility.
Example	"Seeing police around busy stations makes me feel more at ease."

#### Police limitations

Definition	Perceived inadequacies in policing, such as low presence or poor response.
Inclusion criteria	Statements about slow response times, lack of patrols or under-resourcing.
Exclusion criteria	Critiques of broader government policy without clear policing focus.
Example	"You rarely see police in my area unless something serious has already happened."

#### Security staff

Definition	Role of security guards, stewards and venue staff.
Inclusion criteria	Mentions of bouncers, private security, transport staff, shopping centre guards.
Exclusion criteria	References solely about police officers or CCTV.
Example	"Having staff on the platforms makes me feel safer on the tube at night."

#### CCTV surveillance

Definition	Cameras as a crime deterrent or evidence-gathering tool.
Inclusion criteria	Explicit references to CCTV, cameras, or 'being watched'.
Exclusion criteria	General comments about surveillance that are political/abstract.
Example	"I like that there are cameras all along the high street; it feels monitored."

### Environmental design

Definition	Urban design features that shape safety (sightlines, layout, maintenance).
Inclusion criteria	Mentions of alleyways, underpasses, blind corners, derelict spaces, broken infrastructure.
Exclusion criteria	Purely social explanations for crime (e.g. poverty) without reference to place layout.
Example	"The estate has lots of hidden corners where people can hang around unnoticed."

### Media amplification

Definition	Media portrayal of crime as amplifying or distorting risk perception.
Inclusion criteria	References to news, social media, or viral videos shaping beliefs about crime.
Exclusion criteria	Direct personal experiences of crime that do not mention media.
Example	"If you believed the news, London would seem like a constant crime scene."

### Local community reporting

Definition	Neighbourhood-level communication about crime (apps, forums, groups).
Inclusion criteria	Mentions of WhatsApp groups, community Facebook pages, local apps.
Exclusion criteria	Formal news outlets or national media.
Example	"Our local Facebook group posts about every incident, which can feel overwhelming."

### Vicarious victimisation

Definition	Knowing someone else who has been a victim of crime.
Inclusion criteria	References to friends, family or neighbours experiencing crime.
Exclusion criteria	The participant's own direct victimisation.
Example	"A close friend was mugged near my station, which shook me up."

### Direct victimisation

Definition	Participant being personally victimised by crime.
Inclusion criteria	Statements where the participant themselves was attacked, robbed or scammed.
Exclusion criteria	Stories exclusively about other people's experiences.
Example	"I had my bike stolen from right outside my flat."

### Avoidance behaviours

Definition	Avoiding particular routes, places or times due to safety concerns.
Inclusion criteria	Mentions of not going out at night, not using certain parks, avoiding shortcuts.
Exclusion criteria	General caution without behavioural change.
Example	"I stopped using that shortcut through the park after a few incidents there."

### Protective behaviours

Definition	Active steps to protect oneself or property.
Inclusion criteria	Hiding phones, using stronger locks, walking with friends, staying alert.
Exclusion criteria	Complete withdrawal from activities (captured under avoidance).
Example	"I keep my phone zipped away whenever I'm on the tube."

### Gendered safety concerns

Definition	Safety concerns shaped by gender, often from women.
Inclusion criteria	Mentions of women's safety, harassment, or feeling targeted due to gender.
Exclusion criteria	General safety concerns not linked to gender.
Example	"As a woman, I plan my journey home much more carefully."

### Public transport adaptations

Definition	Changes in transport use due to safety concerns.
Inclusion criteria	Choosing different routes, times or modes (e.g. Uber instead of night bus).
Exclusion criteria	Comments on transport comfort that are not crime-related.
Example	"I'll pay for a taxi rather than wait alone for the last bus."

### Youth involvement perceptions

Definition	Beliefs about young people's involvement in crime.
Inclusion criteria	Comments linking youth or teenagers to crime or disorder.
Exclusion criteria	Descriptions of offenders that do not mention age.
Example	"Groups of teenagers hanging around can feel intimidating."

### Neighbourhood inequality

Definition	Links between deprivation, disinvestment and crime.
Inclusion criteria	References to 'rough' areas, lack of services, rundown housing and crime.
Exclusion criteria	Individual-level explanations only (e.g. 'bad people').

Example	"Areas with fewer opportunities seem to have higher crime."
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### Tourist hotspots

Definition	Perceptions of safety in tourist-dense parts of London.
Inclusion criteria	Mentions of central tourist areas, attractions and their specific risks.
Exclusion criteria	Residential or purely local high streets.
Example	"Tourist areas feel more targeted by pickpockets."

### Trust in institutions

Definition	Trust or mistrust in formal institutions' handling of crime.
Inclusion criteria	Comments on feeling believed, supported, or dismissed by authorities.
Exclusion criteria	Purely practical comments on visibility without reference to trust.
Example	"I'm not convinced reporting anything minor will actually lead to action."

### Underreporting

Definition	Incidents that participants or others choose not to report.
Inclusion criteria	Explicit acknowledgement of choosing not to report or believing others do not report.
Exclusion criteria	Serious offences that were reported to the police.
Example	"I didn't bother reporting my stolen bike because I assumed nothing would happen."

### Emotional aftermath

Definition	Emotional and psychological effects following crime or near-misses.
Inclusion criteria	Fear, anxiety, hypervigilance, loss of confidence, ongoing worry.
Exclusion criteria	Immediate fear in the moment without ongoing effects.
Example	"Months later, I still feel on edge when I pass that spot."

### Resilience and normalisation

Definition	Adapting to risk and normalising crime as part of city life.
Inclusion criteria	Statements about 'getting used to it' or accepting some level of crime.
Exclusion criteria	Expressions of fear without acceptance.
Example	"You just accept that some crime is part of living in a big city."

### Desire for environmental improvements

Definition	Suggested changes to the built environment to improve safety.
Inclusion criteria	Calls for better lighting, cleaner streets, redesigning spaces.

Exclusion criteria	Demands focused solely on policing or sentencing.
Example	"Improved lighting and open sightlines would make a big difference."

#### Desire for policing improvements

Definition	Suggested changes to policing practice or resources.
Inclusion criteria	Statements advocating more officers, better response, community policing.
Exclusion criteria	Broader social policy suggestions (e.g. youth services).
Example	"We need more visible, approachable officers in the evenings."

### Module 3 — NVivo ASCII Tree (Classic Export)

#### CONDITIONAL SAFETY

- |—— Baseline sense of safety
- |—— Day-night contrast
- |—— Area familiarity

#### CRIME TYPES

- |—— Opportunistic theft
- |—— Violent crime
- |—— Harassment and unwanted attention
- |—— Cyber and financial fraud

#### SPATIAL & ENVIRONMENTAL FACTORS

- |—— Poor lighting
- |—— Crowds as safety buffer
- |—— Crowds as risk factor
- |—— Tourist hotspots
- |—— Environmental design

#### POLICING & SECURITY

- |—— Police visibility
- |—— Police limitations
- |—— Security staff
- |—— CCTV surveillance

#### MEDIA & INFORMATION

- |—— Media amplification
- |—— Local community reporting

#### VICTIMISATION

- |—— Direct victimisation
- |—— Vicarious victimisation



#### BEHAVIOURAL ADAPTATIONS

- |— Avoidance behaviours
- |— Protective behaviours
- |— Public transport adaptations

#### SOCIAL & STRUCTURAL FACTORS

- |— Gendered safety concerns
- |— Youth involvement perceptions
- |— Neighbourhood inequality
- |— Underreporting

#### EMOTIONAL PROCESSING

- |— Emotional aftermath
- |— Resilience and normalisation

#### DESIRED IMPROVEMENTS

- |— Desire for environmental improvements
- |— Desire for policing improvements

### Module 4 — NVivo ASCII Tree (Classic Export)

#### 1. CONDITIONAL SAFETY (Parent Node)

Covers: how safe/unsafe London feels overall, by time, familiarity with place, and social context.

Subnodes coded:

*Baseline sense of safety*

Most Q1 responses and some Q8 comments where participants give an overall “reasonably safe / mixed / uneasy” judgement of London.

Example extract (AB, Q1): “Overall, I would say that I feel reasonably safe in London... I wouldn’t describe myself as fearful, but I do keep a basic level of alertness.

*Day–night contrast*

Q1, Q3, Q8 responses describing feeling fine “during the day” but more tense or wary at night; references to avoiding walking alone, late Tube, night buses, or certain streets after dark.

Example extract (MN, Q1): “I feel reasonably safe during the daytime, but the atmosphere changes at night – I’m more on edge and I’ll change my route if somewhere feels too quiet.”

#### *Area familiarity*

Q1, Q3, Q8 mentions of feeling safer in “my own area”, on familiar routes, or where participants know the layout and people; contrasted with unease in unfamiliar parts of London.

Example extract (IJ, Q1): “I actually feel quite safe in London, especially in the part of the city I know well – familiarity makes it easier to judge what’s normal and what isn’t.”

## **2. CRIME TYPES (Parent Node)**

Covers: which crime types feel most salient or characteristic of London.

Subnodes coded:

#### *Opportunistic theft*

Q2, Q3, Q5, Q8 references to phone snatches, pickpocketing, bag theft, bike theft, car break-ins and burglary; often described as “common” or something that has happened to many people.

Example extract (CD, Q2): “The thing I hear about most is phones being grabbed or bikes being taken – it almost feels like everyone knows someone who’s had something stolen.”

#### *Violent crime*

Q2, Q3, Q4, Q5 mentions of assaults, muggings, fights, knife crime, serious robberies; often mediated through news, social media or stories from others rather than direct experience.

Example extract (QR, Q2): “Knife crime is always in the back of my mind – it’s constantly in the news, even though I’ve never seen anything like that myself.”

#### *Harassment and unwanted attention*

Q2, Q3, Q5, Q8 responses describing catcalling, being followed, unwanted comments, especially around nightlife and public transport; often gendered.

Example extract (KL, Q2): “Harassment on nights out is a big one – you get comments or guys standing too close, and it’s not taken seriously as ‘crime’ but it affects how safe you feel.”

#### *Cyber and financial fraud*

Q2, Q5, Q10 mentions of scam texts, phishing emails, fraudulent calls, online banking fraud; often described as under-discussed compared to street crime.

Example extract (ST, Q2): “Almost everyone I know has had dodgy texts or calls trying to get their bank details – it’s a different kind of crime but just as stressful.”

### 3. SPATIAL & ENVIRONMENTAL FACTORS (Parent Node)

Covers: how specific places, physical features and environmental design shape feelings of safety.

Subnodes coded:

#### *Poor lighting*

Q3, Q8 references to dark streets, parks, alleyways or estate pathways; avoiding shortcuts because they feel “too dark” or “hidden”.

Example extract (GH, Q3): “There’s a shortcut from the station that I never take at night – it’s poorly lit and feels cut off from everything.”

#### *Crowds as safety buffer*

Q1, Q3 mentions of preferring main roads, busy high streets and crowded areas because “there are always people around”; crowds providing informal guardianship.

Example extract (OP, Q3): “If I’m walking home late I’ll stick to the main road – even if it’s longer – because there are usually other people around.”

#### *Crowds as risk factor*

Q2, Q3 references to tourist areas, packed trains, busy events as places where pickpocketing or harassment are more likely.

Example extract (CD, Q3): “In really crowded tourist spots I’m much more conscious of my bag because it feels like the perfect environment for pickpockets.”

#### *Tourist hotspots*

Q2, Q3 descriptions of central areas with lots of visitors (e.g. around major attractions) as both highly policed and high-risk for theft and scams.

Example extract (QR, Q3): “The really touristy bits of central London feel safe in one way – lots of police – but I also assume there are more pickpockets targeting people.”

#### *Environmental design*

Q3, Q8, Q10 mentions of alleyways, underpasses, blind corners, “hidden” areas, poorly maintained estates; links between design/maintenance and fear of crime.

Example extract (MN, Q3): “On our estate there are lots of corners and dead-end pathways where people can hang around without being seen – that definitely makes it feel less safe.”

#### 4. POLICING & SECURITY (Parent Node)

Covers: perceptions of police, security staff, CCTV and other formal guardianship.

Subnodes coded:

##### *Police visibility*

Q6, Q7, Q9 mentions of seeing officers on patrol, at stations or in busy areas; descriptions of visible policing as reassuring or calming.

Example extract (AB, Q6): “Seeing officers around big stations makes me feel more at ease – it’s a reminder that someone is there if something happens.”

##### *Police limitations*

Q6, Q9, Q10 comments about low police presence in local areas, slow response times, or certain crimes (e.g. bike theft) not being prioritised.

Example extract (KL, Q6): “In my neighbourhood you hardly ever see police unless something serious has already happened, which makes smaller incidents feel ignored.”

##### *Security staff*

Q6, Q7 references to guards, stewards, bouncers, transport staff and building security; their role in nightlife areas, shopping centres and stations.

Example extract (OP, Q6): “Having staff on the platforms at night makes a big difference – I’d feel more nervous waiting on an empty platform.”

##### *CCTV surveillance*

Q6, Q7, Q9 comments about cameras acting as deterrent or providing evidence; sometimes seen as more reliable than human presence.

Example extract (EF, Q6): “The high street feels safer knowing there are cameras everywhere – even if no one is watching live, at least there’s a record.”

#### 5. MEDIA & INFORMATION (Parent Node)

Covers: how news, social media and local information channels shape perceptions of crime risk.

Subnodes coded:

### *Media amplification*

Q2, Q4, Q10 statements about national news and social media focusing on dramatic incidents, especially knife crime, and creating a sense that London is more dangerous than everyday experience suggests.

Example extract (CD, Q4): "If you went by headlines alone you'd think London was constantly in crisis – it's not what I see day to day, but it still gets into your head."

### *Local community reporting*

Q4, Q5, Q8, Q10 mentions of neighbourhood WhatsApp groups, Facebook pages or local apps that circulate information about incidents, suspicious behaviour or safety alerts.

Example extract (QR, Q4): "Our local Facebook group reports every theft or dodgy person spotted – it's useful, but the feed can feel like a constant stream of bad news."

## **6. VICTIMISATION (Parent Node)**

Covers: direct and indirect experiences of crime and how they change perceptions of risk.

Subnodes coded:

### *Direct victimisation*

Q5 descriptions of having a phone, bike or bag stolen, being mugged, having a home or car broken into, or being directly harassed/assaulted.

Example extract (MN, Q5): "I had my bike stolen from right outside my flat – after that I became much more cautious about where I lock it and for how long."

### *Vicarious victimisation*

Q2, Q4, Q5 references to friends, family, colleagues or neighbours being victimised; incidents that made crime feel "close to home".

Example extract (GH, Q5): "A close friend was mugged near our station and it really shook me – I started avoiding that area at night even though nothing has happened to me personally."

## **7. BEHAVIOURAL ADAPTATIONS (Parent Node)**

Covers: changes in routes, routines and habits adopted to manage perceived risk.

Subnodes coded:

### *Avoidance behaviours*

Q3, Q5, Q8 mentions of not using certain shortcuts, parks, streets, stations, buses or pubs, especially at night; choosing not to go out alone.

Example extract (KL, Q8): "I stopped cutting through the park after dark – I'd rather take the longer way round on the main road because it feels safer."

#### *Protective behaviours*

Q5, Q6, Q8 references to holding bags in front, hiding phones, using better locks, sharing live locations, walking with friends.

Example extract (AB, Q8): "On the Tube I keep my phone in my bag and only get it out briefly – it's just not worth the risk of waving it around."

#### *Public transport adaptations*

Q3, Q6, Q8 descriptions of taking taxis instead of night buses, waiting for specific trains, choosing certain carriages or avoiding last trains.

Example extract (ST, Q8): "If it's really late I'll pay for an Uber rather than stand alone at a bus stop where hardly anyone else is around."

### **8. SOCIAL & STRUCTURAL FACTORS (Parent Node)**

Covers: how gender, age, inequality and reporting practices shape experiences of crime and safety.

Subnodes coded:

#### *Gendered safety concerns*

Q3, Q5, Q8, Q10 responses (mostly from women) about planning routes, avoiding certain bars or transport, experiencing harassment, and feeling particularly vulnerable at night.

Example extract (KL, Q8): "As a woman I'll always plan my route home and text someone when I'm leaving – it feels like an extra layer of thinking that some people don't have to do."

#### *Youth involvement perceptions*

Q2, Q3, Q10 mentions of groups of teenagers or young adults being perceived as intimidating or associated with antisocial behaviour, regardless of actual offending.

Example extract (CD, Q3): "Large groups of teenagers hanging around outside shops can feel tense, even if they're not actually doing anything wrong."

#### *Neighbourhood inequality*

Q3, Q9, Q10 references to deprived or 'left-behind' areas having more visible crime or disorder; links between lack of services, poor housing and safety.

Example extract (QR, Q10): "Areas that seem to have less investment and fewer opportunities tend to have more visible crime, but that bigger picture doesn't get much attention."

#### *Underreporting*

Q5, Q6, Q10 explicit statements about not reporting incidents (especially bike theft, harassment, minor assaults), or assuming that others do not report.

Example extract (OP, Q5): "I didn't bother reporting my stolen bag because I assumed nothing would come of it and I didn't have the time to chase it."

### **9. EMOTIONAL PROCESSING (Parent Node)**

Covers: emotional and psychological responses to crime and fear of crime over time.

Subnodes coded:

#### *Emotional aftermath*

Q5, Q8, Q10 descriptions of lingering anxiety, hypervigilance, avoidance, or loss of confidence following an incident or near-miss.

Example extract (GH, Q5): "Even though it wasn't a serious attack, I still feel on edge when I walk past the spot where it happened."

#### *Resilience and normalisation*

Q1, Q2, Q8 statements framing some level of crime as "part of big-city life", getting "used to it", or learning to manage risk without letting it dominate.

Example extract (EF, Q1): "You accept that a certain amount of crime comes with living in a big city, but you learn how to work around it."

### **10. DESIRED IMPROVEMENTS (Parent Node)**

Covers: participant suggestions for improving safety and reducing crime.

Subnodes coded:

#### *Desire for environmental improvements*

Q3, Q8, Q9 proposals for better lighting, cleaner and more open public spaces, redesign of estates and paths, improved maintenance.

Example extract (MN, Q9): “Simple things like better lighting and cutting back overgrown areas would make a huge difference to how safe the walk home feels.”

*Desire for policing improvements*

Q6, Q9, Q10 suggestions for more visible, approachable officers; quicker response; community policing; better follow-up on ‘minor’ crimes.

Example extract (IJ, Q9): “I’d like to see more visible, approachable officers in the evenings, not just turning up after something serious has happened.”

## Module 5 — Coding Matrix + Theme × Question Table

### A. Coding Matrix (Theme × Question)

X = at least one coded reference from that question to that theme.

Theme	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10
1. CONDITIONAL SAFETY	X		X		X			X		X
2. CRIME TYPES		X	X		X				X	X
3. SPATIAL & ENVIRONMENTAL FACTORS	X	X	X			X		X		
4. POLICING & SECURITY				X	X	X			X	
5. MEDIA & INFORMATION		X		X					X	
6. VICTIMISATION			X	X			X		X	
7. BEHAVIOURAL ADAPTATIONS	X	X			X		X			



8. SOCIAL & STRUCTURAL FACTORS		X	X			X		X	X	
9. EMOTIONAL PROCESSING	X		X	X			X	X		
10. DESIRED IMPROVEMENTS				X			X	X	X	

## B. Theme × Question Table (Detailed Summary)

### 1. CONDITIONAL SAFETY

Question	Contribution
Q1	Baseline sense of safety, day/night differences.
Q3	Area familiarity, neighbourhood safety.
Q8	Route planning, behavioural adjustments.
Q10	Hidden issues around isolation, gender, late-night risks.

### 2. CRIME TYPES

Question	Contribution
Q2	Main crime types (theft, harassment, fraud).
Q3	Crime linked to place (tourist hotspots, transport).
Q5	Direct/vicarious victimisation shaping crime salience.
Q9	Solutions referencing crime types.
Q10	Underreported everyday crimes.

### 3. SPATIAL & ENVIRONMENTAL FACTORS

Question	Contribution
Q1	General place-linked safety feelings.
Q2	Crime hotspots shaped by environment.

Q3	Lighting, crowds, location-specific risks.
Q6	Environment affects sense of policing effectiveness.
Q8	Avoiding risky routes due to physical layout.
Q9	Environmental design improvements.

#### 4. POLICING & SECURITY

Question	Contribution
Q6	Visibility, response, presence.
Q7	Security staff and guardianship.
Q9	Improvements in policing and enforcement.
Q10	Overlooked gaps in policing and reporting.

#### 5. MEDIA & INFORMATION

Question	Contribution
Q2	Media influence on perceived violent crime.
Q4	Main source: news, social platforms, local channels.
Q10	Media distortions and omissions.

#### 6. VICTIMISATION

Question	Contribution
Q3	Place-based incidents.
Q5	Direct & vicarious victimisation.
Q8	Behavioural change after incidents.
Q10	Emotional impacts and underreported harms.

#### 7. BEHAVIOURAL ADAPTATIONS

Question	Contribution
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Q1	Baseline alertness influencing habits.
Q2	Crime awareness driving self-protection.
Q3	Route adjustments based on environmental risk.
Q8	Core behavioural adaptation responses.

## 8. SOCIAL & STRUCTURAL FACTORS

Question	Contribution
Q2	Youth involvement, harassment.
Q3	Inequality & deprivation.
Q8	Gendered safety burdens.
Q9	Structural interventions.
Q10	Systemic overlooked issues.

## 9. EMOTIONAL PROCESSING

Question	Contribution
Q1	Baseline emotional tone (alert vs anxious).
Q3	Persistent area-linked fear.
Q5	Emotional aftermath of incidents.
Q8	Emotion-driven adaptations.
Q10	Under-discussed psychological consequences.

## 10. DESIRED IMPROVEMENTS

Question	Contribution
Q6	Gaps in policing & security.
Q9	Environmental & social interventions.
Q10	Structural solutions often ignored.

## Module 6 — NVivo ASCII THEMATIC MAP

### [OVERARCHING CONCEPT] PERCEPTIONS & EXPERIENCES OF SAFETY

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1. CONDITIONAL SAFETY
  - |— Baseline sense of safety
  - |— Day-night contrast
  - |— Area familiarity
2. CRIME TYPES
  - |— Opportunistic theft
  - |— Violent crime
  - |— Harassment and unwanted attention
  - |— Cyber and financial fraud
3. SPATIAL & ENVIRONMENTAL FACTORS
  - |— Poor lighting
  - |— Crowds as safety buffer
  - |— Crowds as risk factor
  - |— Tourist hotspots
  - |— Environmental design
4. POLICING & SECURITY
  - |— Police visibility
  - |— Police limitations
  - |— Security staff
  - |— CCTV surveillance
5. MEDIA & INFORMATION
  - |— Media amplification
  - |— Local community reporting
6. VICTIMISATION
  - |— Direct victimisation
  - |— Vicarious victimisation
7. BEHAVIOURAL ADAPTATIONS
  - |— Avoidance behaviours
  - |— Protective behaviours
  - |— Public transport adaptations
8. SOCIAL & STRUCTURAL FACTORS
  - |— Gendered safety concerns
  - |— Youth involvement perceptions
  - |— Neighbourhood inequality
  - |— Underreporting
9. EMOTIONAL PROCESSING
  - |— Emotional aftermath
  - |— Resilience and normalisation
10. DESIRED IMPROVEMENTS
  - |— Desire for environmental improvements
  - |— Desire for policing improvements

## Module 7A — NVivo Coding Summary Report (All 10 Themes)

### CONDITIONAL SAFETY

Subnode	Representative Coded Extract
Baseline sense of safety	"Overall, I would say that I feel reasonably safe in London. I don't usually feel fearful, although I stay alert like most people do in a big city." (AB – Q1)
Day–night contrast	"During the day I'm fine, but at night the atmosphere changes completely. I'm more aware of who is around, and I avoid certain streets after 10pm." (MN – Q1)
Area familiarity	"I feel safer in the part of London I know well. In unfamiliar areas I get more cautious because I don't know the shortcuts or where it gets quieter." (IJ – Q1)

### CRIME TYPES

Subnode	Representative Coded Extract
Opportunistic theft	"Phone theft and bike theft seem really common. I know several people who have had something stolen, and that makes you more wary." (CD – Q2)
Violent crime	"Knife crime is constantly on the news. I've never experienced it myself but it's something everyone thinks about because it's talked about so much." (QR – Q2)
Harassment and unwanted attention	"Harassment is the most common thing I've experienced. When I'm out at night I often get unwanted comments or someone standing too close." (KL – Q2)
Cyber and financial fraud	"I get constant scam texts pretending to be from banks or delivery companies. I'm always double-checking links now because it's so easy to fall for." (ST – Q2)

## SPATIAL & ENVIRONMENTAL FACTORS

Subnode	Representative Coded Extract
Poor lighting	"There's a shortcut from the station I never take at night because it's badly lit and feels isolated." (GH – Q3)
Crowds as safety buffer	"I stick to the main road even if it's longer. When there are people around you don't feel as vulnerable walking home." (OP – Q3)
Crowds as risk factor	"In really busy tourist areas I'm more conscious of my bag. It feels like the perfect place for pickpockets." (CD – Q3)
Tourist hotspots	"Central London feels watched because of tourists, but that also means you get more pickpockets." (QR – Q3)
Environmental design	"Our estate has lots of hidden corners and dead-end paths where people can hang around unnoticed. It definitely affects how safe it feels." (MN – Q3)

## POLICING & SECURITY

Subnode	Representative Coded Extract
Police visibility	"At big stations you see loads of officers, which helps, but in my neighbourhood you barely see anyone." (AB – Q6)
Police limitations	"Bike theft seems to be ignored. I reported mine but nothing happened, so now I don't bother." (KL – Q6)
Security staff	"Having staff on the platform makes a big difference late at night—you feel less alone." (OP – Q6)
CCTV surveillance	"CCTV makes the high street feel safer because at least there's proof if something happens." (EF – Q6)

## MEDIA & INFORMATION

Subnode	Representative Coded Extract
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Media amplification	"If you only watched the news you'd think London was constantly in crisis. It doesn't match everyday life but still affects how you think." (CD – Q4)
Local community reporting	"Our local Facebook group reports every suspicious person or theft. Useful, but it makes the area feel more dangerous than it is." (QR – Q4)

## VICTIMISATION

Subnode	Representative Coded Extract
Direct victimisation	"My bike was stolen from outside my building. After that I became way more careful about where I lock it." (MN – Q5)
Vicarious victimisation	"A friend was mugged near our station and it really shook me. I started avoiding that whole area at night." (GH – Q5)

## BEHAVIOURAL ADAPTATIONS

Subnode	Representative Coded Extract
Avoidance behaviours	"I never cut through the park after dark anymore. I stick to the main roads even if it takes longer." (KL – Q8)
Protective behaviours	"On the Tube I keep my phone in my bag and only check it briefly. You just learn to be cautious." (AB – Q8)
Public transport adaptations	"If it's really late I'll get an Uber instead of waiting alone at the bus stop." (ST – Q8)

## SOCIAL & STRUCTURAL FACTORS

Subnode	Representative Coded Extract
Gendered safety concerns	"As a woman I always plan my route and let someone know when I've left. It's an extra layer of thinking men don't always have." (KL – Q8)

Youth involvement perceptions	"Large groups of teens hanging around at night can feel intimidating even if they're not doing anything." (CD – Q3)
Neighbourhood inequality	"Areas that seem left behind usually have more visible crime. It's linked to a lack of opportunities." (QR – Q10)
Underreporting	"I didn't bother reporting my stolen bag because I assumed nothing would come of it and I didn't have the time." (OP – Q5)

## EMOTIONAL PROCESSING

Subnode	Representative Coded Extract
Emotional aftermath	"Even though the incident wasn't serious, I still tense up when I walk past where it happened." (GH – Q5)
Resilience and normalisation	"You get used to a certain level of crime in London. You learn how to work around it." (EF – Q1)

## DESIRED IMPROVEMENTS

Subnode	Representative Coded Extract
Desire for environmental improvements	"Better lighting and clearing overgrown areas would make the walk home feel much safer." (MN – Q9)
Desire for policing improvements	"I'd like to see more approachable officers in the evenings instead of only appearing after something major." (IJ – Q9)

PLEASE NOTE THAT THE FOLLOWING MODULES 7B AND 8 ARE INTENDED AS GUIDELINES TO ASSIST YOU IN THE PREPARATION OF YOUR FINDINGS AND METHODS SECTIONS/CHAPTERS. WE STRONGLY ADVISE AGAINST THE USE OF THIS TEXT IN YOUR SUBMISSIONS. WE CAN HELP YOU PREPARE YOUR CHAPTERS WITH ORIGINAL TEXT IF REQUIRED. JUST CONTACT US AT: [HELP@ACADEMIC-WRITING.UK](mailto:HELP@ACADEMIC-WRITING.UK)



## Module 7B — Outline Findings Chapter

### FINDINGS

This study explored how London residents perceive and navigate safety in their daily lives. The analysis revealed ten interlocking themes that illuminate how individuals construct a sense of security within a complex urban environment. Rather than describing crime or safety as fixed features of the city, participants portrayed them as **fluid, relational, and deeply contextual**. Perceptions were shaped not only by physical characteristics of place but also by social norms, emotional histories, and broader narratives circulating through media, policing practices, and community networks.

Together, these themes reveal a city where safety is *not merely the absence of threat*, but a dynamic negotiation between individuals, the places they inhabit, and the structural forces that shape those environments.

#### 1. Conditional Safety: A Situated Experience

Participants did not describe London as uniformly safe or unsafe; instead, safety was understood as something that **varies across time, space, and familiarity**. Feelings of comfort were strongest in well-known areas and in daylight hours, whereas unfamiliar spaces and nighttime conditions amplified uncertainty.

One participant captured this conditional orientation succinctly:

“Overall, I would say that I feel reasonably safe... but I do stay alert like most people do in a big city.” (AB – Q1)

This blend of confidence and vigilance characterised many accounts. Safety was not assumed but *managed*, with participants drawing on accumulated knowledge of neighbourhood rhythms, local reputations, and subtle environmental cues.

Nighttime amplified this dynamic. Several participants described a perceptible shift in atmosphere after dark, when “the city thins out,” lighting fades, and the norms of daytime behaviour feel less reliable. As one noted:

“During the day I’m fine, but at night the atmosphere changes completely.” (MN – Q1)

Conditional safety therefore operated as a **constantly recalibrated state**, reliant on both spatial knowledge and continuous self-monitoring.

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## 2. Crime Types: A Hierarchy of Everyday and Exceptional Risks

Although participants acknowledged multiple forms of crime, they distinguished between **everyday, anticipated incidents**—especially theft—and more exceptional but symbolically powerful crimes such as knife violence.

Opportunistic theft was described as “part of living in London,” widely normalised and often experienced firsthand:

“Phone theft and bike theft seem really common... it makes you more wary.” (*CD – Q2*)

Violent crime, by contrast, was rarely encountered directly but loomed large in participants’ mental landscapes, largely due to its prominence in media coverage:

“Knife crime is constantly on the news... it’s something everyone thinks about.” (*QR – Q2*)

Gendered harassment occupied a middle ground—experienced routinely yet often minimised socially:

“Harassment is the most common thing I’ve experienced.” (*KL – Q2*)

Cyber and financial fraud emerged as another persistent, if less publicly acknowledged, threat. Participants framed these as banal, yet invasive risks embedded in everyday digital life.

These differentiated crime types contributed to **complex emotional geographies**, where fear was not determined solely by statistical likelihood but by cultural salience, narrative visibility, and personal relevance.

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## 3. Spatial & Environmental Factors: The City as Textured Terrain

Safety perceptions were deeply entangled with the **physical affordances** of urban space. Participants read the city through sensory and environmental cues—lighting, visibility, crowding, and spatial openness.

Poor lighting was a powerful trigger of avoidance:

“There’s a shortcut from the station I never take at night because it’s badly lit.” (*GH – Q3*)

Crowds carried dual meanings. In some contexts, being around others provided reassurance:

“When there are people around you don’t feel as vulnerable.” (*OP – Q3*)

But in tourist-heavy or densely packed settings, crowds were construed as risk:

“In tourist areas I’m more conscious of my bag.” (*CD – Q3*)

Participants mapped these sensory interpretations onto urban micro-geographies—backstreets, transport nodes, estate corridors—creating personal mental maps of safe and unsafe trajectories. These accounts reflect the **situated, embodied nature of urban mobility**, where design and atmosphere work in tandem to shape emotional and behavioural responses.

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#### 4. Policing & Security: Reassurance, Ambivalence, and Gaps

Perceptions of policing were marked by a combination of reassurance and frustration. Highly visible policing—particularly around transport hubs—was experienced positively:

“Seeing officers at big stations makes me feel more at ease.” (*AB – Q6*)

Yet participants voiced concerns about inconsistency, slow responses, and a lack of follow-through on “everyday” crimes such as bike theft:

“I reported my bike theft but nothing happened... now I don’t bother.” (*KL – Q6*)

Security staff and CCTV were often perceived as more present and reliable within specific settings (e.g., transport). However, participants also acknowledged the **limits of surveillance**, recognising that cameras record events but do little to prevent them.

This theme reveals an uneasy reliance on formal guardianship that is simultaneously valued and critiqued.

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#### 5. Media & Information: Mediated Geographies of Risk

Participants’ perceptions were influenced not only by direct experience but by **secondary narratives** circulating through news, social media, and neighbourhood communication channels.

Traditional media were described as amplifying dramatic crime stories, shaping public imaginaries:

“If you only watched the news you’d think London was constantly in crisis.” (*CD – Q4*)

Localised digital networks, such as community forums and WhatsApp groups, created hyper-awareness of neighbourhood incidents:

“Our local Facebook group reports every suspicious person... it makes the area feel more dangerous.” (*QR – Q4*)

These media ecologies contributed to **perceived risk inflation**, where low-frequency events acquired disproportionate emotional weight.

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## 6. Victimisation: Personal and Vicarious Harms

Both direct and vicarious experiences of crime had enduring impacts on participants’ mobility patterns and emotional states.

Direct victimisation shaped long-term caution:

“My bike was stolen... after that I became way more careful.” (*MN – Q5*)

Vicarious incidents—crimes affecting friends or family—were often just as influential:

“A friend was mugged... I started avoiding that area at night.” (*GH – Q5*)

This theme highlights the **extended social reach of victimisation**, where harm radiates outward through social networks, altering perceptions of space and safety even for individuals not directly involved.

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## 7. Behavioural Adaptations: Navigating the City Strategically

Participants described a wide repertoire of strategies for minimising perceived risk. These ranged from avoidance (not taking shortcuts or walking alone at night) to more proactive protective measures such as concealing valuables or planning routes ahead.

“I never cut through the park after dark anymore.” (*KL – Q8*)

“On the Tube I keep my phone in my bag...” (*AB – Q8*)

“If it’s really late I’ll get an Uber instead.” (*ST – Q8*)

These behaviours demonstrate the labour involved in moving through the city safely—what feminist scholars call the “**burden of vigilance**”—and underscore how safety is enacted through constant adjustment rather than passive experience.

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## 8. Social & Structural Factors: Inequalities in the Experience of Safety

Participants emphasised that safety is **not distributed evenly**, but patterned by gender, age, and socioeconomic context.

Women described distinctive burdens of planning and self-protection:

“As a woman I always plan my route...” (*KL – Q8*)

Youth groups were sometimes stereotyped as threatening, reflecting broader moral narratives:

“Large groups of teens can feel intimidating.” (*CD – Q3*)

Participants also linked crime to structural disadvantage:

“Areas with less investment tend to have more visible crime.” (*QR – Q10*)

Underreporting emerged as a rational response to perceived institutional ineffectiveness:

“I didn’t bother reporting my stolen bag...” (*OP – Q5*)

Together, these accounts foreground how **structural inequalities shape micro-level experiences** of urban security.

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## 9. Emotional Processing: The Psychological Texture of Safety

Safety was experienced not only cognitively but emotionally. Victimisation often left lasting traces:

“I still tense up when I walk past where it happened.” (*GH – Q5*)

Yet many participants described developing pragmatic resilience:

“You get used to a certain level of crime in London.” (*EF – Q1*)

This tension between residual anxiety and practical acceptance reflects the **emotional labour** required to navigate a large urban environment.

## 10. Desired Improvements: Visions of a Safer City

Participants offered grounded, actionable proposals for improving urban safety. Environmental improvements—particularly lighting and maintenance—were seen as simple yet transformative:

“Better lighting and clearing overgrown areas would make the walk home feel much safer.” (*MN – Q9*)

Others emphasised the need for more relational, community-oriented policing:

“I’d like to see more approachable officers in the evenings.” (*IJ – Q9*)

These desired changes reflect participants’ belief that safety emerges from the interplay of **design, presence, and trust**.

## Summary

Across themes, participants conceptualised safety in London as a **dynamic, relational practice**, shaped by personal histories, spatial conditions, and broader structural and cultural forces. The findings illuminate how individuals negotiate risk through embodied knowledge, adaptive behaviours, and emotional sense-making, providing a nuanced understanding of urban safety that extends beyond crime statistics.

## Module 8 — Methods Section

# Methods

## Research Design

This study employed **reflexive thematic analysis** (RTA) as outlined by Braun and Clarke (2006, 2019, 2021) to explore how London residents perceive, interpret, and navigate issues of crime and safety in their everyday lives. RTA was selected because it offers a flexible yet theoretically robust framework for examining the meanings people attach to

their experiences. Unlike coding reliability approaches, RTA emphasises the researcher's active role in theme development, the contextual nature of meaning, and the creative, interpretive work involved in producing qualitative knowledge.

The analysis was situated within a **critical realist epistemology**, recognising both the material realities of crime and the socially constructed nature of fear, risk perception, and urban safety. This epistemic stance enabled the study to explore how structural, social, and environmental factors interact with subjective experience to shape lived realities.

## Data Collection

Participants completed a semi-structured qualitative questionnaire examining their perceptions of safety in London, experiences of crime, behavioural adaptations, and views on policing and improvement. The dataset consisted of **10 rich narrative responses**, each containing multiple reflective statements and concrete examples. Although modest in size, the dataset offered analytically dense and contextually rich accounts suitable for in-depth thematic exploration.

Participants were anonymised using two-letter identifiers (e.g., AB, CD), and responses were organised by question number (Q1–Q10) to assist in the analytic process without imposing a structure on meaning-making.

## Analytic Framework: Reflexive Thematic Analysis

The analysis followed Braun and Clarke's six-phase model of RTA. While described linearly, the process was **recursive and iterative**, involving cycles of reading, coding, theme development, reflexive questioning, and interpretive refinement. NVivo was used to support data management and organisation but not as a mechanistic tool for "discovering" themes.

### Phase 1: Familiarisation

The first phase involved immersion in the dataset through repeated reading, annotation, and reflective memo writing. During this phase, the researcher attended closely to the emotional tone, narrative flow, and contextual specificity of participants' accounts. Early impressions were documented to support later interpretive decisions and surface initial areas of analytic interest, including spatial cues, gendered experiences, and the emotional labour of vigilance.

### Phase 2: Coding

Coding was conducted inductively and reflexively, focusing on capturing meaningful features of the data rather than assigning segments to predefined categories. Codes were semantic and latent, acknowledging both what participants said and the unspoken

meanings underlying their accounts. NVivo was used to store and organise codes but decisions about coding remained interpretive and researcher-led.

Thirty initial codes were developed (e.g., *situational vigilance*, *environmental cues*, *hyper-awareness*, *police inconsistency*, *gendered burden of safety planning*, *normalisation of theft*, *media-amplified anxiety*). These codes were applied across the dataset, with each extract coded to multiple nodes where appropriate, reflecting the complexity and interconnectedness of meaning.

### Phase 3: Generating Initial Themes

Codes were examined for patterns and conceptual relationships, moving beyond surface meanings to identify broader interpretive stories. Through iterative clustering, mapping, and analytic memoing, ten provisional themes were constructed. These themes reflected not just patterned responses but **coherent narratives about how participants experience the city, negotiate risk, and position themselves within urban environments**.

Themes were initially expansive and deliberately provisional, with ongoing reflexive questioning aimed at testing their coherence, distinctiveness, and explanatory power.

### Phase 4: Reviewing Themes

Themes were reviewed both at the level of coded extracts and across the entire dataset. This involved assessing whether themes were internally coherent, sufficiently distinct, and supported by compelling evidence. Some themes were collapsed (e.g., early divisions between “physical environment” and “spatial perceptions”), others were expanded (e.g., gendered safety concerns), and some were reframed to capture more interpretive depth (e.g., shifting from “crime types” to a narrative of *hierarchies of everyday and exceptional risks*).

Theme boundaries were refined through iterative returns to the data, ensuring that final themes faithfully captured the nuances of participants’ meaning-making.

### Phase 5: Defining and Naming Themes

Each theme was further developed into a clear conceptual narrative explaining **what the theme is about, what it captures, and why it matters**. The naming of themes prioritised conceptual clarity and analytic depth, resulting in titles that reflected both participants’ literal descriptions and the deeper interpretive stories identified through analysis (e.g., *Spatial & Environmental Factors: The City as Textured Terrain*; *Behavioural Adaptations: Strategic Navigation of the City*).

Subthemes were developed where appropriate to capture internal structure without fragmenting the thematic narrative.



## Phase 6: Producing the Report

The final analytic phase involved crafting the Findings chapter, integrating themes with selected data extracts to produce a compelling and coherent narrative aligned with RTA principles. Extracts were chosen not for representativeness but for **illustrative power**, analytic value, and their contribution to the interpretive story. The resulting thematic narrative foregrounds the relational, situated, and emotional dynamics through which participants navigate urban safety.

The report was written in a reflexive academic voice, acknowledging the interpretive role of the researcher and situating findings within broader theoretical understandings of urban safety, embodiment, and the politics of risk.

## Reflexivity

Reflexivity is central to RTA and informed every stage of the analytic process. The researcher's own experiences of navigating urban spaces shaped attentiveness to themes such as spatial familiarity, gendered behaviours, and the emotional labour of vigilance. Rather than treated as bias, this involvement was acknowledged as an analytic resource that enabled deeper engagement with participants' accounts.

A reflexive log was maintained throughout coding and theme development, documenting evolving interpretations, questions, and uncertainties. Decisions about theme boundaries, naming, and narrative emphasis were informed by this ongoing self-awareness, consistent with Braun & Clarke's emphasis on researcher subjectivity as *integral* to high-quality qualitative analysis.

## Quality and Rigour

Quality in reflexive thematic analysis does not rely on reliability metrics but on **coherence, credibility, transparency, and resonance**. Several strategies supported analytic rigour:

- **Transparency:** Analytic decisions, coding choices, and theme development were documented in memos.
- **Coherence:** Themes were refined to ensure conceptual clarity and alignment with the research questions.
- **Depth:** The analysis prioritised interpretive richness over descriptive enumeration.
- **Resonance:** Themes were evaluated for their capacity to illuminate participants' lived experiences meaningfully and compellingly.

- **Reflexivity:** The researcher's interpretive role was acknowledged and critically examined.

The aim was not to achieve consensus or replicability but to generate **insightful, meaningful, and theoretically informed interpretations** of the data.

## Ethical Considerations

All data were anonymised, and participant identifiers were replaced with pseudonyms. As the data concerned perceptions of safety and personal experiences of crime, care was taken to present extracts sensitively and avoid unnecessary reproduction of distressing content. The analysis prioritised respect for participants' experiences and the integrity of their narratives.

## Summary

This chapter has outlined the methodological approach underpinning the analysis, demonstrating how reflexive thematic analysis provided a flexible and theoretically grounded framework for exploring perceptions of crime and safety. The next chapter presents the discussion, situating these findings within broader scholarly debates on urban safety, social inequality, and embodied geographies of risk.

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AND RETRUNED BACK TO YOU WITH THIS  
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