

My City Initiative Delhi

a project by World Vision India

SafetiPin, in collaboration with World Vision India, conducted safety audits in Lalbagh and Madanpur Khadar. The audits were conducted by the volunteers from the local community group supported by World Vision.

SafetiPin, is a map-based mobile phone and online application, which works to make communities and cities safer by providing safety-related information collected by users and by trained auditors. At the core of the app is the Women's Safety Audit. A Women's Safety Audit (WSA) is a participatory tool for collecting and assessing information about perceptions of urban safety in public spaces. The audit is based on nine parameters – Lighting, Openness, Visibility, Crowd, Security, Walkpath, Availability of Public Transport, Gender Diversity and Feeling. Each parameter is rated 0/1/2/3. The aggregate of the ratings is used to generate a Safety Score for that particular location.

The volunteers from each community were trained on the audit methodology. The audits were then conducted post sunset upto 9pm over a week.

In Lalbagh the entire residential area was audited and a total of 130 audit pins have been generated. In Madanpur Khadar, the New Delhi Main Road from the Sarita Vihar metro station to the residential area of Madanpur Khadar Phase-2 was audited and a total of 55 audit pins have been generated.

Lalbagh

Safety Score: 2.5/5

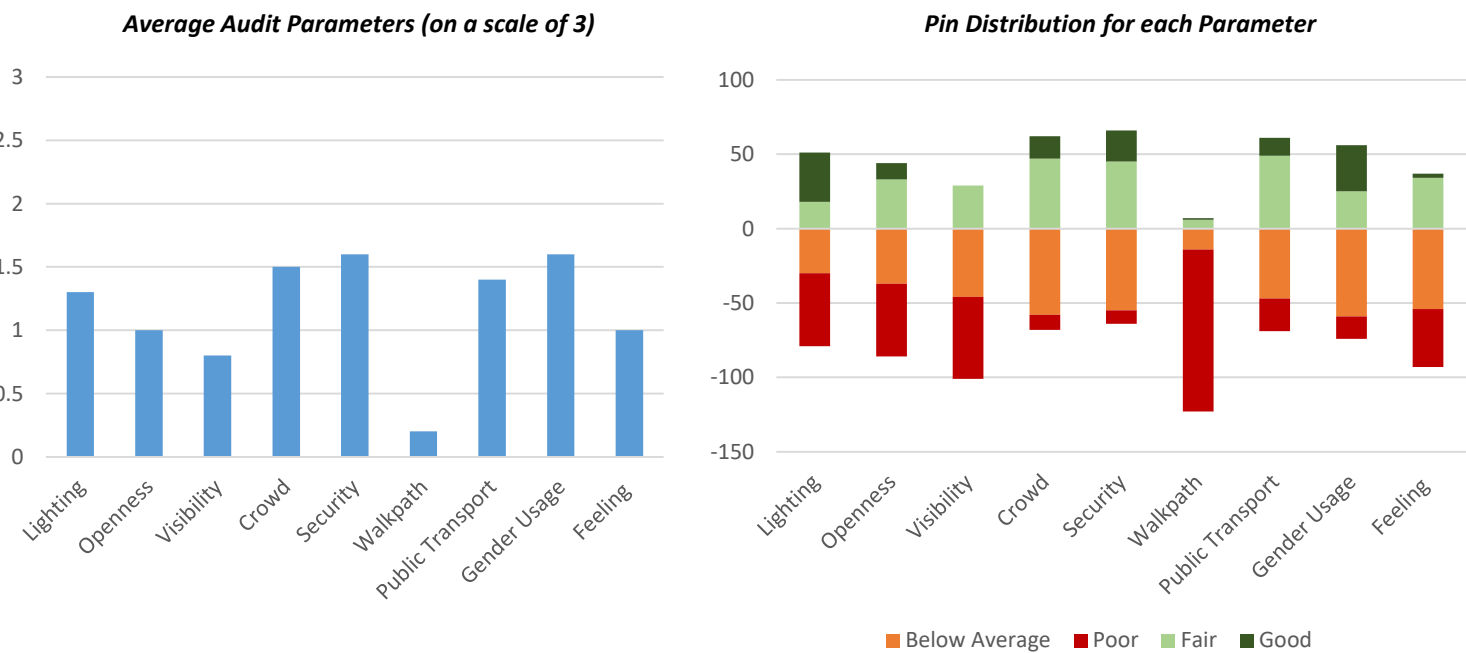
Lalbagh resettlement colony is located in North Delhi besides Azadpur Mandi. It is defined by the Karnal Road towards the north-east, the Ring Road towards west and the Railway track towards the south east. It is easily accessible by Bus as well as the Delhi Metro. The Azadpur metro station of the Yellow Line is the nearest metro station. Lalbagh is a high density settlement which is largely mixed use comprising small scale industries and factory units.

The entire settlement was audited including the main roads, edges and the inner lanes covering important functions like schools, public toilets, and public places like Jhandewala Chowk etc. The route taken by girls to reach the bus stop, metro station and railway station was also audited.

Based on the safety audits conducted by the local volunteers, Lalbagh has been given a Safety Score of 2.5/5.

Safety audits indicate that walkpath is very poor in the entire area. Lighting, Public Transport, Security, Crowd and Gender Diversity have been rated Average. Openness and Visibility parameters have been rated as Below Average. Overall the auditors rated the Feeling of safety in this area as Average. Walkpath parameter has been rated poorly for most of the audit area. However, the rating of the other parameters varies. Certain stretches within the colony fare well on certain aspects and poor on others.

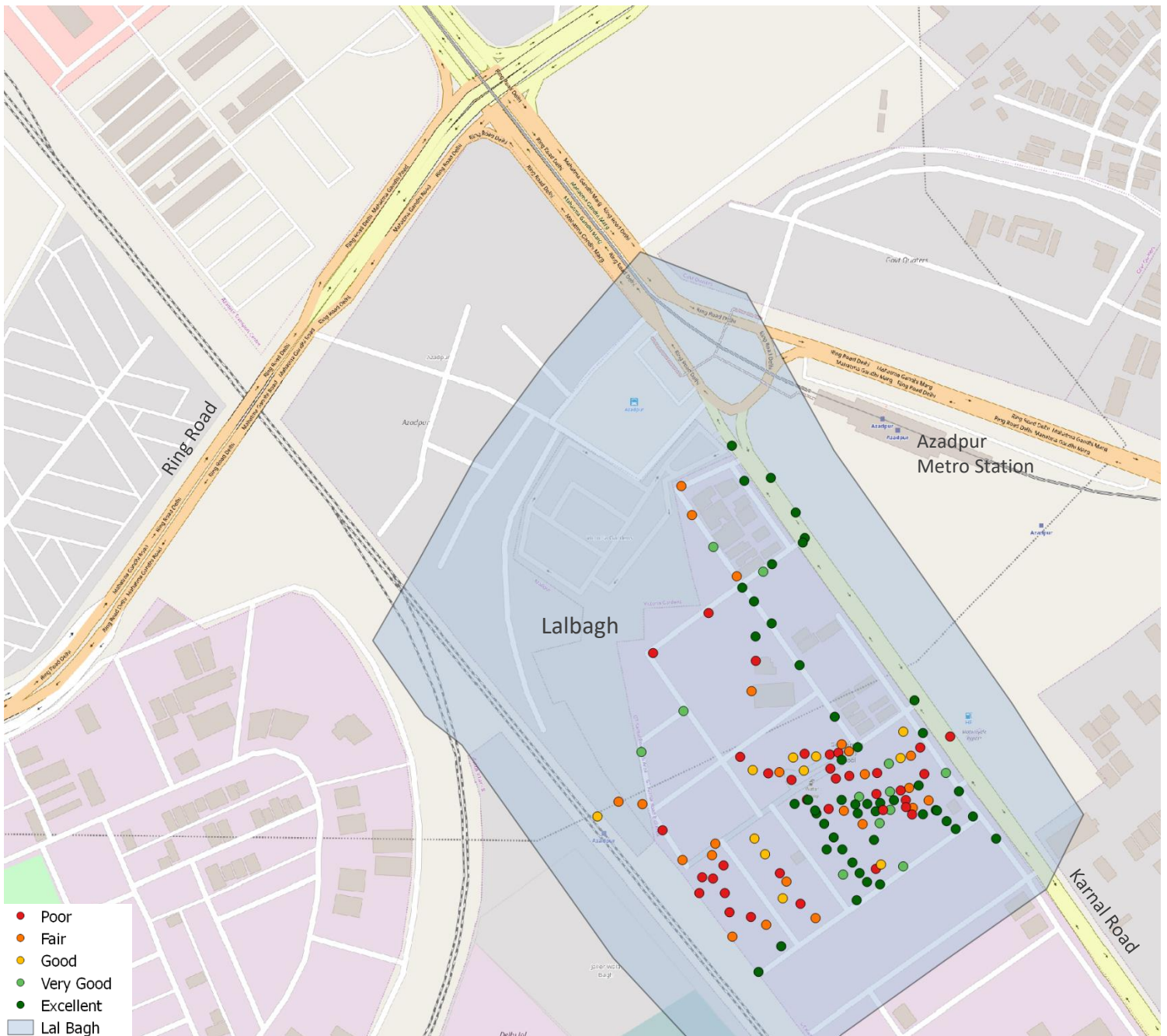
Overall, ensuring proper space for pedestrians to walk on is necessary throughout the colony. Lighting too needs to be improved in many parts. While the area sees a mix of private security and police presence, certain areas especially along the railway track need to be patrolled regularly. Being a high density settlement, the visibility is high in the inner and main lanes however, the peripheral roads offer less or no eyes-on-the-street especially at night. Public Transport is available along the main roads but in the inner areas it is difficult to avail these facilities.



Percentage Distribution of Safety Score



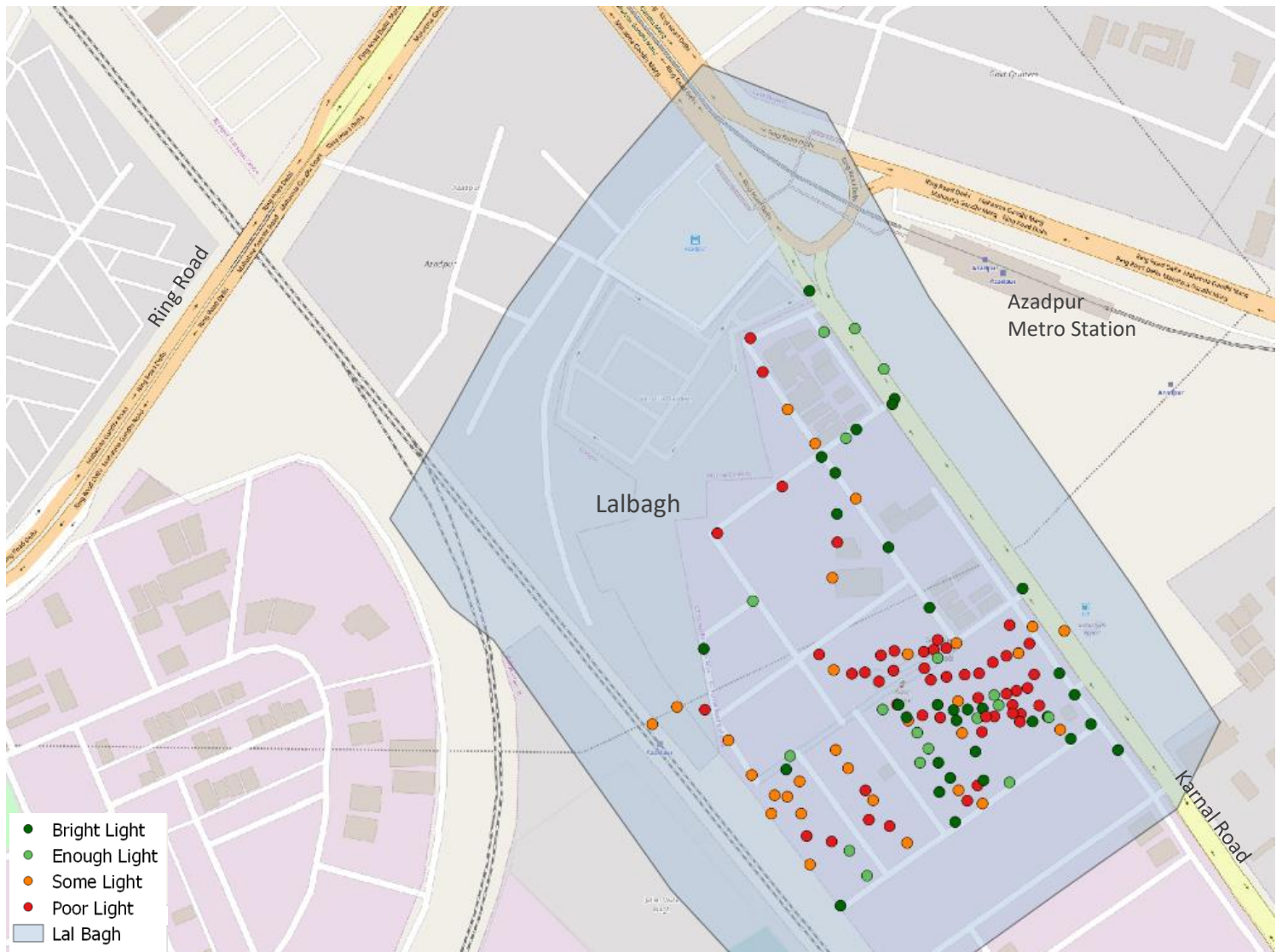
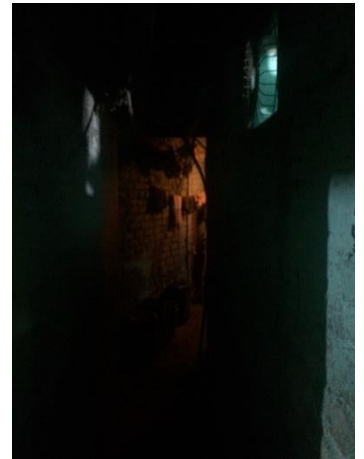
The audit ratings of Lalbagh indicate the area offers a mixed feeling of safety i.e. while certain areas are very safe others are very unsafe. The main Karnal Road has been rated safe along with the Lalbagh market street and the street adjoining Blocks A and B. Some of the lanes inside the neighbourhood have been rated as unsafe. Block A (towards the railway track side) has been rated as unsafe.



Map indicating Safety Score Rating

Lighting

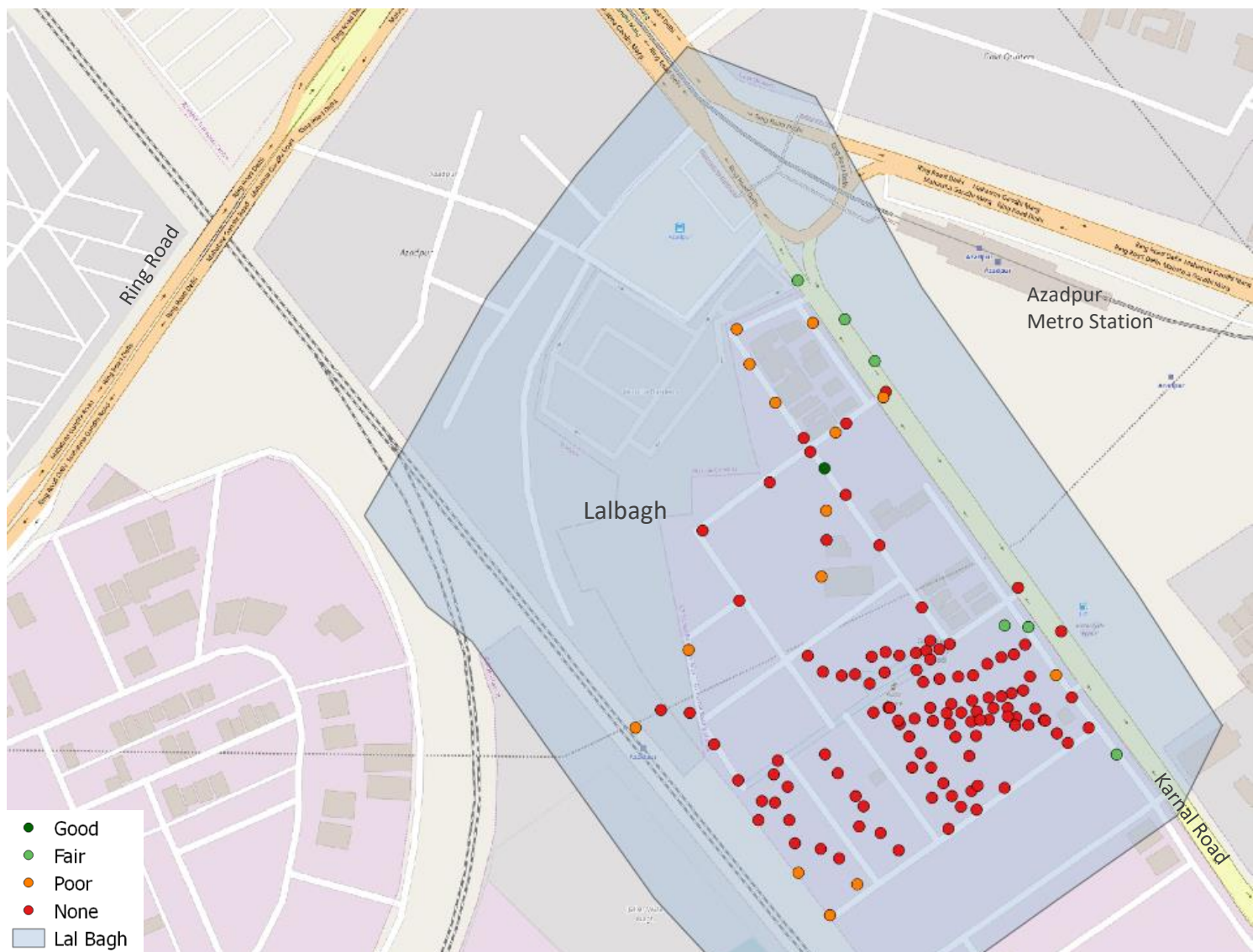
Lighting parameter has been rated 1.3/3 i.e. Average. The main Karnal Road is adequately lit. The Lalbagh market road is well lit due to the illumination from shops and hawkers. The presence of vendors also helps in otherwise poorly lit areas. Yet many areas were found to be extremely dark making one feel unsafe. Streetlights need to be installed along these areas such as the parking space along M2K Victoria Gardens. In the inner lanes also streetlights need to be installed. Along some lanes the streetlights already exist, however they were found to be un-operational. These need to be regularly maintained to ensure the area is well lit at all times.



Map indicating Lighting Rating

Walkpath

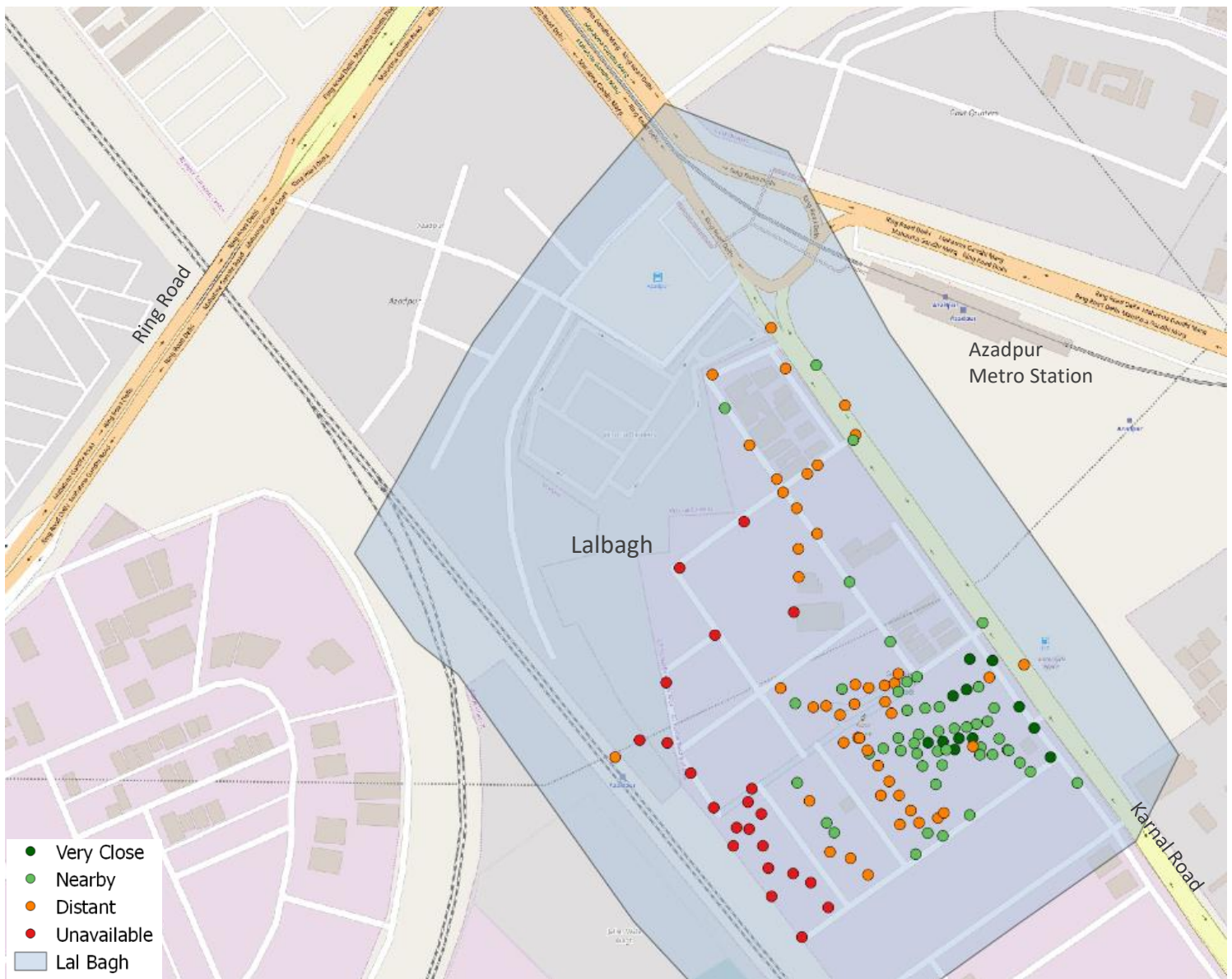
Walkpath parameter has been rated 0.2/3 i.e. Poor. Along the main Karnal Road there is a footpath though it is in poor condition along some parts. This needs to be repaired to provide a properly paved surface for people to walk on. Inside the neighbourhood, the main roads are wide but not enough to provide a separate pavement. However, currently due to increased vehicular movement and parking, there is no space for people to walk safely. At many places potholes and open drains were observed. Open drains are also common in the inner narrow lanes. These need to be covered and the drain cover should be flushed with the road surface. Vehicular movement should also be studied and re-worked.



Map indicating Walkpath Rating

Public Transport

Public Transport parameter has been rated 1.4/3 i.e. Average. Autos and e-rickshaws are easily available along the main road and Block-C. But as one moves inside the neighbourhood away from the main road the ease of availing these facilities reduces as there is no dedicated stand or parking area for them. There are certain chowks inside where tempos etc are seen parked. A para-transit stand can be incorporated in such areas. Also as seen in the pics below, a lot of land is wasted on account of uncleared garbage. This space can be efficiently used for other activities.



Madanpur Khadar

Safety Score: 2.7/5

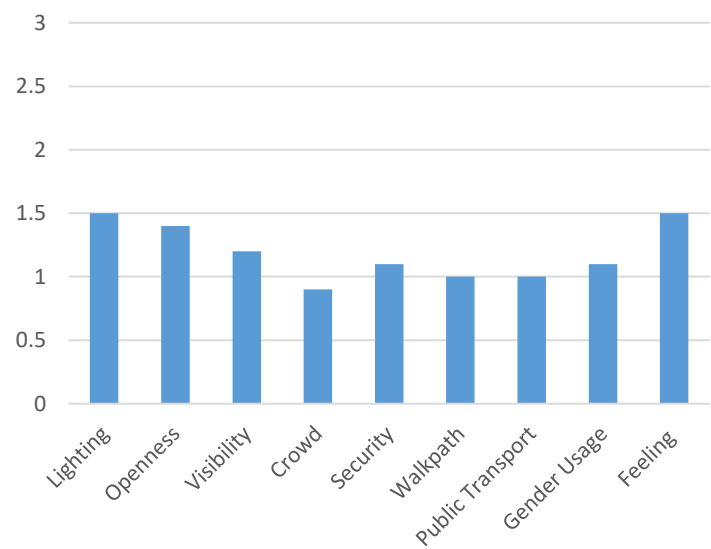
Madanpur Khadar is a resettlement colony located in south east fringe of Delhi. For this study, the New Delhi Main Road which connects the Sarita Vihar metro station to Madanpur Khadar Pocket A- Phase 2 colony was audited. This road connects the Sarita Vihar residential area, the Madanpur Khadar village and the resettlement colony to the city arterial Mathura Road. Due to the different areas this road connects the nature of activity on it and hence the level of safety it offers varies. This stretch is used by a lot of young girls from the resettlement colony to reach their school/college/coaching centre. While shared e-rickshaws are available, since this stretch measures 3.5kms many girls walk from the metro station to their home.

Based on the safety audits conducted by the local volunteers, the Safety Score for this stretch is 2.7/5.

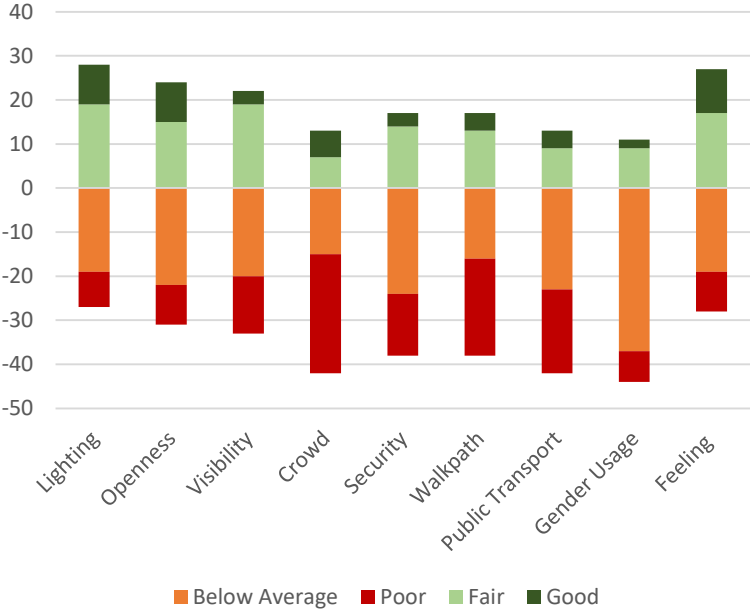
This stretch sees almost uniform rating for the nine parameters i.e. all the parameters have been rated either Average or Below Average. Lighting, Openness, and Visibility have been rated Average whereas Walkpath, Security, Public Transport, Crowd, and Gender Diversity have been rated Below Average. Overall the Feeling of safety has been rated as Average along this road.

Lighting, Openness, Visibility and Feeling have been rated well in half the locations and poor in other half. However, the other parameters have been rated poorly in most of the audit locations. Due to less variation, the improvement initiatives need to be focused on Lighting, Walkpath, Security, Visibility and Public Transport almost equally throughout the stretch.

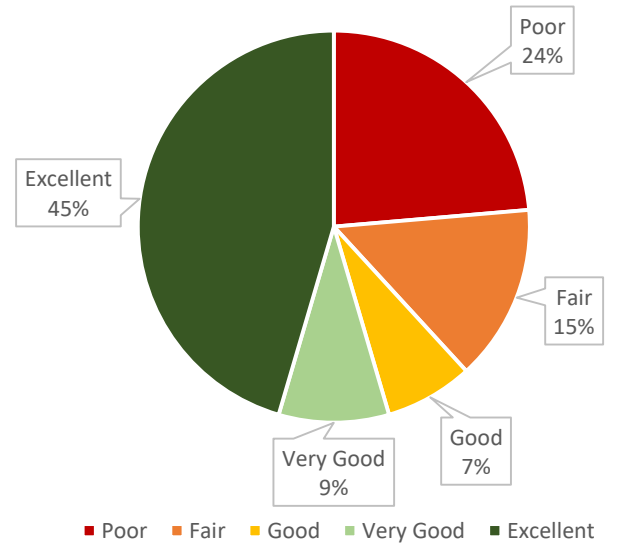
Average Audit Parameters (on a scale of 3)



Pin Distribution for each Parameter

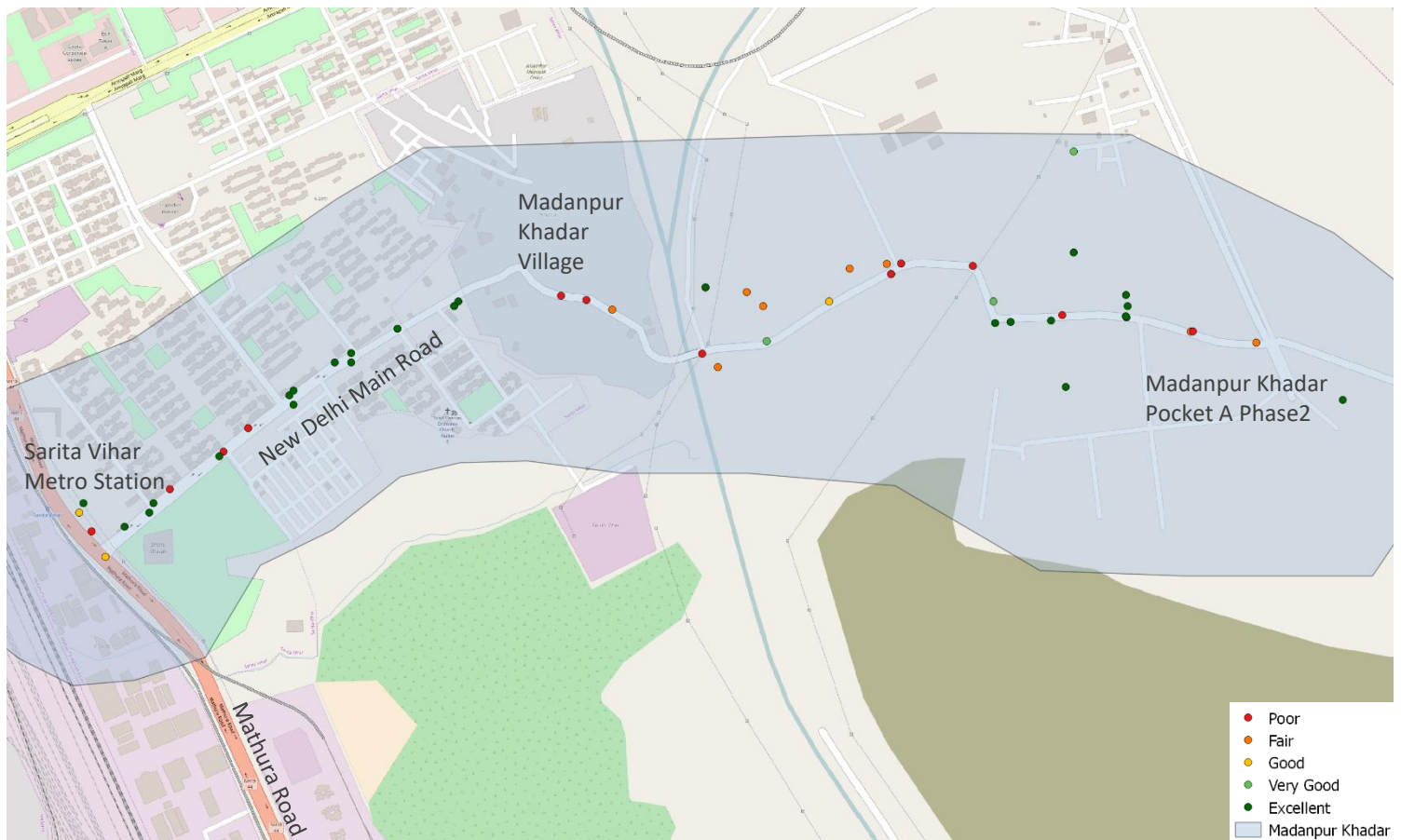


Percentage Distribution of Safety Score



Safety audits of the road indicate that the some part of this stretch is safe i.e. the stretch along the Sarita Vihar residential area. After one crosses this area and move towards the village and then the resettlement colony, the stretch tends to become unsafe. The most unsafe part is along the low-lying open garbage dumping ground. This also has factories and trucks are parked on the road. Due to lack of any other activity and pedestrian movement, this stretch is very unsafe for girls to cross especially at night. The garbage should be cleared regularly such that this area can be developed into a properly landscaped public park. This would encourage people of all age groups and both genders to use it. As a result this stretch would tend to be safer.

In the remaining road length, specific parameters like Lighting and Walkpath need to be improved. Para-transit stands need to be created at regular distances throughout the length of the road and within the residential areas as well. Certain parts have high visibility due to the dense fabric but along the Sarita Vihar residential area, the road edge is defined by blank boundary walls. These edges need to be made porous to ensure visual connectivity. Hawkers zones can also be created at certain areas where the footpath is wide enough.



Map indicating Safety Score Rating

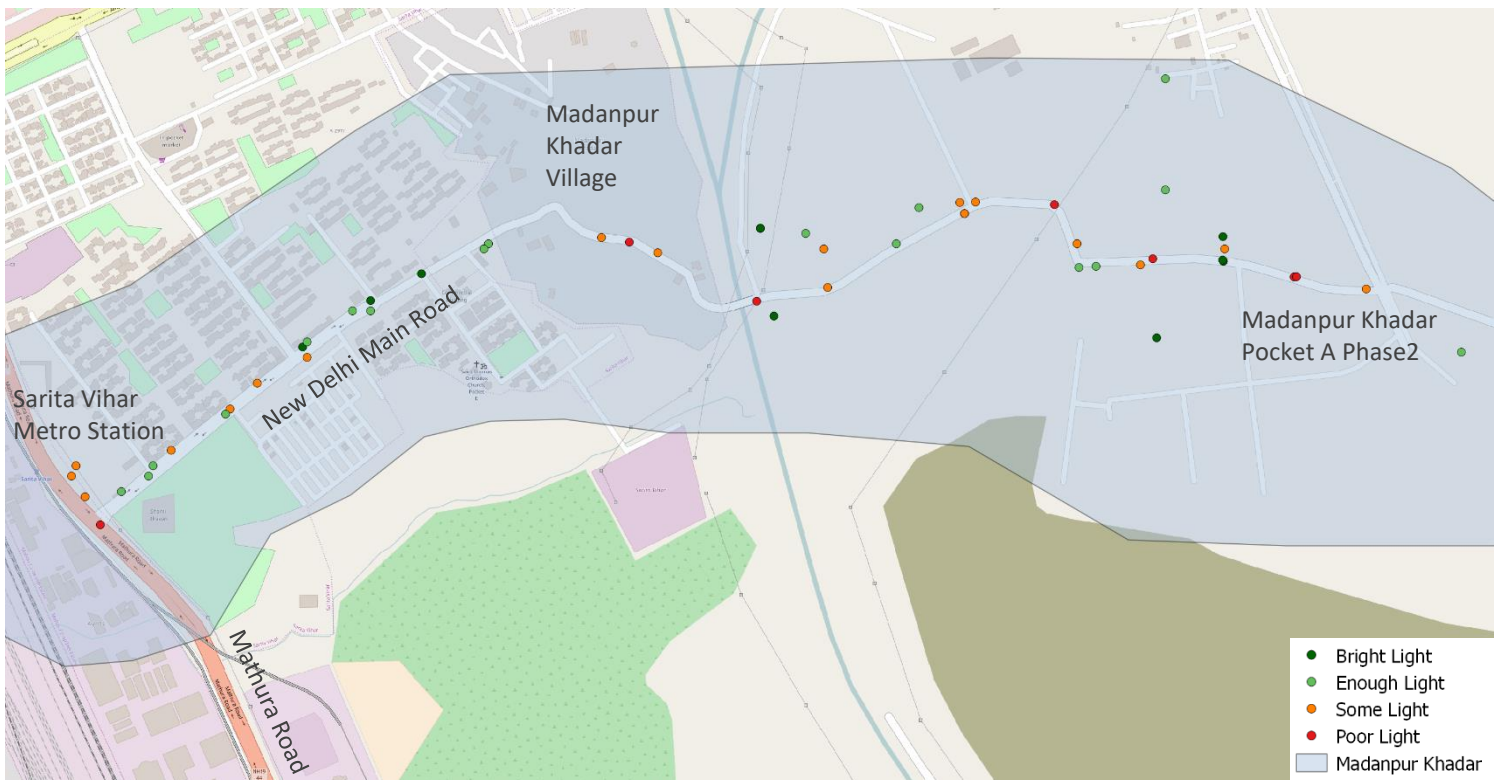
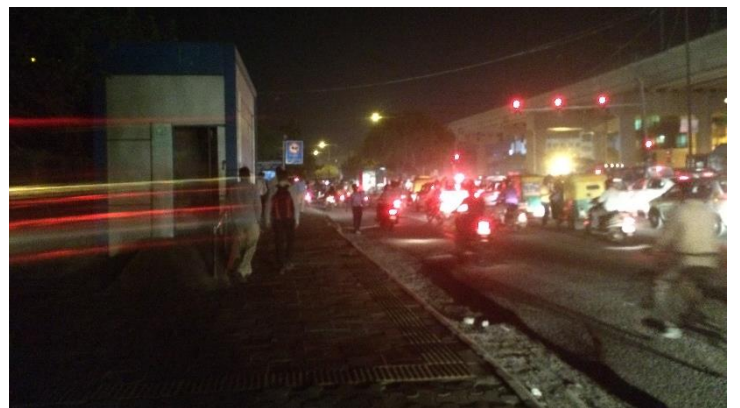
Lighting

Lighting parameter has been rated 1.5/3 i.e. Average. Along the Mathura Road streetlights have been located along the central median. As a result the footpath leading to the metro station is poorly lit. Even the area outside the Public Convenience was poorly lit.

Along the Sarita Vihar residential area, certain stretch is lit but some part is poorly lit. Some streetlights were found to be un-operational. Also the light fixture is directed towards the vehicular carriageway while the footpath is not adequately lit.

Along the village the road is poorly lit as the streetlights are very far apart creating dark spots in between.

The road along the low lying area does not have streetlights and becomes very unsafe. In the market areas there is some illumination from both the streetlights and the vendors. But once the market closes the area becomes dimly lit.

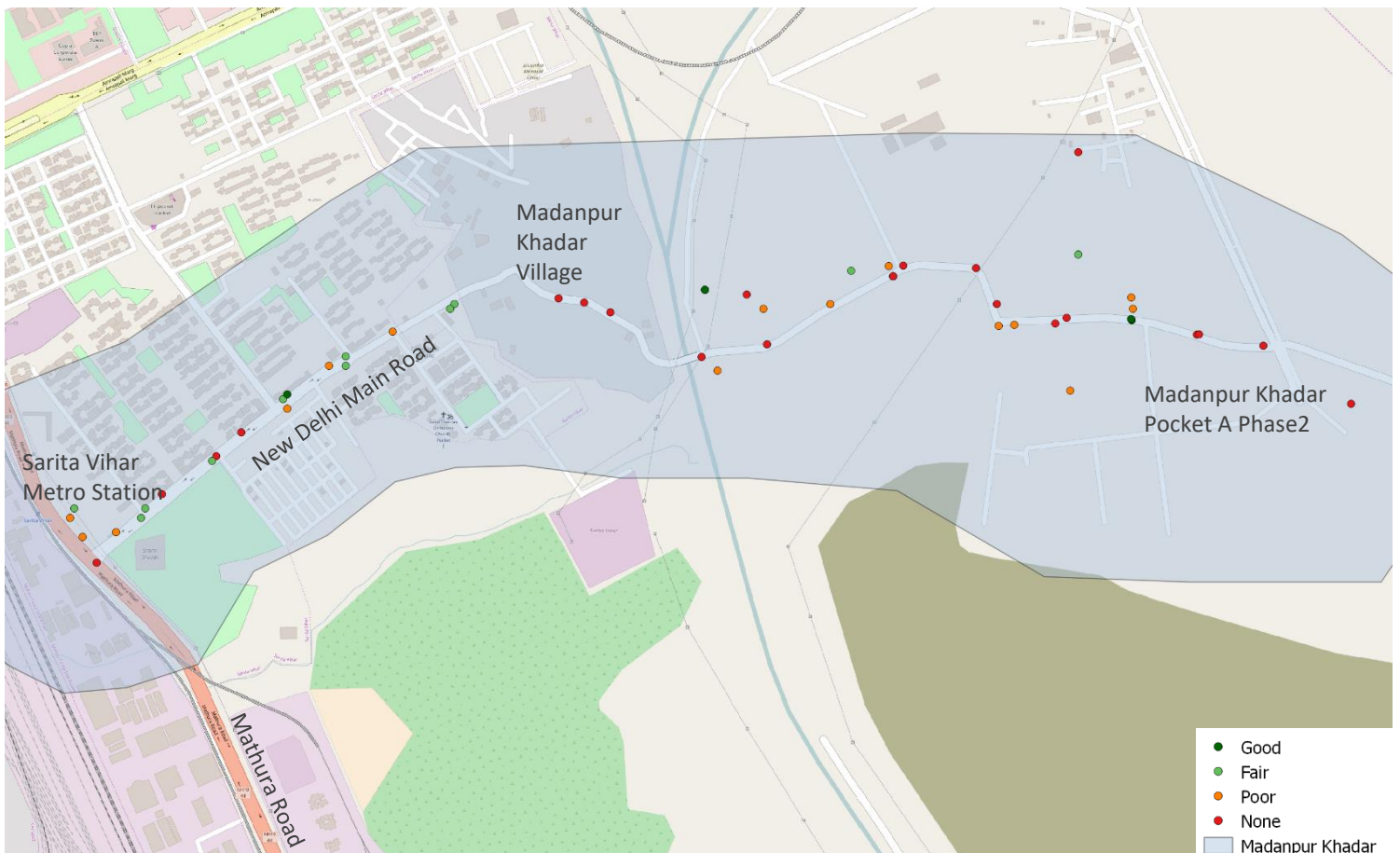


Map indicating Lighting Rating

Walkpath

Walkpath parameter has been rated 1/3 i.e. Below Average. A good walkable footpath exists only at certain points along the Mathura Road and along the Sarita Vihar area. If the footpath exists then it is either broken or is obstructed by trees or vehicles parked on it. The footpath should be repaired. At points where it is obstructed by a tree, it should be widened. Patrolling and checks should be carried out to prevent vehicles being parked on the pavement.

Along the areas where the road is narrow and a separate pavement cannot be constructed, the road should be well maintained. Dedicated space should be created for hawkers. Houses and shops should not be allowed to extend onto the road as this further reduces the effective width of the road. Along certain parts space has been left for constructing the footpath. This space should be properly paved.



Map indicating Walkpath Rating