

SAFETY IN BADARPUR: CAN WE MAKE IT A REALITY

A SAFETY AUDIT REPORT BY JAGORI AND SAFETIPIN



WOMEN?

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A SAFETY AUDIT REPORT

2015

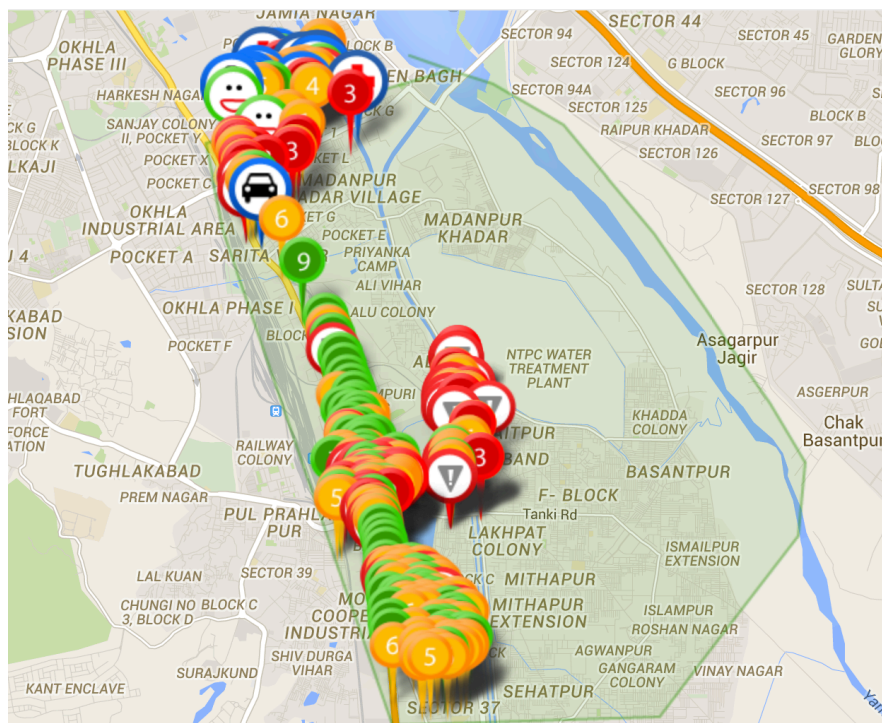
This document has been jointly brought out by Jagori and Safetipin as part of the UN Women Global Programme on Safe Cities Free of Violence against Women & Girls, Delhi with support from UN Women's Office for India, Bhutan, Maldives & Sri Lanka.

We deeply acknowledge the participation of women from the 'Sneh Shakti' community collective, Tara Samuday Cente, Badarpur and local stakeholders for their support in the process. Additionally, we extend our gratitude to Kalpana Viswanath, Sanya Seth and the entire team at Safetipin and Jagori for their endeavor that led to the successful completion of the process.

Jagori

The Jagori 'Safetipin' initiative was launched in July 2014 with the hope of transforming our cities into safer places, with special focus on urban slums of the southeast district of Delhi. As part of the process, women from Badarpur, a municipal ward in south east were engaged with support from Jagori and Safetipin to conduct safety audits and conduct a pilot using the mobile application in the low income community, The initiative focused on the examining how safe the areas in and around Badarpur are for women, by analysing various aspects such as infrastructure, transportation, presence of police force, feeling of safety etc. For this, safety audits were conducted using the Safetipin mobile application. The routes audited for this initiative are:

1. Mathura Road, Mohan Cooperative Industrial Estate
2. Mathura Road, MolarbandExtention
3. KalindiKunj Mithapur Road
4. Jaitpur Road, TajpurPahadi



Map 1

For the SafetiPin initiative, the auditors pinned a total of 412 safety information points on the selected routes; of which there are 299 safety audit pins, 70 hazard pins, 19 harassment pins, 21 places and 3 feeling pins. These pins were collected between 5-9pm during a period of 3 months.

DEFINITION

SAFETY AUDITS

A Women's Safety Audit (WSA) is a participatory tool for collecting and assessing information about perceptions of urban safety in public spaces. It is a powerful tool for change, which can bring together an entire community to work to improve their quality of life. WSAs help create a safer and more comfortable environment for women, and other vulnerable groups of people - for everyone (METRAC, 1998). It is a process which brings people together to walk through a physical environment, evaluate how safe it feels, and identify ways to make it safer (WISE 2005). This is based on the premise that users of a space are experts in understanding how they experience and feel about it.



STREETLIGHT



GENDER USAGE



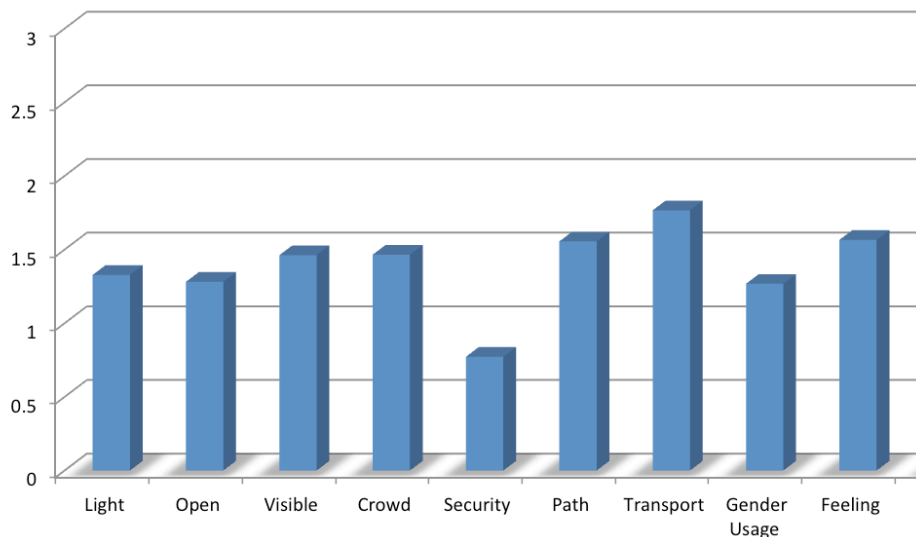
WALK PATH



SECURITY

Findings and Analysis

The area surrounding Badarpur falls under South Delhi district, one of the affluent belts in the city. However, with poor lighting, lack of public and private security, lack of openness and low gender diversity in the area, the areas is perceived as unsafe, especially by women. The graph below (Graph 1) indicates the average score of each safety audit parameter:



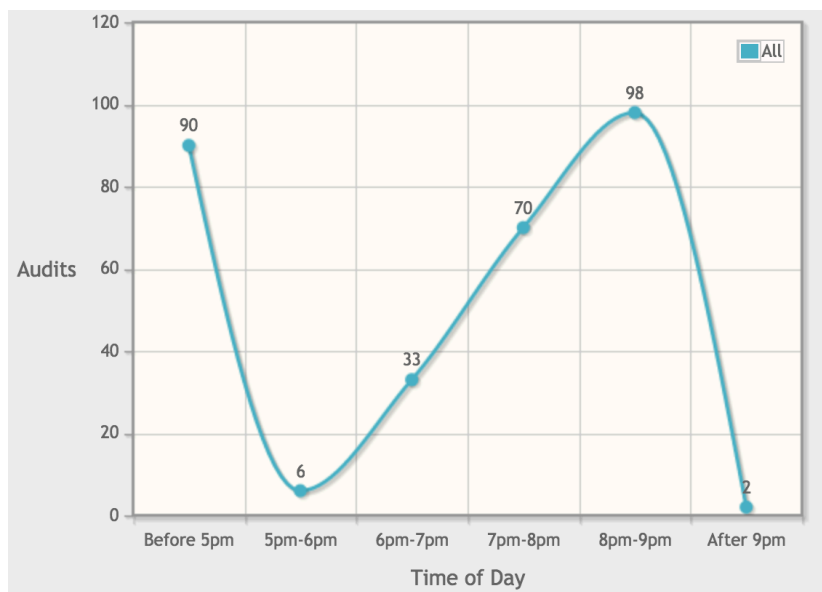
Graph 1

Findings from the safety audits show that all the audit parameters except for public transport are below average, with 4 parameters being particularly low—openness of the area, street lights, presence of public and/or private security and gender diversity in the area. All the other parameters such visibility, presence of people, walk path, availability of public transport and feeling of safety score higher in relation to others. However, they all score below average.

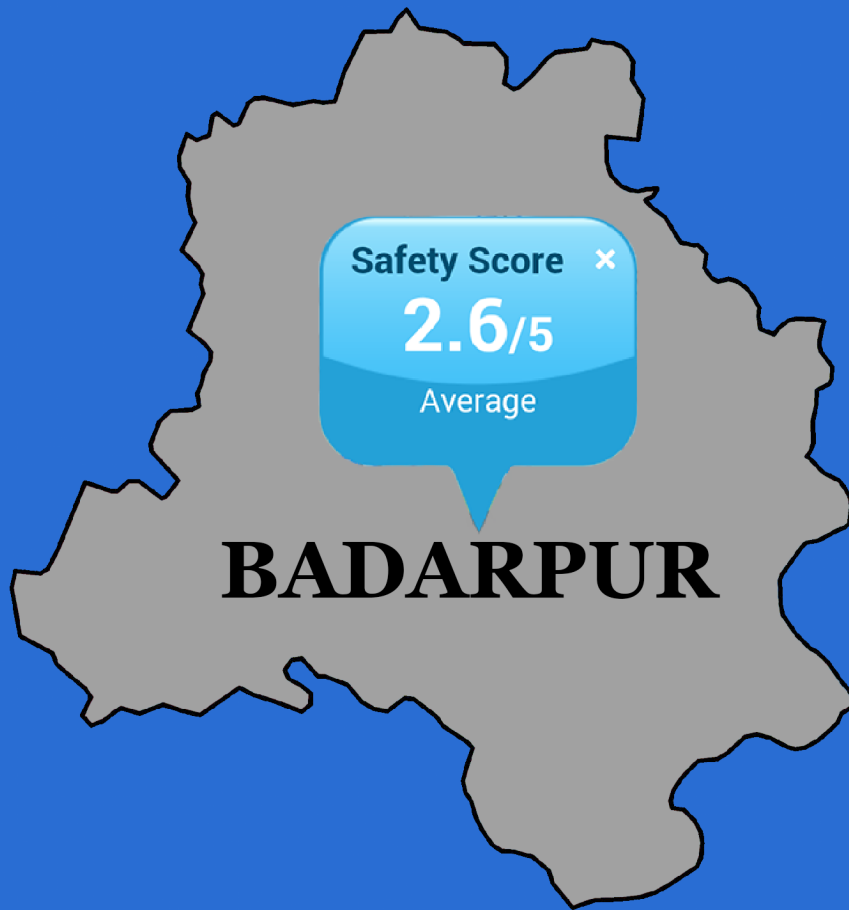
Area	Av Rating	Description
Lighting	1.3 – Below Average	It was seen that streets lights in many parts of Badarpur do not work/ are broken. Area near the metro station is particularly dark in the evening.
Openness	1.3 – Below Average	The houses are divided by narrow streets, main streets are occupied by auto rickshaw parking and street hawkers.
Visibility	1.5 – Average	The inner areas of Badarpur have relatively better visibility due to shops and houses. After dark, visibility on main roads is minimal.
Crowd	1.5 – Average	There is enough crowd throughout the day.
Security	0.8 –	There is no visible public and private security

	Poor	inside the colonies. On the main road towards the metro station there is irregular and minimal security.
Walk Path	1.6 – Average	Partially constructed walk paths, mostly encroached upon by street hawkers and bike parking. Residents complain of littered streets that makes it difficult to walk.
Gender Usage	1.3 – Below Average	Gender diversity post dark is poor. Women step out in the evening in times only if necessary .
Transport	1.8 – Above Average	Public transport like auto rickshaws are available in the inskirts of Badarpur colonies and metro line runs closeby the market area.

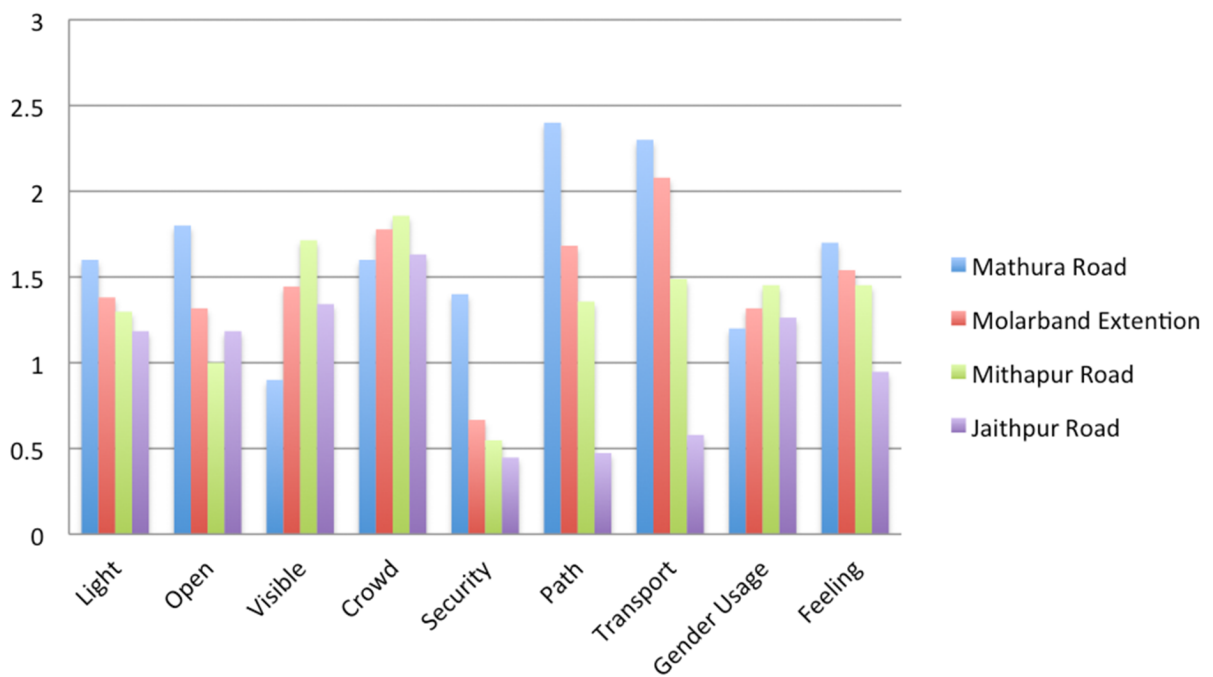
Most of the safety audits were conducted in the evening and graph 2 below shows the number audits conducted at different hours of the days. Most of the safety audits were conducted between 5-9pm. This is also to assess the lighting in the selected routes.



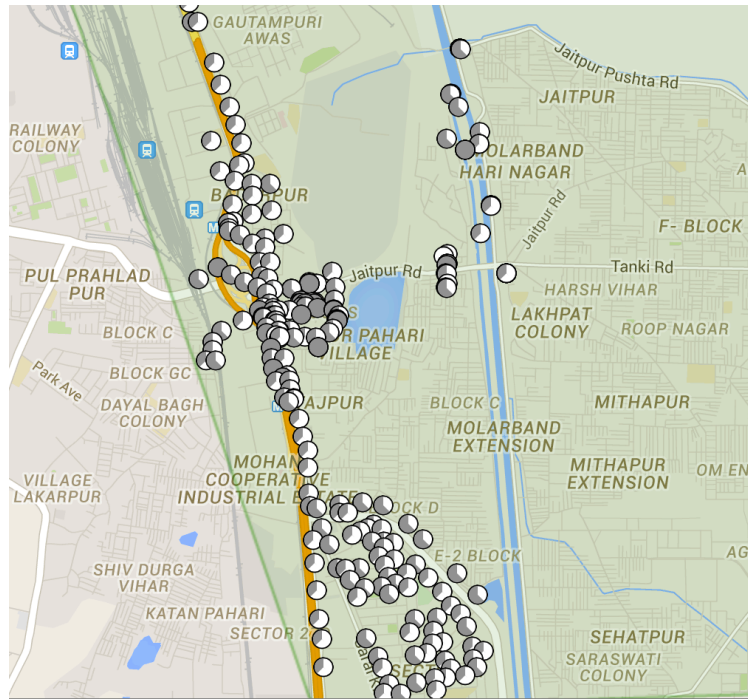
Graph 2



Average Audit Score

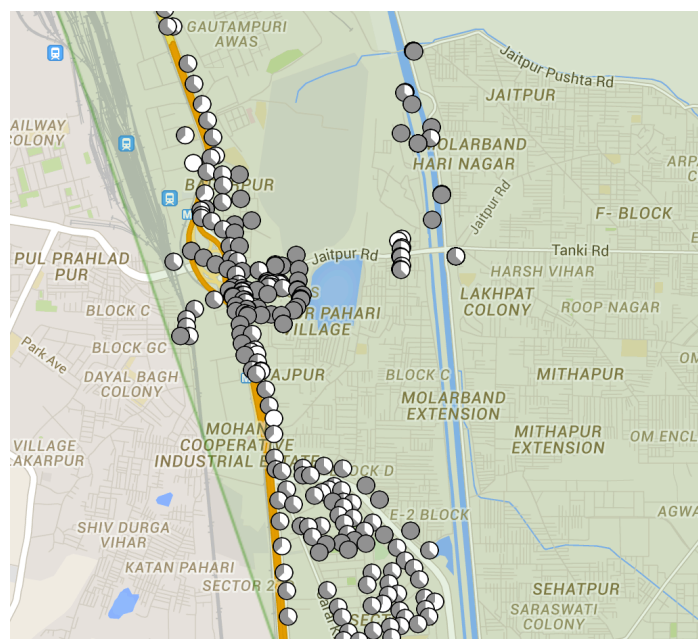


Map 3 below show the levels of light in the routes selected for safety audits. In the map, fully grey spots are areas where there are no streetlights and other sources of lighting, such as lights from inside the houses or shops. Partially grey spots are areas that are partially lit and fully white spots are areas that have bright lighting. From the map it is visible that there are quite a few spots with poor or no lighting.



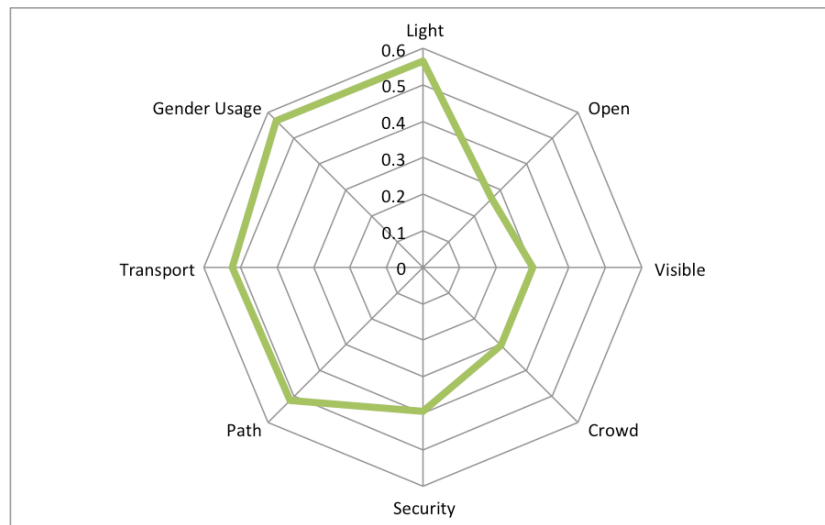
Map 3

Similarly, for the security, map 4 below indicates the level of visible public and/or private security on the selected routes in and around Badarpur. The map shows that large areas have poor security, while some areas have minimal security..



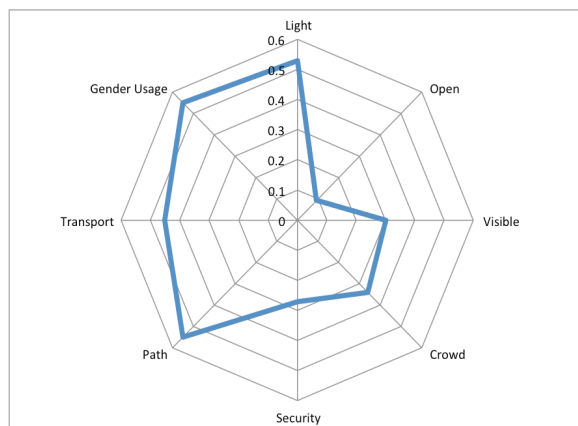
Map 4

When correlated the safety audit parameters with the feeling of safety in the area, it was seen that presence of light, gender diversity in the area, good walk path and availability of public transport affect the feeling of safety the most.

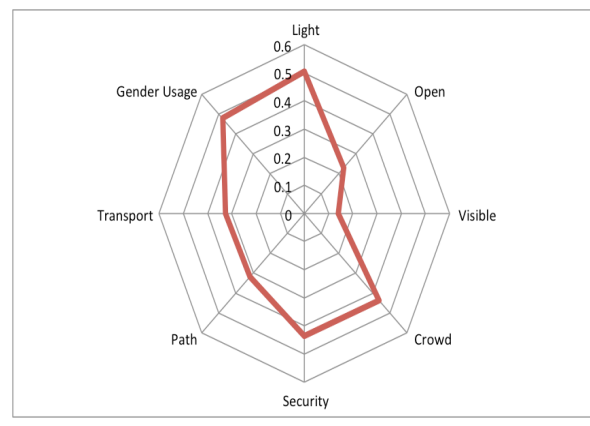


Graph 3

We also segregated the data in terms of gender to analyze the difference in feeling of safety of men and women. The two graphs below show the correlation of feeling (of men and women, respectively) with other objective safety audit parameters.



Correlation of feeling, male auditors (Graph 4)



Correlation of feeling, female auditors (Graph 5)

Graph 4 shows that for men, feeling of safety depends heavily on well-lit areas, gender diversity in the crowd around them, well built walk paths and availability of public transport. For women (as shown in graph 5), while good lighting and gender diversity in the crowd are equally important, their feeling of safety also depends on having some crowd around and visible public or private security in the area.

For in-depth analysis of the safety audit data collected in Badarpur, we analysed the specified routes separately.

KEY INSIGHTS

WALKPATH

Most streets and public places are not well lit. Poor maintenance of streets lights is seen as a key reason for no light in most spaces.

53% of Badarpur has no walkpath for the people to walk on safely.



Route 1: Mathura Road, Mohan Cooperative Industrial Estate

Area	Av Rating	Description
Lighting	1.6 – Above Average	Its location on the main road provides good lighting in the area. However, there are dark spots around the bus stop and under the flyover.
Openness	1.8 – Above Average	The area is open enough to see clearly in most of the directions, though the chaos of unregulated parking of vehicles blocks the visibility in some areas.
Visibility	0.9 – Poor	After dark there are very few street vendors or shops that overlook the street thereby reducing the eyes on the street.
Crowd	1.6 – Above Average	Since it is a main road, there is continuous movement and presence of people .
Security	1.4 – Below Average	There is low visible security despite the shops and metro station near by
Walk Path	2.4 – Good	Walk path is well constructed.
Transport	2.3 – Good	The bus stop and metro station are within 5 mins reach
Gender Usage	1.2 – Below Average	Women and children can be seen at most hours of the day. Their presence reduces by the evening.

KEY INSIGHTS

SECURITY

Lack of visible security, both formal and informal, deepens the lack of support in case of an incidence of violence.

80% of Badarpur has no visible security.
Even the main roads have minimal police patrolling.

Route 2: Mathura Road -, Molarband Extension

Area	Av Rating	Description
Lighting	1.4 – Below Average	No uniformity in lighting through the stretch. Dark corners can be found specifically under flyover near the Badarpur metro station.
Openness	1.3 – Below Average	Though it is a main road, the construction of flyover and placement of street vendors distrupts clear vision of the area.
Visibility	1.4 – Below Average	There are enough street vendors till late evening to keep an eye on the movement on the street. However, the lane leading to metro station has no windows or doors overlooking the stretch.
Crowd	1.8 – Above Average	Due to the metro station and market area, there is good traffic of people.
Security	0.7 – Poor	Despite the Badarpur police station in the area, no visible security can be found. ATMs also do not have guards outside.
Walk Path	1.7 – Above Average	Walk paths made are narrow and partially broken. Women have reported harassment by unwanted touch in narrow passages.
Transport	2.1 – Good	Metro station and rickshaw stand nearby
Gender Usage	1.3 – Below Average	Lack of light and proper walkpaths have restricted the mobility of women and children at all hours of the day.

Area 3: Kalindi Kunj Mithapur Road

Area	Av Rating	Description
Lighting	1.2 – Below Average	Many of the street lights are broken or do not work. The source of light is either from inside the houses or shops.
Openness	1.2 – Below Average	Houses are built very close to each other with narrow lanes opening out to congested streets, often occupied by auto rickshaws for parking
Visibility	1.3 – Below Average	Most of the lanes inside the colony do not have an overlooking window or gates.
Crowd	1.6 – Above Average	There are enough people on the streets throughout the day.
Security	0.4 – Poor	No police patrolling inside the colony
Walk Path	0.5 – Poor	The walk paths are not constructed and space is mostly used as garbage dump
Transport	0.6 – Poor	Due to narrow lanes, one has to walk for more than 10 minutes to access public transport facilities
Gender Usage	1.3 – Below Average	Women and children are mostly escorted by men.

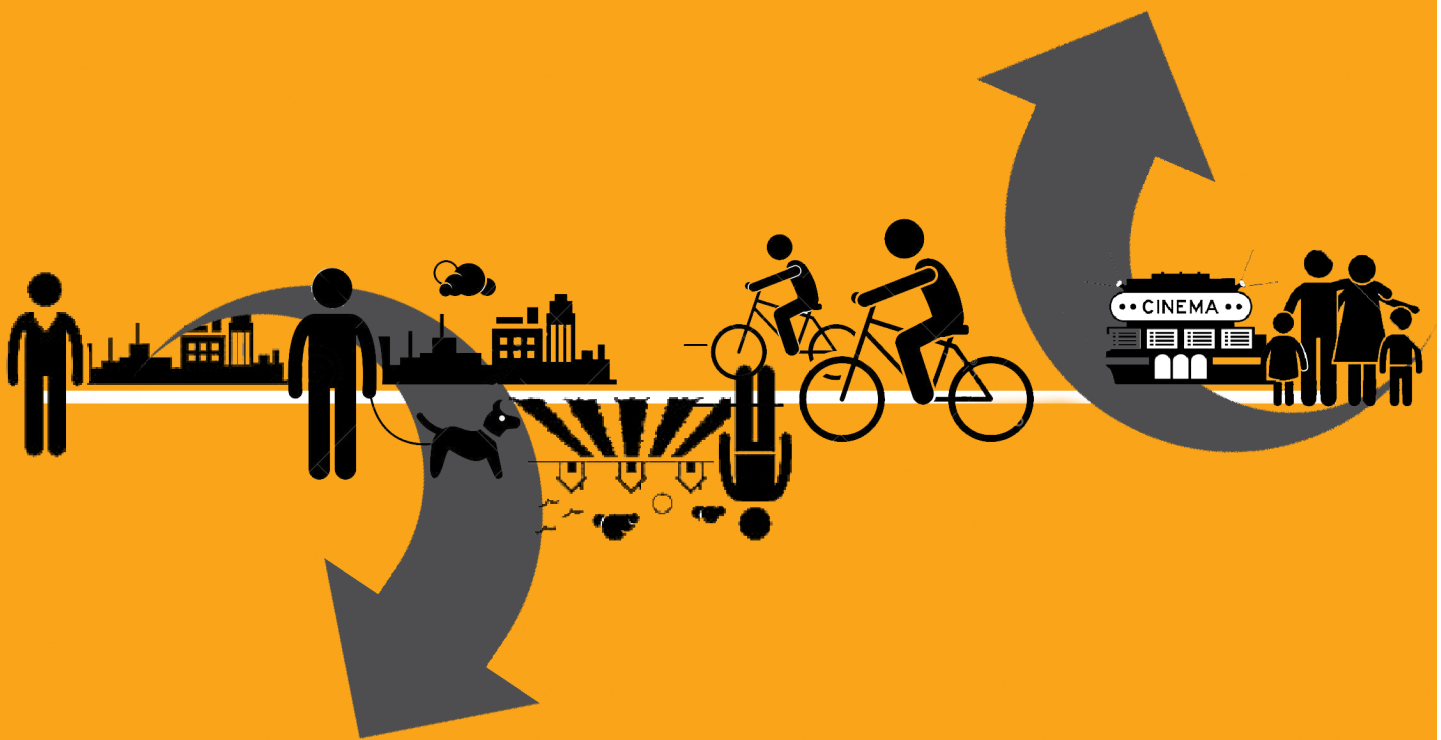
Area 4: Jaitpur Road -, TajpurPahadi

Area	Av Rating	Description
Lighting	1.3 – Below Average	Broken streetlights. Car lights and lights from inside the shops light the area.
Openness	1.0 – Below Average	Uneven placement of street hawkers on congested roads cuts the vision
Visibility	1.7 – Above Average	There are ample market shops and street vendors to keep eyes on the streets
Crowd	1.9 – Above Average	The streets are crowded throughout the day.
Security	0.5 – Poor	There is no private or public security in the surrounding area.
Walk Path	1.4 – Below Average	Walk paths are often occupied for vehicle parking or used by street vendors. The walk paths also need maintenance.
Transport	1.5 – Average	Public transport like auto rickshaws and metro are accessible with ease.
Gender Usage	1.5 – Average	Women are usually accompanied by male members of the family. Men/ boys stand in groups at various points and harassment is reported to be a normal affair.

KEY INSIGHTS

GENDER USAGE

Mobility of women is limited depending on the kind of public place and the hour of the day. Mostly women feel uncomfortable after dark and are seen often accompanied by men.



57% of Badarpur is not gender friendly. Women venture out only when necessary or with male companions.

Way Forward

Repair and maintain lighting. Lighting is a critical issue within Badarpur, and this has significant implications upon the safety of women and girls. As described, streetlights are non-functional or broken throughout the community, and lighting the area surrounding the local metro station is insufficient. Local authorities must repair existing dysfunctional lighting throughout Badarpur, illuminate the area surrounding the metro station, and ensure in the future, that all neighborhood lighting is maintained.

Ensure that streets are open and walkable. Residential areas in Badarpur consist of a network of narrow streets, which divides homes, making it already difficult to walk through these areas. Hence, authorities must ensure that these narrow streets remain clear of vehicles, rubbish or any other debris, and that sewage drains and gutters are safely covered. Outside of the residential areas, the main streets are also frequently occupied by auto rickshaws and street hawkers. While ease of access to these resources is beneficial to the community, they should not detract from street safety. Hence, designated parking zones for auto rickshaws should be established, and limits should be set and enforced to ensure that street hawkers do not encroach upon pedestrian walking space on the main roads.

Designate police officers for regular patrolling of Badarpur. The safety audits revealed that there was virtually no presence of public or private security officials inside the colonies themselves, and that on the main road leading up to the metro station, there was an irregular, and certainly minimal security presence. It is important that the Delhi Police maintains a clear public presence in the community, in order to improve perceptions of safety, as well as to increase the accessibility of the police to Badarpur residents. Designated officers should regularly patrol not only the main roads, but also the colonies themselves, and should try “community-oriented policing”- engaging with and building relationships with local residents so that they can work together to prevent and address problems.

Ensure that public toilets for women are maintained and properly illuminated. While many residents in Badarpur have access to toilets within their own homes, for those who do not, it is necessary to journey to public bathrooms on a daily basis. It is during such journeys that women and girls are often subject to sexual violence and harassment from men. First and foremost, such facilities must be properly maintained (regular cleaning, running water, etc.) to encourage their general usage- but they must also be properly illuminated to dissuade acts of violence and harassment.



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