

# IS THIS OUR CITY?

MAPPING SAFETY FOR WOMEN IN DELHI





# index

## Introduction

- 01 Safety Of Women In Delhi
- 02 The City Of Delhi
- 03 Safe Delhi Campaign
- 04 Safety Audits
- 05 Main Findings
- 06 Perception of Women On Safety In Public Spaces
- 06 Problems Faced In Re-Settlement Areas

## Maps

- 07 How To Interpret The Maps
- 08 South Extension- I
- 10 Saket
- 12 Sarita Vihar
- 14 Vasant Kunj
- 16 Mayur Vihar & Kalyanpuri
- 18 Paschim Vihar
- 20 Patpargunj
- 22 Paschimपुरी
- 24 Nizamuddin
- 26 Delhi University I
- 28 Delhi University 2
- 30 Connaught Place
- 32 Nehru Place
- 34 Sundar Nagri
- 36 Madanpur Khadar
- 38 Bawana
- 40 New Delhi Railway Station
- 42 Mayapuri Phase I
- 44 India Gate

## Appendices

- 46 How to do a Safety Audit
- 47 Glossary
- 47 Bibliography
- 47 Credits
- 48 JAGORI

# introduction

## Safety of Women in Delhi

Despite efforts at an image makeover in preparation for the Commonwealth Games 2010, some aspects of life in Delhi continue unchanged. For the last several years, Delhi has claimed the dubious distinction of being the most unsafe city in the country, recording the highest incidence of crimes against women including molestation, rape, dowry harassment, domestic violence. According to the 2005 NCRB (National Crime Records Bureau) statistics, Delhi accounted for one third of all reported rapes and almost one fourth of all reported cases of molestation in mega cities.

A survey done by Delhi police in 2004 showed that almost 45 per cent of the reported cases of molestation in the city happened in public buses and another 25 per cent were at the roadside. While 40 per cent of the women surveyed said that they felt unsafe after dark, 31 per cent spoke of feeling unsafe even in the afternoon. In another study by AID India (an NGO), 175 out of the 200 young women covered in the study reported that they had faced incidents of sexual harassment in public, primarily in buses and on the roadside. As many as 90 per cent of the 18,000 respondents in a public perception survey carried out to collect data for the Delhi Human Development Report felt that public transport in Delhi is unsafe for women.

In a recent survey carried out by JAGORI, over 80 per cent of the 500 women surveyed reported having faced harassment in buses and other public transport and 62 per cent had faced harassment on the roadside. The data from this survey, that covered women across classes, occupations and places of residence, also showed that 95 per cent of the women in the sample took some precautions in their daily life to protect themselves from violence. These measures - avoiding dark areas, keeping away from certain places like subways and parks, carrying something that can be used as a weapon, or dressing conservatively - underlining the reality that, apart from the actual incidence of violence, the fear of violence constrains the daily lives of women and girls in multiple ways

# The City Of Delhi

With a population of 15.3 million people<sup>1</sup>, Delhi is the seventh most populous city in the world and the second in India (after Mumbai). Delhi has a recorded history of over 4000 years and has been a centre of political and economic power for most of this period. It has been the capital of several successive empires, due to its strategic positioning at the centre of trade routes from northwest India to the Gangetic Plains

Much of the Delhi metropolitan area lies within the National Capital Territory of Delhi (NCT), which has the status of a Union Territory. New Delhi, the national capital and also the seat of the government of the NCT, is jointly administered by the Union Government and the Government of Delhi. Civic services are provided by the New Delhi Municipal Council (NDMC). The Municipal Corporation of Delhi (MCD) is one of the largest civic bodies in the world and is responsible for providing civic amenities to an estimated 13.78 million people.

According to the Economic Survey 2001-02, Delhi had a per capita annual income of Rupees 38,860 and recorded an annual economic growth rate of 9.9%. Most of this growth comes from the tertiary sector which contributed 78.4% to the GDP in 2001-02. The city, once a centre of manufacturing, has seen rapid de-industrialisation in the last decade with consequent rise in the unemployment rate. Construction, real estate, information technology, banking, hotels and tourism are presently the largest contributors to the economy. Other key sectors include government administration and defence

Delhi's relatively high per capita income, better living standards and high economic growth rate has attracted a lot of people from rural areas in neighbouring states. Due to this high migration rate, Delhi is one of the fastest growing cities in the world. According to a United Nations report, Delhi will be the third largest urban agglomeration in the world (after Tokyo and Mumbai) by 2025<sup>2</sup>.

The Delhi Development Authority (DDA), created in 1957, is the body responsible for planning for the development of the city. Five years after its formation, the DDA unveiled a Master Plan for the city which proposed to develop 44770 hectares of urban area by 1981 for a projected urban population of 4.6 million. This turned out to be a serious underestimation, and an additional 4000 hectares of urban area (comprising Patparganj, Sarita Vihar and Vasant Kunj) were added to the target. In 1981, with massive gaps remaining in fulfillment of targets, the Master Plan was reviewed, amended and extended to 2001.

Given its consistent underestimation of requirements of housing, commercial space, social infrastructure, green areas and institutional areas along with massive shortfalls in targets, the Master Plan has been a subject of controversy

since its inception. The lack of transparency and technical rigour in the planning process have been critiqued by civil society groups as well the Supreme Court. The Master Plan is currently under revision and the new Master Plan 2021 is expected to be notified in early 2007.

Shortfalls in planning are most visible in the area of housing. According to official figures, less than one-fifth of the population lives in planned settlements that conform to minimal standards of amenities and services. More than 5 million people live in JJ colonies - slum clusters with no assured access to clean drinking water, sanitation, health services, transport facilities or security.

The vision that underlies the Delhi Master Plan 2020 is of a class stratified garden city where residential, recreational and commercial areas are clearly demarcated. Such enclaves already exist on the outskirts of the city in the form of highly priced and heavily-guarded clusters of farmhouses, often with independent power and water supply systems.

Middle-class colonies in Delhi are also increasingly adopting this model, with residents contributing to augment or back up inadequate public services. Gates and private guards control entry and exit into these colonies, with domestic servants, hawkers, rag-pickers and salespeople being allowed in only after screening and sometimes even police checks. The deteriorating law and order situation is cited by residents as justification for such actions. This model has led to further fear and mistrust among people in the city and loss of the sense of community.

Type of Settlement	Approx Population in Lakh (2000)
JJ Clusters	20.72
Slum Designated Areas	26.64
Unauthorised Colonies	7.40
Resettlement Colonies	17.76
Rural Villages	7.40
Regularised- Unauthorised Colonies	17.76
Urban Villages	8.88
Planned Colonies	33.08

Source: DUEIIP-2021

<sup>1</sup> Source: Delhi Human Development Report, 2006

<sup>2</sup> World Urbanisation Prospects 2003. United Nations Department of Economic and Social Affairs

# Safe Delhi Campaign

Over the past few years, Delhi has sought to develop itself into a modern city and the approaching Commonwealth games in 2010 has become the focal point for its development. The discourse of this “world class city” in a “Shining India” focuses on the rich, powerful and people who feed into this image. But it is also important for a city to address the needs of its more vulnerable populations, whether the poor, women or older people among others.

As Delhi announces its plans to become a “world-class city”, women of all classes, ages and occupations continue to live in fear of violence and harassment. This is the city where a woman was raped on her way to relieve herself early in the morning, and a young medical student was raped in broad daylight in a public monument. This is the city where a young woman was raped in a parking lot. This is the city where there have been more than ten incidents of rape in moving vehicles in the last two years, the city where every woman and girl is on constant guard while traveling in public transport, using the subway, shopping or going to a movie theatre. Even the Metro which represents Delhi's most modern form of transport has introduced an alert system for sexual harassment on a moving train.

The conventional understanding of safety puts the burden of protection and prevention on women themselves. Women are told to live within the limits prescribed by patriarchy - to dress modestly, to stay away from “unsuitable” places, not to go out at certain times. In effect, when sexual harassment or assault takes place, the lens is turned back on the woman to see how she infringed the rules - was she out at night, what was she wearing, who was she with and other such details.

Ironically, this restrictive approach does not really make women any safer - if anything, it increases their vulnerability by forcing them to live in fear and creating the feeling in their minds of being helpless victim. Moreover, it restricts women's freedom and autonomy, curtails their mobility and hampers their options for work and social activities. It reduces women's self-confidence and makes them physically and psychologically dependent on the protection of others. It prevents them from fulfilling their potential and enjoying their rights as citizens.

In order to address this form of violence against women and

restriction of their rights, JAGORI has launched a Safe Delhi campaign to reach out to people in this city.

The Safe Delhi campaign was launched with three aims:

1. To make visible the issue of violence and harassment in public spaces and highlight it as a serious problem, not just a trivial matter of “eve teasing”
2. To highlight violence and lack of safety as more than just “women's issues”, but as a consequence of dominant models of urbanization, reflection of the culture of the city and violation of the rights of women.
3. To reach out to and involve diverse groups of citizens in recognizing and addressing the issue of public safety.

The Safe Delhi Campaign is built around our conviction that safety in public spaces - whether for women or for other vulnerable groups such as the senior citizens and people with disabilities - demands the involvement of all those who use these spaces.

Firstly it is important for women to get empowered and not be seen as the “weaker sex”. There is no doubt that women have a role to play in ensuring their own safety and well-being. Learning ways of dealing with violence and the fear of violence can go a long way in challenging the notion that women are weak and unable to protect themselves. It gives women self confidence to confront those harassing them.

The police and law enforcement agencies also have a role to play by carrying out their duty in addressing crimes against women and in creating a safer atmosphere in the city with proactive measures. Stronger vigilance and enforcement will increase the confidence of women and the general public in the police.

However, we believe that all citizens of this city have a stake and role in making Delhi safe for women and girls. The Safe Delhi Campaign has therefore reached out to citizens' groups, students and teachers, urban planners, resident associations, service providers and industry bodies among others, to develop strategies and take action on specific aspects of safety of women and girls. The aim has been to get more people involved and aware of the issue of violence against women and girls and the nature of public violence in the city.

Some of the programs and partnerships initiated under the Safe Delhi Campaign are:

- Working with the police to support their initiatives on violence against women. This has included training workshops with different levels of police officials. Along with this we have also had interactions with women police officers of the Parivartan programme which gets women police officers out on the beat to interact with women and communities
- Working with young women and men through sessions on understanding women's safety and the gendered usage of public space. We have had sessions in colleges located in different parts of the city and in resettlement areas in order to reach out to youth from different classes. These sessions have been geared to encourage them to reflect on inequalities and violations of rights due to patriarchal norms and practices.
- Public outreach programmes to sensitise and involve the “ordinary citizen”. This has included moving around marketplaces talking to shopkeepers, shoppers, auto drivers and others and distributing information and advocacy materials.
- Organising workshops on self-defense with different groups of women - in the corporate sector through the Confederation of Indian Industries, in colleges and in resettlement areas
- Collaborating with media to find most effective ways of getting the message out to the public. This has involved developing an advertising campaign to address the issue of how women and girls are disempowered by the constant fear of violence in their lives.
- Reaching out through the Campaign website which has information on the Campaign, answers questions on safety issues, gives tips on what to do in case of an incident and has an interactive section where women can share their experiences of safety in the city.

# Safety Audits

Although the issue of women's vulnerability to violence in public spaces in Delhi has been highlighted in media reports and crime statistics, the focus has largely been on high-profile and incidents of assault, rape or murder. There is far less awareness of the elements of public spaces that contribute towards creating safety or vulnerability. The JAGORI Safe Delhi Campaign uses participatory safety audits as a means to explore these factors and possible actions for change, as well as to build public awareness, ownership and commitment to implementing these actions at both the local and the policy levels.

The Safety Audit methodology was developed in Toronto in the 1980's after a series of brutal sexual assaults and murders of women created widespread public concern. Women's groups demanded that steps be taken to stop the violence. The Metropolitan Action Committee on Public Violence Against Women and Children (METRAC) was a collaboration between the police, government bodies, community agencies, support services, and individuals was formed as a result of the pressure from women's groups. The safety audit is a methodology developed by METRAC "to evaluate the environment from the standpoint of those who feel vulnerable and to make changes that reduce opportunities for assault".

Our initial round of safety audits, data from which are presented in this report, were conducted over a one year period (August 2005 July 2006). Sites for these audits were selected to cover as wide a range as possible of social and economic contexts, including residential colonies (both middle class and working class), resettlement colonies, market places, commercial localities, industrial areas and entertainment complexes across districts of the city. Audits in each location were conducted at in the evening, just before and after it turned dark in order to study the space under different conditions of usage by diverse categories of users.

The actual process of a safety audit is straightforward and simple. A group of women, ideally including local women who know the area well, walks through the area, assessing their own perceptions of safety or risk at different points along the route and identifying risk factors and safety concerns. The audit is recorded as it proceeds. Risk and

vulnerability factors are categorized into those that relate to the physical aspects of the space (such as the quality of infrastructure) and the less tangible but equally critical aspect of the perceptions of the space as safe or unsafe by women users. Possible actions to increase safety and reduce vulnerability are discussed continuously during the audit.

The accompanying table shows the various locations in which safety audits were conducted.

The audits were conducted by the JAGORI team. In most areas, members of the JAGORI team were involved as researchers and as regular users of the area. Certain locations such as the railway station, the university campus, and Connaught Place were familiar to most of the audit team. In some locations, members of local associations and local women were also involved in the audit. In several instances, bystanders and women users of the space joined the team in the course of the audit. In a few cases, public interest was aroused when members of the audit team were harassed in the course of the audit, and confronted or engaged with the perpetrators.

Audits were conducted by teams of 3-5 people, starting in the evening and continuing for 3-4 hours. In each case, several routes were taken in smaller groups so as to cover a larger area.

Issues identified in the course of the audits were categorized as follows.

- The state of the built environment, such as the location and condition of streetlights, the state of pavements, bus stops, the availability and condition of public toilets, the maintenance of parks, obstructions caused by overgrown trees and bushes, the presence of empty lots and waste dumps, abandoned or demolished buildings, dark lanes and the location and condition of car parking areas and common spaces.
- The location of police booths, public telephones, shops and other vendors. In the case of shops, we noted shops such as auto parts, liquor shops and cigarette kiosks have primarily male customers or grocery stores, vegetable vendors and others which catered to a mixed clientele
- The gendered nature of the space based on whether it was designed for and or used predominantly by men or women.
- Women's own perceptions of safety and patterns of usage of the space

## DISTINGUISHING FEATURES

## LOCALIT

## DISTRICT

Upper middle class residential area with an exclusive market, a middle class colony and a working class market in the near vicinity.	South Extension-I	South
Private bungalows as well as DDA colonies, mixed usage	Saket	South
Middle class residential colonies incorporating urban villages	Sarita Vihar	South
	Vasant Kunj	South
	Mayur Vihar	East
	Paschim Vihar	West
	Patpargunj	East
Lower middle class and working class, mixed residential and commercial use.	Paschimपुरी	West
Heritage area with mixed use (housing, religious site, historical monuments, railway station)	Nizamuddin	South
Educational institutions incorporating housing for staff and students, commercial areas	Delhi University Campus	North
Office complexes surrounded by informal commercial activity	Connaught Place	Central
	Nehru Place	South
Resettlement colonies	Sundar Nagri	North
	Kalyanपुरी	East
	Madanpur Khadar	South
	Bawana	North
Mixed usage (commuters, street children, authorized and unauthorized vendors, railway employees)	New Delhi Railway Station	Central
Industrial area	Mayapuri Phase I	West
Recreational and entertainment areas, mixed usage (general public, vendors, pavement dwellers, employees of commercial firms).	India Gate	Central
	PVR Complex	South

# Main Findings

**Lighting In Public Spaces** emerged as a problem in many parts of the city. In the perception of most women, poorly lit areas, whether main roads, inner streets, sections of markets, area between residential blocks, bus stops, public toilets, subways, parks, and car parks pose a threat to safety. Most of the women we spoke with said that they avoid such places after dark, either because they have experienced harassment in these or similar situations, or because they are apprehensive of being harassed or attacked.

**Bus Stops** are perceived as high-risk locations by many women, primarily because they are unlit. Thus, only those bus stops which are close to streetlights are well lit. Women working in the Mayapuri Industrial area told us that they never leave the factory alone after dark they always go to the bus stop in a group, often accompanied by a man. We found that the number of women at bus stops reduces as the evening progresses, with very few lone women seen after dark. The area behind most bus shelters is a de facto toilet for men, adding to women's feeling of insecurity.

Interestingly however, most women said that they feel safer at bus stops than on the road and prefer to wait for auto rickshaws or for their friends at bus stops than on the roadside. Walking on **Dark Roads** and **Unlit Streets** inside colonies is something most women avoid, out of fear of being accosted by men and being verbally or physically harassed. For instance, during the audit in Vasant Kunj, women in DI Block spoke of facing harassment while walking to the bus stop from the place of work or walking home from the bus stop through the colony. Women fear that men would accost them in the dark while walking to the bus stop or walking home from the stop. In certain cases such as Vasant Kunj D I block, the bus stop and sections of the road leading to the block are dimly lit and women have faced verbal harassment here.

The lack of street lighting in commercial areas emerged as a major impediment to women's ability to work late. For instance, in Nehru Place and the office areas of Connaught Place, we hardly came across women, especially on their own, after late evening. Movement within the campus is restricted for women students at the University of Delhi, who told us that they are reluctant to step out after dark as large sections of the roads are dimly lit and women are harassed by men on two wheelers and cars. Even if libraries are open late, women students are rarely able to use them.

**Broken Or Dug Up Pavements**, a common sight in Delhi, emerged as another major risk factor, restricting the routes

women can take while moving around and making it difficult if not impossible to move away quickly from a harasser. In many areas, there are no pavements and a woman is forced to walk on the road, coping not only with fast moving traffic but also avoiding men on two wheelers and cars who harass her verbally or even touch and push her. For instance, encroachments onto pavements by home-owners and shop owners in places such as Paschim Vihar, either for car parking or by tiling or cementing over the original pavement, is a serious hazard. Similarly, in Sarita Vihar a section of the pavement on the road leading to D block has been taken over by a kabadiwala, a dairy, and a taxi stand. In many other places, vendors have their stalls on the pavements, forcing people to walk on the road. We also found many open manholes in the middle of pavements, for instance in Paschim Vihar, which are dangerous for all users of the space.

**Parks And Green Areas** were almost invariably found to pose a threat to the safety of women after dark. In many parks, lighting, although installed, was not functional while in others the lights were blocked by overgrown trees. Some parks (as in D Block Saket) were pitch dark even before nightfall. This park is used by a large number of women and children before dark, but is deserted in the evenings, while the better lit park in J Block of the same colony is felt to be safer and is much more freely used by women and children.

We found that access to most parks, even those inside residential colonies, is completely unrestricted even in the late evening. Many parks have low boundary walls and gates are never locked. Some parks have structures such as garden sheds belonging to the Horticulture Department, rooms for guards and pump rooms. Some parks, like the one in South Extension I, have historical monuments located inside the boundary. Some of these monuments are locked whereas others are open, dark and sometimes used as places for sleeping or drug dealing. In Paschim Puri, women told us that parks are taken over by alcoholics, drug addicts, and gamblers after dark. Women do not feel safe in the park after dark.

In sharp contrast to the deserted appearance of parks in residential colonies, the lawns and gardens around India gate are thronged with people including families, couples and women till late in the night. There is a significant police presence in the area, which falls within the high-security zone. Though only the area immediately around the memorial is well lit, groups of women can be seen moving freely in the area till late evening. The women we spoke to said that they had never faced harassment and did not feel vulnerable, as they had never heard of any instances of harassment in the area.

We did find some public places being used by women after dark. In residential areas (such as Saket, Sarita Vihar and South Extension) we found that women and children were using well lit parks and lanes inside the colony (for instance in E Block Sarita Vihar and Sunder Nagri). In middle-class colonies like Patpargunj, Sarita Vihar and Paschim Puri, we found large numbers of women on well-lit streets where vendors were also present. In upmarket residential areas such as Saket, Nizamuddin, and South Extension we found very few women on the roads or even in the streets just outside their houses after dark. This was in contrast to the situation in working class colonies or in resettlement areas like Pachim Puri, Kalyanpuri, or Sundar Nagri, where women moved around in the lanes just outside their houses but not on the outer lanes of the colony. Most women living in these areas said that they prefer to walk back from the bus stop with other women if returning after dark.

**Car Parks** are another high-risk area our team felt unsafe in every one of the car parks that we encountered in the course of the audits. Car parks are often located near dark areas with dense shrubbery. Further, they are not well lit all the car parks we saw had dark corners, dark entrances, or large sections in darkness. Attendants are present only at the entry exit points. In some places, we found the attendants drinking alcohol with drivers or even sleeping on cots in the car park. The problem is compounded in underground car parks (like those in Nehru Place and Baba Kharak Singh Marg), where even a cry for help would not be heard on the road outside. Abandoned vehicles lying in a corner are also common features.

As more and more roads get converted into multi-lane expressways, subways are fast becoming a regular feature of Delhi's topography. We found most subways to be well lit, except in a few instances of poorly lit entry exit points. Entries and exits are not always clearly marked. Most subways do not have guards or attendants, and our team felt unsafe using them late in the evening when the number of users rapidly declines. Some subways (like the one in Nehru Place) have some shops which are open as long as the subway is open. This is a factor mentioned by women users as increasing their feeling of safety, particularly if they were regular users and felt recognised by the shopkeepers. This was also the case in Connaught Place, where women users of the subways said that they feel comfortable because large numbers of vendors are present.

**Debris Dumps, Partially Demolished Buildings And Dark Alleys** were universally identified as unsafe areas for women. We also found construction debris in almost all areas of Delhi

lying near the roadside or on pavements obstructing easy movement of pedestrians and blocking escape for women trying to avoid or sidestep harassers.

There are very few **Usable Public Toilets** for women in the city. Those that exist are dark and dirty, with broken doors and no attendants. Women seldom use them. In most markets, the men's toilet adjoins the women's toilet, adding to the feeling of insecurity for women.

We also found that women feel uncomfortable in **Male Dominated Spaces** such as cigarette shops, dhabas, taxi stands, certain street corners, helmet stands in car parks, liquor shops, and some specific parks. Women not only hesitate to use any of these spaces but even avoid going near them for fear of harassment. Many women shared experiences of verbal and physical harassment by men around these spots. We found women at tea stalls and dhabas only if they were accompanied by men. Saket and the University campus were exceptions to this rule.

The presence of **Security Guards** and **Police Enhances** women's feeling of safety. We found that guards in most office buildings, women's hostels, and public utilities such as ATMs. Police presence was high in high security zones such as metro stations and India Gate which is close to the President's House, Parliament and several government buildings. Apart from high security areas, we saw police personnel only in areas close to police posts and police stations. We could not detect any specific patterns in police patrolling.

**Markets** showed visibly gendered patterns of use, with women conspicuously missing in areas with automobile, liquor, electrical or computer shops. We found more women in Connaught Place and South Extension than in Nehru Place (which has a large number of computer shops) or in Paschim Puri (which has a section of the market occupied by auto parts shops). In market areas as South Extension and Connaught Place, we came across very few women who were shopping or commuting alone after dark. The women we saw were either in groups, accompanied by men or with their families.

In contrast to the pattern in formal commercial areas, we found large numbers of women on the streets even after dark in areas where vendors, especially those selling vegetables, fruits, and other items of household needs, were present in large numbers. In areas where street markets are held, unaccompanied women can be seen shopping late into the night.

## Perceptions Of Women On Safety In Public Places

During the course of the Safety Audits, we spoke with women users of the public spaces about their perceptions on safety. Our findings are summarized below.

- Most women felt unsafe going into public spaces alone or after dark unless they were in groups or accompanied by men. Women felt safer in well-lit places.
- Public transport, especially buses, are seen as unsafe and are cited by the majority of women as the commonest site for harassment.
- Women felt safer in crowded places than in isolated places. Bus stops are seen as safer since they are seldom deserted. Places like India Gate, where women and families are present in large numbers, are felt to be safer. Similarly, women prefer using the crowded main roads rather taking short cuts through dark and deserted lanes.
- Male dominated spaces such as cigarette and paan shops, liquor shops, street corners and dhabas are felt to be unsafe and are avoided by women, especially after dark.
- Women prefer using subways which have vendors and shops.
- Women normally feel safe in using parks in early evenings or around dusk, but not after nightfall. Parks become almost exclusively male spaces after dark.
- The presence of shops, vendors and informal commercial activity (such as weekly markets) increases the feeling of security for many women.

## The Problems Faced In Resettlement Areas

Our audits revealed stark differences in the levels of safety in different localities in the city, with resettlement colonies at the lowest end of the scale. Poor levels of provision and quality of infrastructure and services are the primary factors that increase women's vulnerability in these areas.

- Some of the safety issues specific to resettlement colonies are highlighted below.
- Street lighting in resettlement colonies is inadequate and power supply is very irregular. Main streets in Bawana, Sundar Nagari and Madanpur Khader are dimly lighted, while inner lanes are often completely dark.
- Dwellings in resettlement colonies have no sanitation - public pay toilets are the only recourse. These are few in number (in Bawana for instance, one toilet is shared by 100 families), filthy and ill maintained, with broken doors and missing light bulbs. Attendants at the toilets are all men, and often harass women users. Men from the adjoining men's toilet also enter and use the women's toilet. Moreover, each visit to the toilet costs Rs.2 -, while washing a bucket of clothes costs Rs.5 -. This is a significant drain on the resources of families surviving below the poverty line. Women thus have no option but to use the

open fields. Women in Madanpur Khadar and Bawana face daily harassment by men from the surrounding villages. They cope with this threat by going in a group, and as early as possible, to the fields. Since the public toilets close at 10 pm, women are sometimes forced to go out to the fields at night.

- Almost every young girl that we spoke to in resettlement colonies narrated incidents of harassment by boys and men (both from within the colony and from the nearby village) on a daily basis. Commuting by bus is impossible for girls they are faced not only with lewd comments and caste epithets, but even physically assaulted and pushed off the bus. As a consequence, many families are reluctant to send their daughters to school. A 15 year old girl in Bawana told us that her parents allow her only to visit families on either side of her house going to another block in the colony is seen as too risky.
- Older women feel unsafe as well though they challenge the perpetrator more often than the younger girls. Many of these women work in informal sector enterprises and are forced to use buses and autos, or even walk on poorly lit roads at night. As in the case of younger girls, they face harassment not only from other commuters, but also by bus drivers and conductors. Unlike middle class women, they do not have the option of traveling by chartered buses. Even walking within the resettlement colony leaves women open to the risk of harassment..



## Interpreting The Maps

The maps in the following section of this document are visual representations of some of the key risk and safety factors in the audited areas.

The following should be kept in mind while 'reading' these maps.

- The maps are not to scale and are not intended as exact depictions of the topography and layout of the area.
- The human figures marked on the maps reflect the gendered usage of space and are not indicative of the numbers of people present.
- The maps represent the situation of the area in the late evening or after dark.
- Factors influencing women's safety have been highlighted in call-outs. Red-shaded call-outs indicate risk factors.
- Symbols used in the maps are explained in the key alongside each map.

the  
maps



# South Extension

## The locale

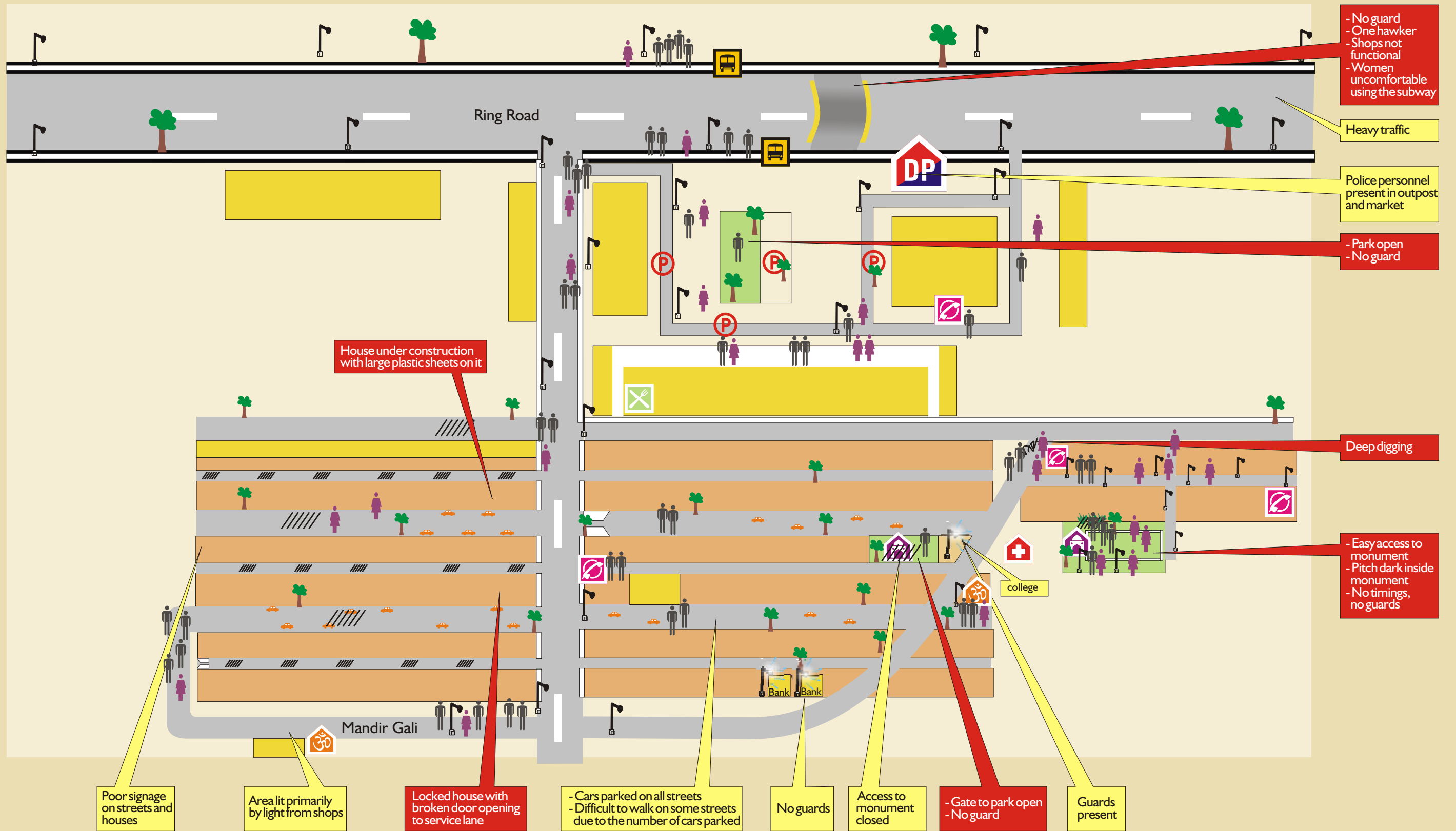
- South Extension is an upper-income residential cum commercial locality in South Central Delhi, bounded by the All India Institute of Medical Sciences at one end and Defence Colony on the other.
- The Inner Ring Road passes through South Extension, dividing it into two parts (South Extension I and II) which are connected by a subway.
- The busy South Extension market lies on either side of the Ring Road and has many large shops and showrooms.
- There is a college in the area, as well as some historical monuments and parks.

## The audited area

- We audited the main market and sections of the residential area in South Extension I, Mandir Gali (a small market in a narrow lane inside the colony), as well as Kotla Mubarakpur and Amrit Nagar. (middle and lower income colonies abutting on South Extension). We also audited a few bus stops on the Ring Road.
- Most residential streets closer to the market area also have commercial activity (offices, education institutes, ayurvedic institute).
- There is no boundary or any other demarcation between the market and the residential area, apart from shop signboards and house numbers (not always clear). The residential area starts just as market area ends. We did not see any guards at the gates
- There is a Police Outpost in South Extension I. The closest Police Station is in Defence Colony, about two kilometers away.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurdwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Saket

## The locale

- Saket is an affluent residential cum commercial locality in South Delhi with both DDA and private housing and a large commercial complex (within which the PVR movie theatre complex is located).
- There are four main approaches into the colony from Press Enclave Marg, Mehrauli Badarpur Road, Lal Bahadur Shastri Marg, and Aurobindo Marg.
- There are four schools in the area, as well as a large women's hostel on the main road.

## Audited area

- We audited the PVR commercial complex, and the main road in front of E block leading up to the J block market. Our audit also covered the bus stops along this road and two large parks.
- The PVR complex and the market area is a pedestrian zone with roads on two sides and parking areas on the other two sides.
- Besides the cine complex, the commercial area has restaurants, fast food shops, coffee shops, books and music shops, offices, pubs, and a large number of kiosks selling coffee, juices and snacks. Some of these kiosks have open air seating arrangements.
- Close to the J block market, a few houses have been converted into small hotels, schools, and nursing homes. Auto rickshaws are available on this stretch of the road.
- Almost all the gates leading to the DDA residential area have guards whereas there are no guards in the private residential blocks.
- A Police Outpost is situated near the PVR complex. The nearest Police Station is in Malviya Nagar, about 2 kilometres away.

“E block park was bustling with women and children just before dark. But around 8.30 pm, it was pitch dark and appeared to be deserted. In sharp contrast to this park, the J block park was well lit and there were many older women in the park around 8.30 pm”.  
Observations of the audit team.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Sarita Vihar

## The locale

- Sarita Vihar is a middle income group DDA colony located on Mathura Road in South East Delhi. It is about a kilometer away from Apollo Hospital, one of the largest private hospitals in Delhi.
- An urban village, Madanpur Khadar, lies adjacent to the D and E blocks of Sarita Vihar. Another small village, Ali Gaon, is about two kilometers away towards the Badarpur Thermal Power Station.
- There are two main approaches to the colony from the Kalindi Kunj Road and from Mathura Road.

## The audited area

- We audited D and E blocks, which lie towards one end of Sarita Vihar and are bounded by the main approach road. Madanpur Khadar and Ali Gaon are about a kilometer away from these blocks. There are agricultural fields and vacant government land next to D block. There is also a park in each block.
- There are several markets in the area Khadar market, D block market, E block market, and a small vegetable market at the junction of Sarita Vihar and Khadar market. There are also many vendors in the area selling fruits, vegetables and plastic goods.
- The bus stop is about a kilometer away. Cycle rickshaws ply in the area, with a stand at the junction. Auto rickshaws are also available at this junction.
- Both blocks have multiple entry points. All gates in D Block have guards whereas E Block does not have guards at all gates. Gates in D Block are opened at specific times.
- A Police Post is located at the junction of D and E blocks. The nearest police station is close to Apollo Hospital, about two kilometers from the audited area.

Two eleven year old girls were harassed one evening by a boy when they were cycling in their block. Their mothers recognized the boy as he was earlier a resident of the same block and had moved to an adjacent block. The mothers contacted the parents of the boy and brought the incident of harassment to their notice.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Vasant Kunj

## The locale

- Vasant Kunj is an upper middle income group DDA colony located in South West Delhi. It is a large colony extending from Andheria Mode upto Mahipalpur with some blocks on Aruna Asaf Ali Road and Nelson Mandela Marg.
- There are four main approaches from Andheria Mode, Mahipalpur, Aruna Asaf Ali Marg, and Nelson Mandela Marg.
- There are three urban villages in Vasant Kunj Kishangarh, Masudpur and Mahipalpur.
- The colony is divided into Sectors (A,B,C,D and so on) which are further subdivided into Pockets (1,2,3 and so on).

## The audited area

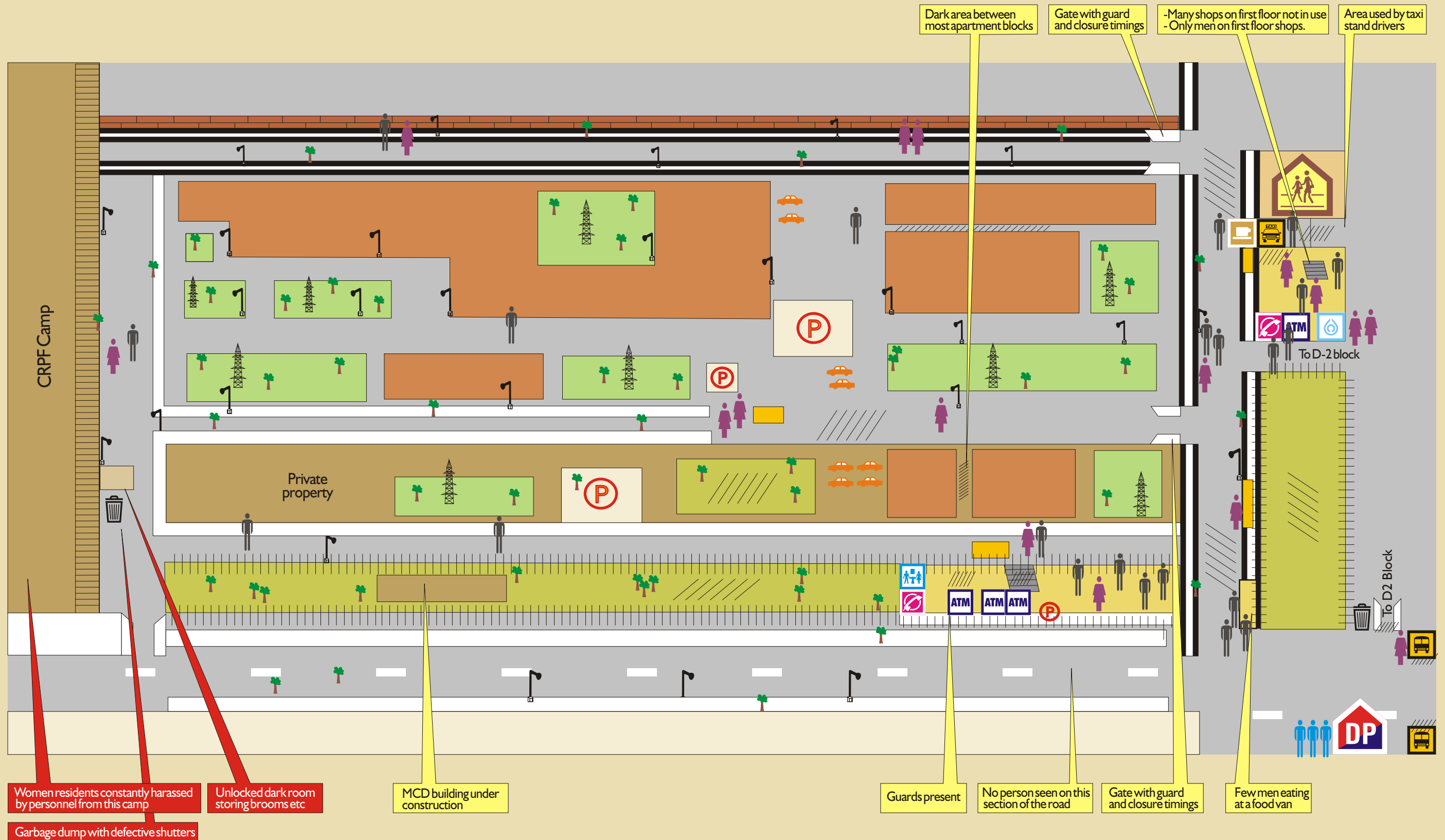
- We audited D-1 Block (ie, Pocket 1 of Sector D). This block faces Vasant Kunj Marg that links Andheria Mode to Mahipalpur. Our audit covered most of the lanes inside the block, the main roads around it, and the adjoining markets. There is one school in the audited area.
- D-1 Block can be approached from the main road as well as by an inner road that leads to D1 and D2. Guards are posted at all the gates into the Block.
- One side of the block shares a common boundary with a large CRPF Camp. The low wall is topped by a spiked iron railing.
- There are a few patches of green cover in the area.
- There are two markets in the area, one close to the main road on the same side as D1 block and the other in D 2 block. Apart from this, a food van and a few vendors are present near the main road.
- The bus stops are located on the main Vasant Kunj Road. Auto rickshaws are also available on this road.
- Pylons for high tension electricity cables have been erected in several parks in the block.
- BPO vehicles are allowed to come inside the block as there are many young women who work late shifts and residents find it unsafe for them to walk from the main road.
- There is a Police Outpost on Vasant Kunj Marg. The closest Police Station is inside the colony, about 3 kilometres away.

All women residents we spoke with cited harassment by CRPF personnel as the main problem in the area. Earlier, they would ring the doorbell and ask for water, or stare and pass comments. The camp urinals also faced the colony. The RWA had approached the Commanding Officer of the CRPF and the MCD, asking for a wall between the colony and the Camp but both had refused. This fence was subsequently built by the RWA. However, men continued to jump over the fence until spikes were fixed on top of it. although the men have since stopped coming inside the colony, they continue to harass women by staring and passing comments.

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman





# Kalyanpuri & Mayur Vihar

## The locale

- Kalyanpuri is a resettlement colony located in East Delhi in the Trans- amuna area. It can be approached from Khichripur, Trilokpuri, and Mayur Vihar Phase I.
- Mayur Vihar Phase I is a middle income group locality and is about two kilometers away from Kalyanpuri. It can be approached from Noida Link Road, Trilok Puri Road, and Patpargunj Road.
- Besides private housing and DDA colonies, there is a large market in Mayur Vihar.

## Audited area - Kalyanpuri

- The audited area in Kalyanpuri included small pucca houses as well as kuchha houses. While outer roads are fairly wide, inner lanes are very narrow making it difficult to walk if a vehicle, even a two wheeler, passes by.
- Besides the Central Market, there are many small shops inside the residential area. Most of these shops have living quarters above them.
- The closest bus stands are on Khichripur Road.
- There are three schools in Kalyanpuri.
- We did not come across any park in the audited area.
- There is no boundary wall around the resettlement colony which can be accessed from any side.

## Audited area - Mayur Vihar Phase I

- Mayur Vihar is a middle income group colony with DDA flats, houses, and private high rise apartments.
- Acharya Niketan Market is the largest market in Mayur Vihar. Ganga Market and Phase I markets are the other markets in the audited area.
- The closest bus stands are on Gurudwara Road.
- There is one school in the audited area in Mayur Vihar.
- There are three parks in the audited area.
- There is a boundary wall in sections, or a fence around most of the audited area. Guards are present only at some of the gates.
- The nearest Police Station is in Kalyanpuri.

“We do not allow our girls to step outside the home after dark. Boys from the neighbourhood harass them and even snatch mobile phone. We cannot file a police complaint as the boys further harasses the girls”

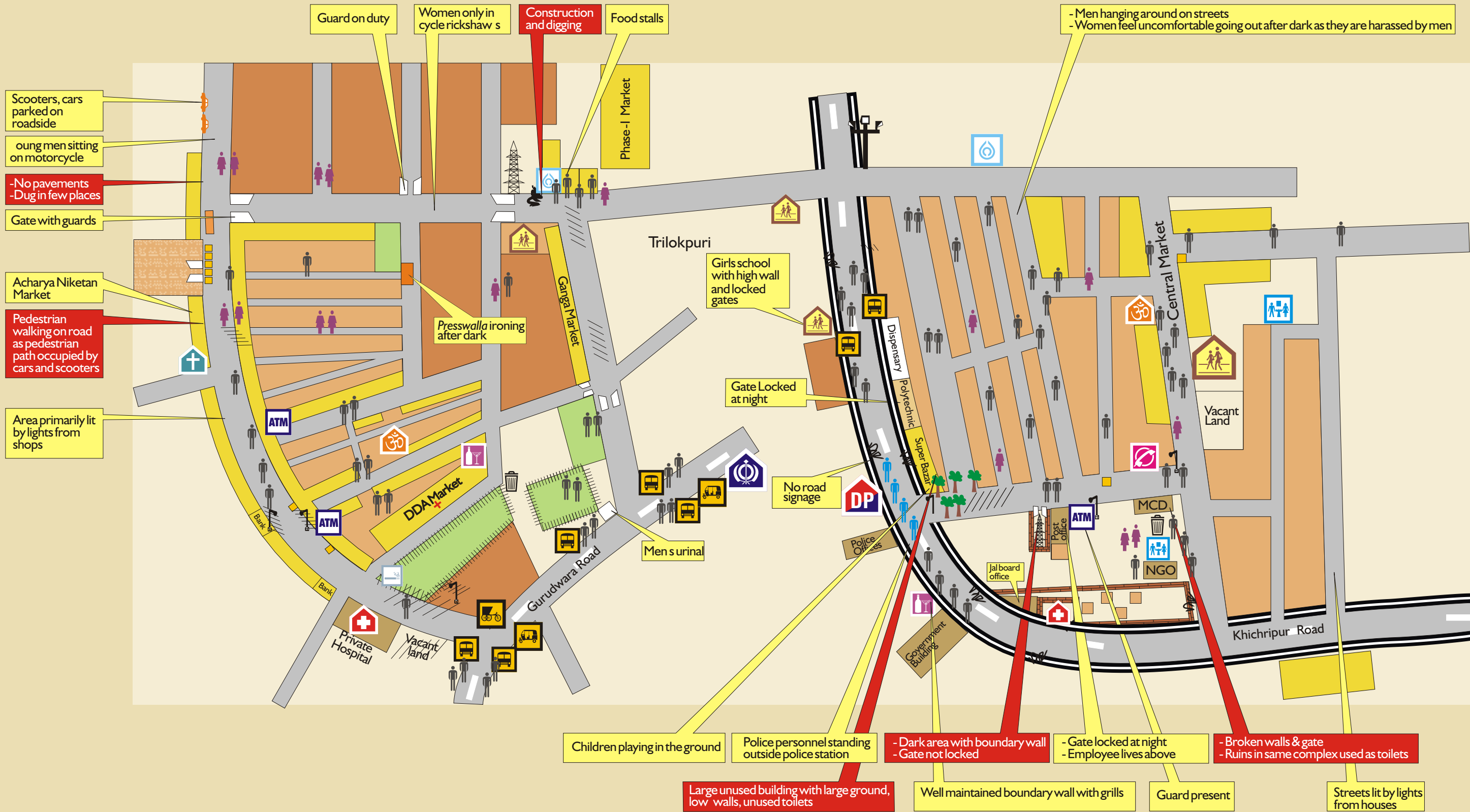
A woman resident of Kalyanpuri in her 40s.

“Boys and men take advantage of the darkness to harass us as their faces are not recognizable in the dark”

A woman resident in her 30s.

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
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	School		Electricity Substation
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	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Paschim Vihar

## The Locale

- Paschim Vihar is an upper and middle income residential colony with both independent bungalows as well as DDA flats. It is located in West Delhi on the Delhi-Rohtak Road
- It can be approached from National Highway 10 (Rohtak Road), Ring Road, Najafgarh Road, and Outer Ring Road.

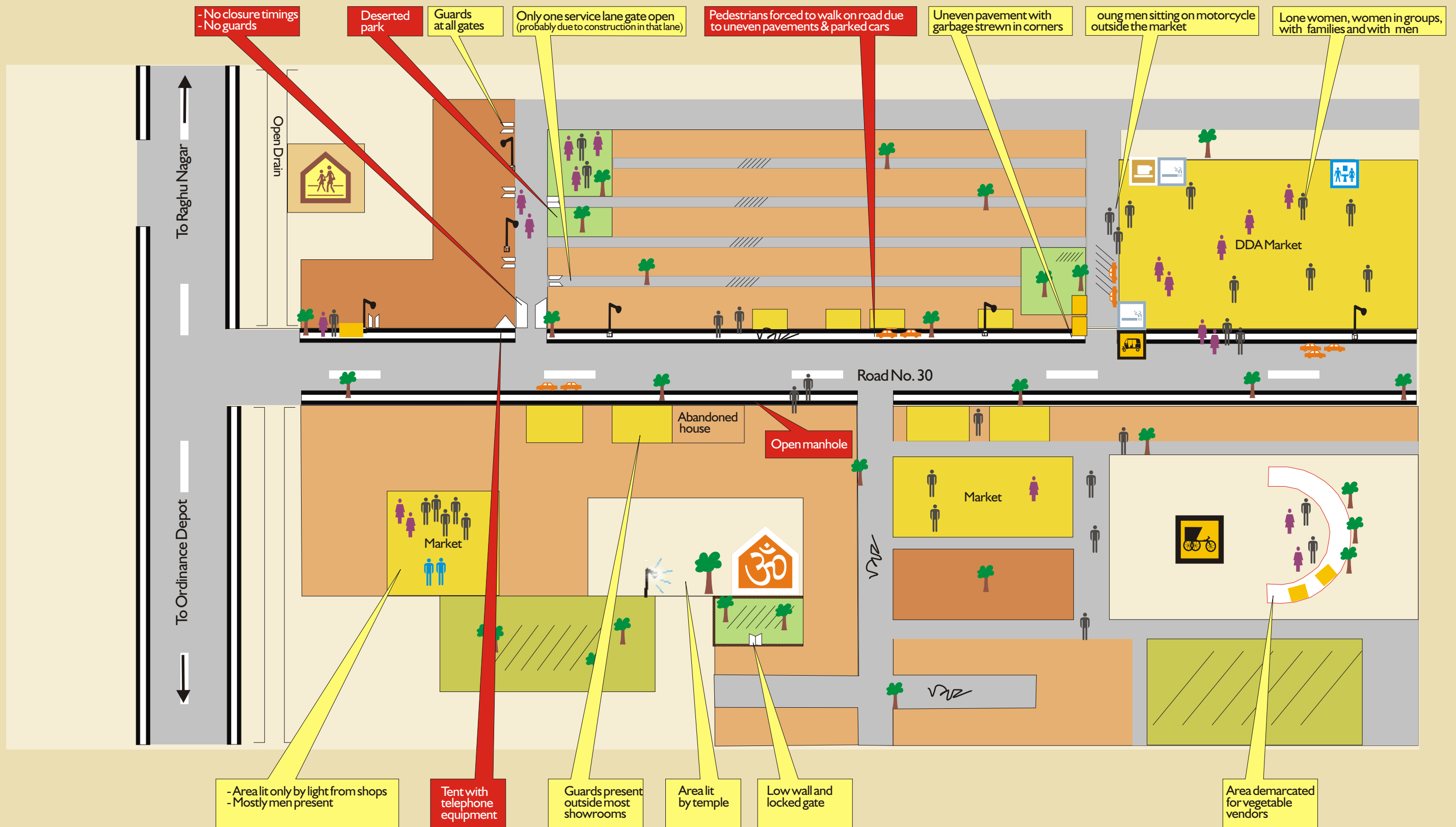
## The Audited Area

- Our audit covered Road number 30, B-1 block, and A 4 block of the colony. We also audited three parks in the area.
- There are three markets in the area. Besides these, several houses on the main road have been converted into shops. There are a few vendors close to the market.
- Pedestrians are forced to walk on the road as vehicles are parked on many sections of the pavements. In other places, pavements are uneven and are strewn with garbage.
- Auto rickshaws are available near the main DDA Market.
- There are no guards at the gates of private residential area. However, there are guards at each gate of the DDA housing complex.
- There is a Police Station in the area.

Two girls walking back home from their tuition center shared with us that they felt safer walking on the main road than walking in the inner lanes. They walk back everyday at around 6pm and face verbal harassment very often and are often followed by boys hanging around in the area.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
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	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Patpargunj

## The locale

- Patpargunj is a large middle income locality in the Trans-amuna area of East Delhi, with high-rise housing societies, some lower income group colonies and two large markets.
- Patparganj can be approached from the Hapur Bypass (NH 24), Vikas Marg, and New Patpargunj Road.

## The audited area

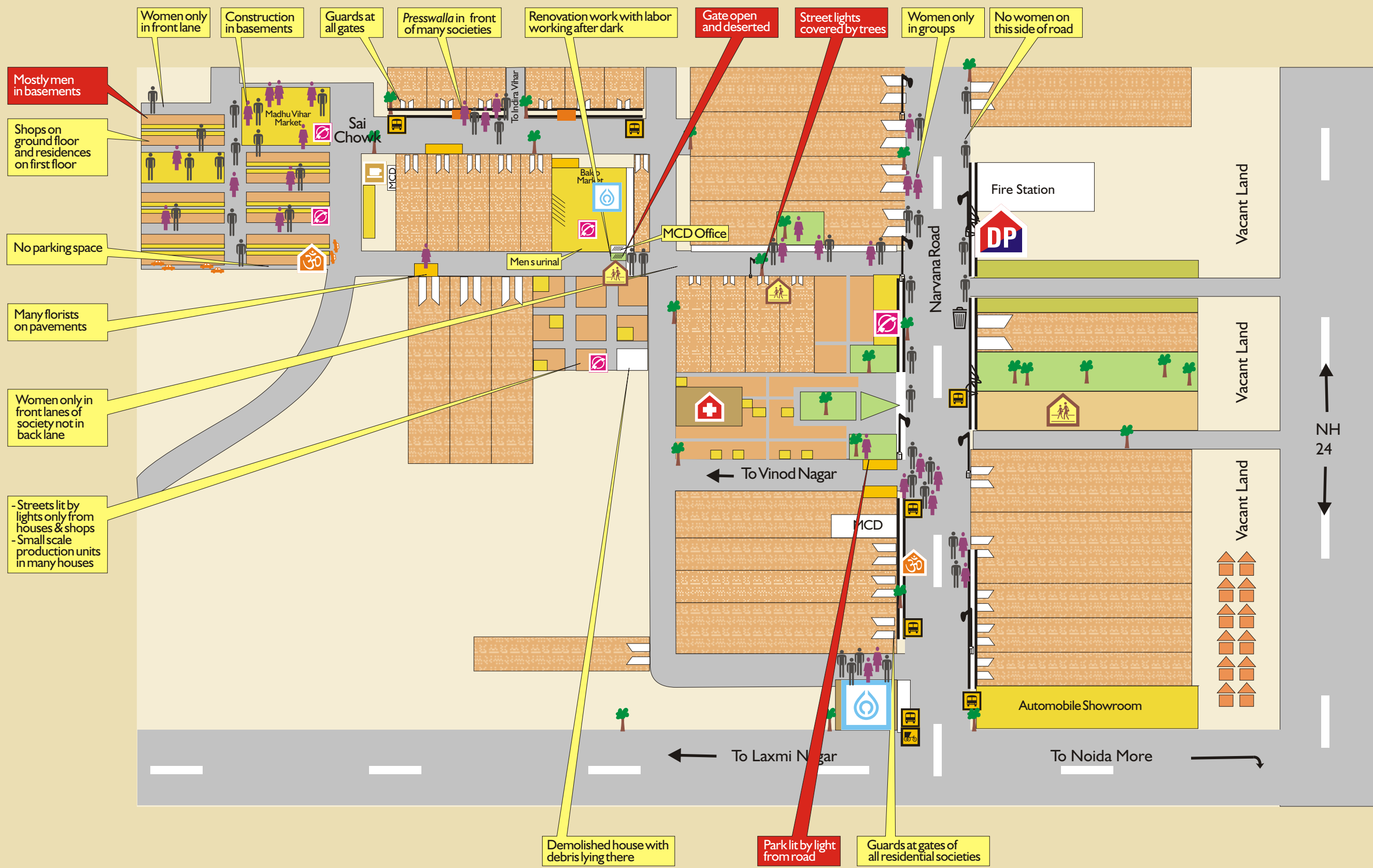
- We audited the Indraprastha Extension. The area has a mix of societies and some small and densely populated colonies like Joshi colony, Fazalpur, Vinod Nagar, Mandavali and Chander Vihar.
- The central Mother Dairy milk processing plant is located at one end of this area.
- Besides small shops in Vinod Nagar and Joshi Colony, there are two large markets in the area. There are also a large number of vendors with their carts on the pavements. Several weekly pavement markets are also held inside the area.
- There are many bus stops on the main roads in the area. Auto rickshaws and cycle rickshaws are easily available all over the area.
- There are two schools in the audited area.
- All residential societies have their own gates with guards.
- The nearest Police Station is in Vinod Nagar (inside the audited area).

“A large number of people are present on the main well lit roads even after dark. Many women come out to buy vegetables from vendors. Young girls and women visit the markets, mostly walking, till 9pm. However, one would rarely find a woman on an inner poorly lit street. The guards and the dhobi outside each society never gives a deserted feeling to any main road”.

Views of a team member who resides in the locality.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Paschimpuri

## The locale

- Paschimpuri is located in West Delhi, between Punjabi Bagh Extension and Paschim Vihar. on the Delhi-Rohtak Road.
- It has four main approaches - via National Highway 10 (also known as Rohtak Road), Ring Road, the Najafgarh Road, and from Outer Ring Road.






















## The audited area

- Paschimpuri is a lower and middle income group residential colony with three storied flats and few small private houses (some of which have built additional floors). Our audit also covered the six parks in the area.
- A green area, a burial ground, and a cremation ground lie on one side of the colony.
- The residential area has several small shops. The market adjoining Balbir Singh Road has shops dealing in auto parts.
- A large number of vegetable vendors sit on the roadside.
- Cycle rickshaws and a few auto rickshaws ply in the area.
- There is one school in the audited area.
- There is a Police Outpost in the colony. The nearest Police Station is in Punjabi Bagh, about three kilometres away.

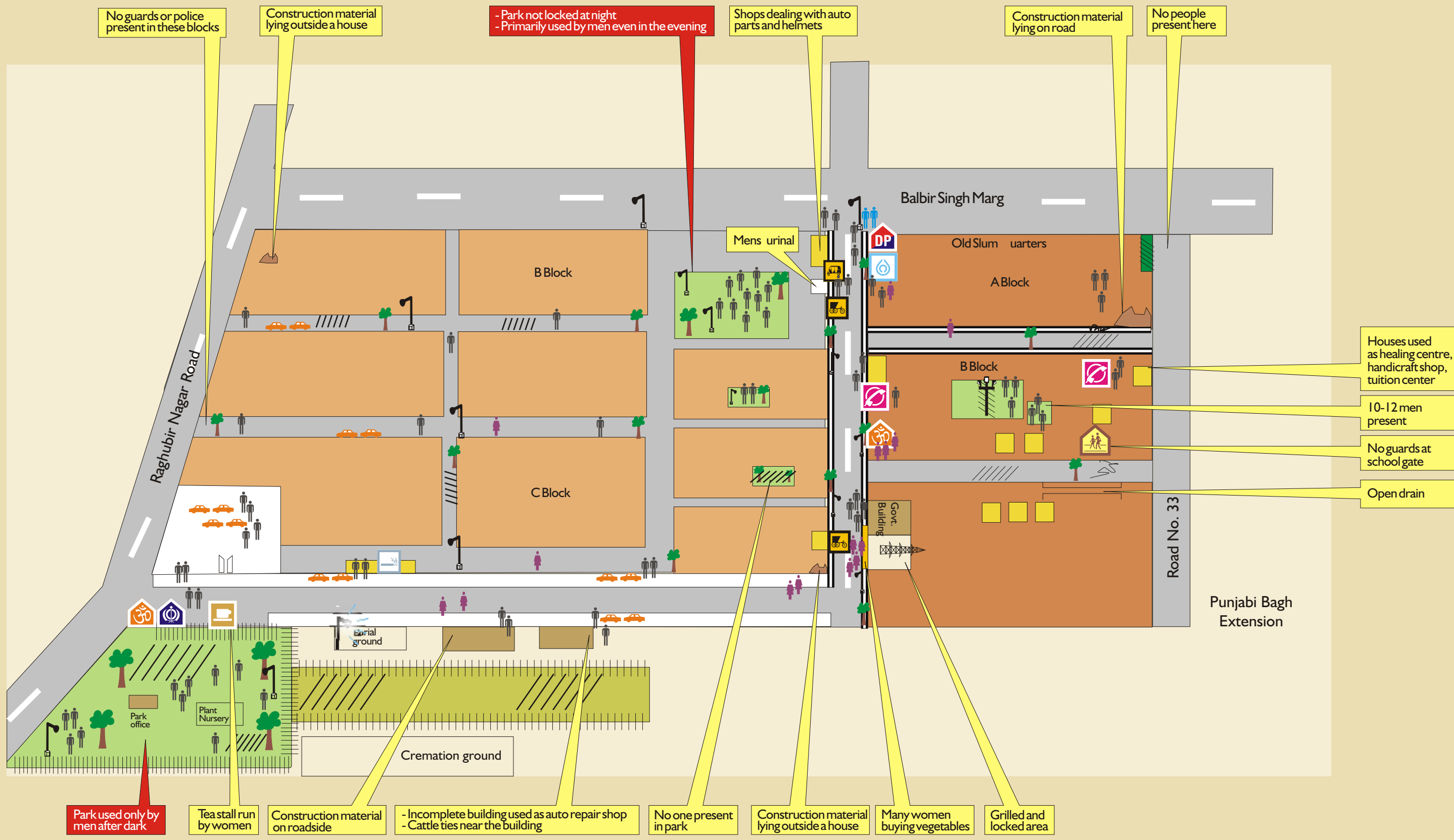
**“The park is taken over by men just after dark. Women cannot use the place as men gamble here, some appear to be drunk or on drugs”**

A woman resident in her 20s on the state of a large park in her neighbourhood.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
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	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman





# Nizamuddin

## The locale

- The historical Nizamuddin area in South Central Delhi lies on either side of Mathura Road.
- The tomb and shrine of Sheikh Nizamuddin Auliya, a Sufi saint, are situated behind Nizamuddin West and are important sites of pilgrimage. The tombs of the Mughal Emperor Humayun and the Sufi poet Abdur Rahim Khan-e-Khana are also situated very close to the Nizamuddin shrine.
- Nizamuddin Railway Station, the only railway station in South Delhi, is located in this area.
- The area has a mix of residential colonies a basti cluster, small houses close to the shrine, high income group bungalows in Nizamuddin East and West on either side of Mathura Road, and a basti cluster close to the railway station.


## The audited area

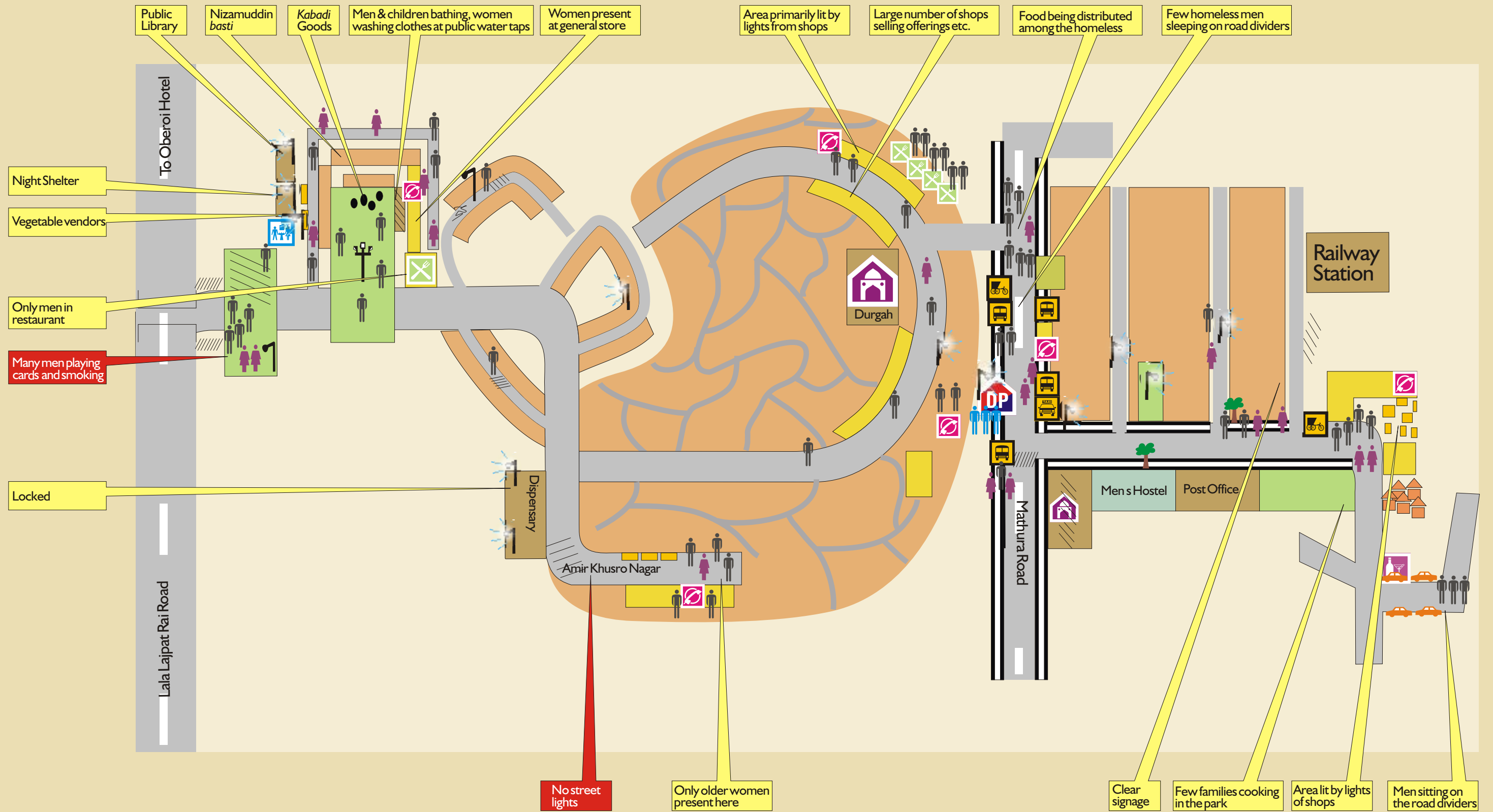
- We audited a section of the Nizamuddin East residential area, a basti cluster, four parks (including one which is used as storage ground by kabadiwalas). We also audited a night shelter and public toilet in the area.
- The residential area around the shrine has innumerable narrow lanes, some of them leading to the shrine. One section of the residential area is Amir Khusro Nagar.
- There are four markets in the audited area near the basti cluster, in Amir Khusro Nagar, immediately around the shrine and a large market near the railway station.
- There is a drain on Lala Lajpat Rai Road. Some kabadiwalas live on the sides of the drain, including under the bridge.
- Bus, auto rickshaw, and cycle rickshaw stands are located on Mathura Road and close to the Railway Station.
- The nearest Police Station is the Nizamuddin Police Station on Mathura Road.

“We do not allow young girls to go out in the evenings. They finish their school and other classes during the day itself. Even if we need something urgently from the market, the mothers will go but not the girls.”

A woman resident of the shrine area in her 50s.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
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	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
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	Bus Stand		Woman
	Auto Stand		Policeman



# Delhi University - I

## The locale

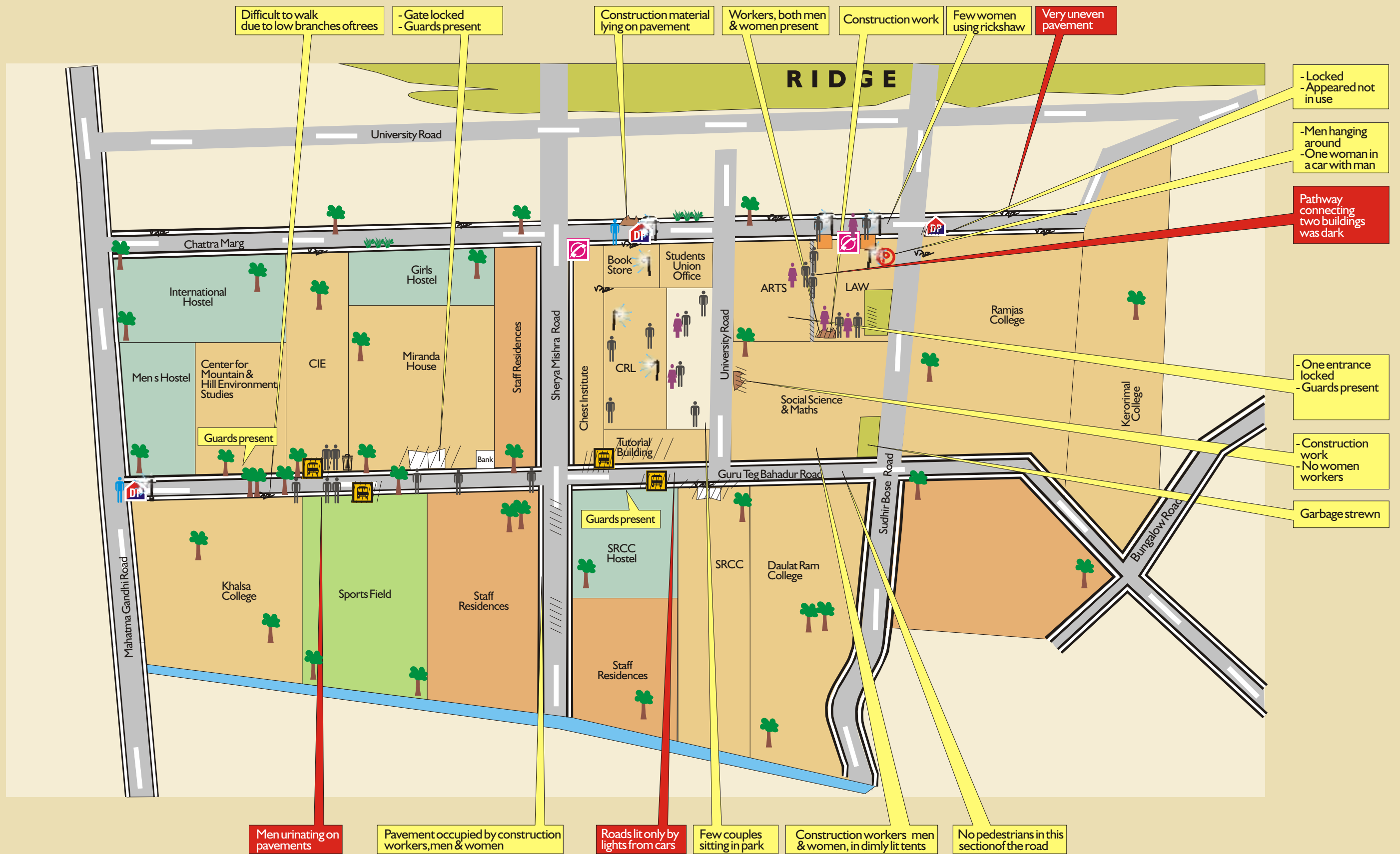
- The University of Delhi was established in 1922 as a teaching and residential university. In October 1933, the University offices and the Library shifted to the Viceregal Lodge Estate, and this site is still the nucleus of the University and is referred to as the main campus.
- The University can be approached from Mall Road, Magazine Road, Grand Trunk Road or Malkaganj Road, and Bhama Shah Road. All these roads connect to residential areas surrounding the campus.
- The university area along Magazine Road and University Road is flanked by the Northern Ridge or Kamla Nehru Ridge, with dense green cover. This is a protected area.
- Large numbers of students reside in hostels on campus. Many students also live in private hostels or as paying guests in nearby residential areas.
- As the campus is very large, the audit was done by two separate teams.

## The audited area

- The first team covered Chattra Marg, Shreya Misra Road, University Road, Sudhir Bose Road, and Guru Teg Bahadur Road. The main features on this route are Ramjas College, Kirori Mal College, Khalsa College, Sri Ram College of Commerce (SRCC), Daulat Ram College, Miranda House, Central Institute of Education, Law and Arts Faculties, SRCC hostel and staff residential areas.
- There are sports fields and a men's hostel in the area.
- Public and university buses run inside the campus. Auto rickshaws are also available though cycle rickshaws are the most common mode of transport inside the campus.
- The nearest Police Station is at Maurice Nagar, about two kilometers away from the main campus.

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
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	Hospital		Dark
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	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurdwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Delhi University - 2


## The locale

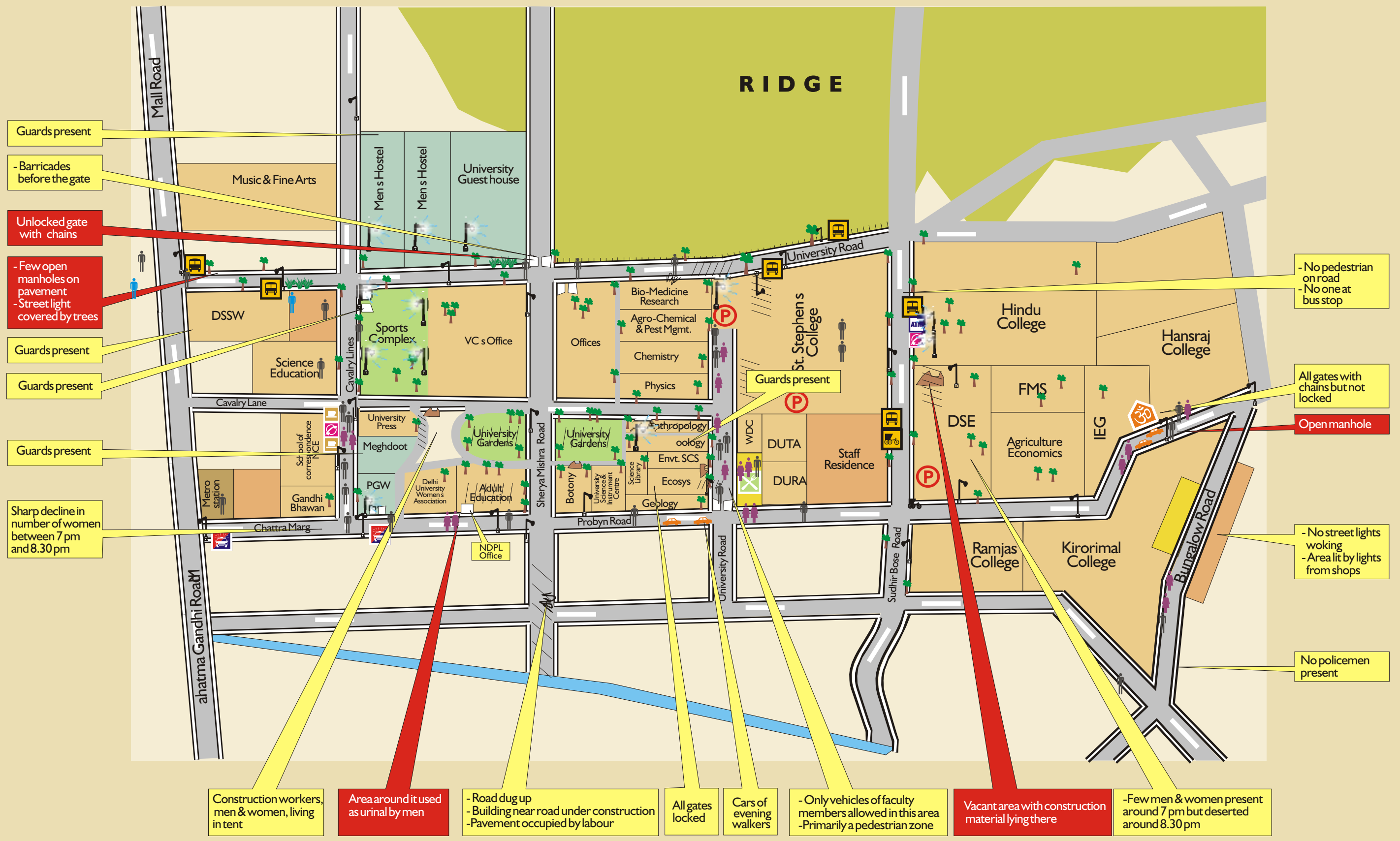
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- Large numbers of students reside in hostels on campus. Many students also live in private hostels or as paying guests in nearby residential areas.
- As the campus is very large, the audit was done by two separate teams.

## The audited area

- The audit covered University Road, Cavalry Lane, Cavalry Lines, Probyn Road, Shreya Misra Road, Sudhir Bose Road, Bungalow Road, and Chattra Marg. The main features along this route are Delhi School of Social Work, Music and Fine Arts Faculty, the University administrative offices, the Vice Chancellor's Office, University lawns, Hindu College, St Stephens' College, Delhi School of Economics, Faculty of Management Studies and Institute of Economic Growth.
- There are sports fields and both women's and men's hostels in the area.
- Public and university buses run inside the campus. Auto rickshaws are also available though cycle rickshaws are the most common mode of transport inside the campus.
- The nearest Police Station is at Maurice Nagar, about two kilometers away from the main campus.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



Guards present

- Barricades before the gate

Unlocked gate with chains

- Few open manholes on pavement  
- Street light covered by trees

Guards present

Guards present

Guards present

Sharp decline in number of women between 7 pm and 8.30 pm

Construction workers, men & women, living in tent

Area around it used as urinal by men

- Road dug up  
- Building near road under construction  
- Pavement occupied by labour

All gates locked

Cars of evening walkers

- Only vehicles of faculty members allowed in this area  
- Primarily a pedestrian zone

Vacant area with construction material lying there

- Few men & women present around 7 pm but deserted around 8.30 pm

- No pedestrian on road  
- No one at bus stop

All gates with chains but not locked

Open manhole

- No street lights working  
- Area lit by lights from shops

No policemen present

# Connaught Place

## The locale

























- This landmark shopping complex was built in 1931 to commemorate the visit of Duke of Connaught to Delhi. There are two concentric circles of colonnaded buildings with 14 blocks of shops, restaurants and offices. The inner circle is Connaught Circus while the outer circle is Connaught Place. The inner and outer circles are connected by radial roads.
- There are several approaches to Connaught Place Janpath, Parliament Street, Baba Kharak Singh Marg, Panchkuian Road, Chelmsford Road, Minto Road, Barakhamba Road, and Kasturba Gandhi Marg. Most of these roads have commercial sections.
- Apart from the main buildings, some areas, such as the basement market of Palika Bazaar, have been added in the last decade.

## The audited area

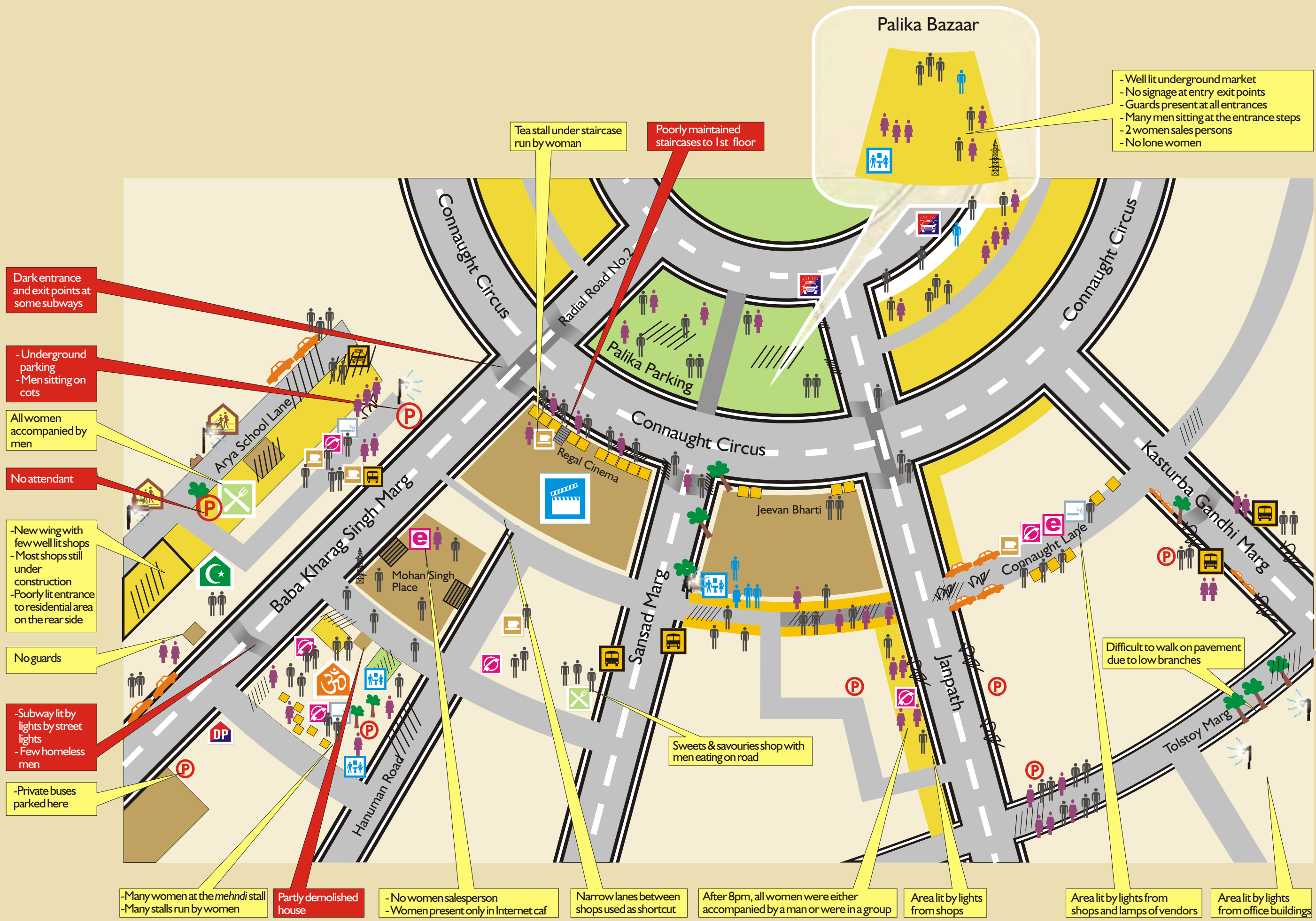
- We audited sections of the inner and outer circle of Connaught Place, including the Metro Station. Our audit also covered bus stops, taxi stands, parks and subways in the area, as well as sections of the main approach roads.
- Janpath (literally 'the road of the people') has a large number of small shops and vendors selling traditional artifacts, garments and hand embroidered goods.
- The Palika Bazar basement market has a large number of small shops selling cheap electronic goods, clothing and pirated CDs and DVDs.
- One side of Baba Kharak Singh Marg houses State Government emporia selling handicrafts and handlooms, with the Hanuman Mandir at the end. This popular temple has a small market adjacent to it with shops selling items of worship and glass bangles. There are a large number of vendors, including women and men mehendi artists. Hanuman Lane connects the temple area to Parliament Street.
- Sansad Marg or Parliament Street has office buildings, banks and the Jantar Mantar monument. A large number of office and commercial buildings are also located on Kasturba Gandhi Marg which is connected to Janpath by Tolstoy Marg.
- Mohan Singh Place is a multi-storied market popular for inexpensive fabric and tailoring. There are some offices also in the building.
- Being a commercial and office area, almost the entire audited area was crowded. Some areas were blocked due to the construction of the metro.
- Bus traffic moves on the outer circle. Autos are available on all radial roads and along the pouter circle.
- The closest Police Station is on Baba Kharak Singh Marg, within the audited area.

A girl who travels regularly around 8pm told us of an instance when she was followed by a man in the metro. She contacted the police at the station who took immediate action and caught the man. She, like many other women, said that they find the metro safe to travel even late at night.

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurdwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman





Dark entrance and exit points at some subways

- Underground parking  
- Men sitting on cots

All women accompanied by men

No attendant

- New wing with few well lit shops  
- Most shops still under construction  
- Poorly lit entrance to residential area on the rear side

No guards

- Subway lit by lights by street lights  
- Few homeless men

- Private buses parked here

- Many women at the mehndi stall  
- Many stalls run by women

Partly demolished house

- No women salesperson  
- Women present only in Internet caf

Narrow lanes between shops used as shortcut

After 8pm, all women were either accompanied by a man or were in a group

Area lit by lights from shops

Area lit by lights from shops and lamps of vendors

Area lit by lights from office buildings

Tea stall under staircase run by woman

Poorly maintained staircases to 1st floor

Palika Bazaar

- Well lit underground market  
- No signage at entry exit points  
- Guards present at all entrances  
- Many men sitting at the entrance steps  
- 2 women sales persons  
- No lone women

Sweets & savouries shop with men eating on road

Difficult to walk on pavement due to low branches

# Nehru Place

## The locale











- Nehru Place is a busy commercial complex located in South Central Delhi, comprising of a large number of multi-storied buildings with offices, computer hardware and software shops, banks, and fabric stores.
  - Nehru Place can be approached either from Outer Ring Road or from Lala Lajpat Rai Path. A pedestrian subway crosses the Outer Ring Road.
- There is a cinema theatre inside th main commercial complex and a hotel in the adjoining bock.

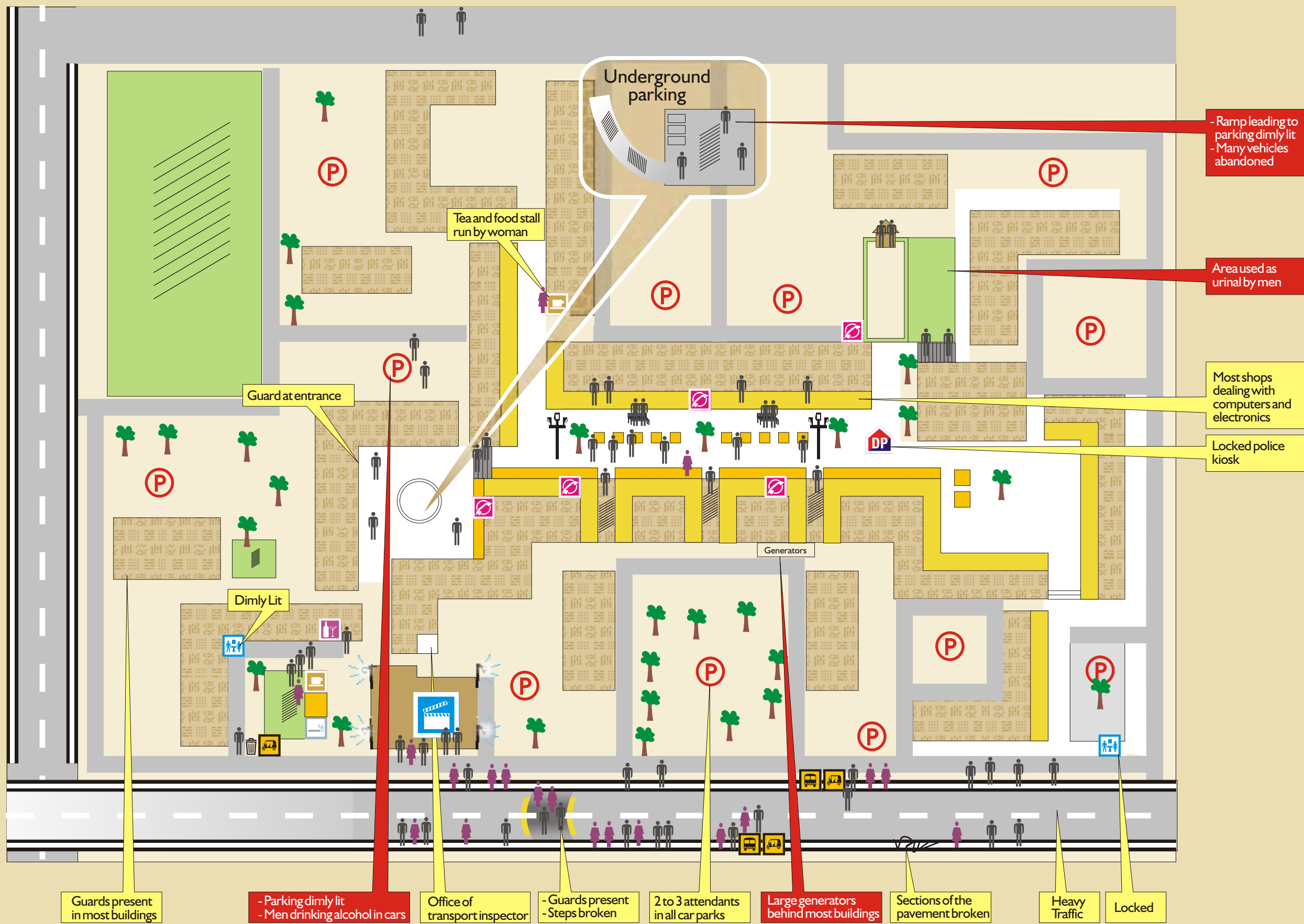
## The audited area

- We audited the open pedestrian areas around the multistoreyed buildings in the Nehru Place complex.
- Some buildings have a staircase at the front, leading up from the main entrance. The area under the stairs is used by vendors and service-providers such as cobblers. Construction debris was lying under some of these stairs.
- Guards were present in most office buildings.
- There are bus stops on the Outer Ring Road and on Lala Lajpat Rai Path. These stops are crowded and there is heavy traffic with private buses, chartered buses and RTVs stopping and starting almost along the entire length of the complex.
- There are a few public toilets in the area. One of these was locked.
- There are a few dhabas and food stalls near the movie theatre.
- The entire complex is surrounded by paid parking areas. There is also a basement car park.
- Being a commercial area, the area is crowded during the day and relatively deserted early in the mornings and late in the evenings.
- There is a Police Outpost in the audited area. The Nehru Place Police Station is across the road from the main commercial complex.

A school girl who crosses Nehru Place every morning on her way to school told us that she had been accosted by a man one morning. The place was deserted at the time and her friends were walking some distance behind her. The man caught her dress and tried to drag her away but she screamed and managed to run away. On reaching school, she told her teacher who came back with the girl to look for the man, but he could not be found. Since this incident, the girl always moves around in a group

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Sundar Nagri

## The locale

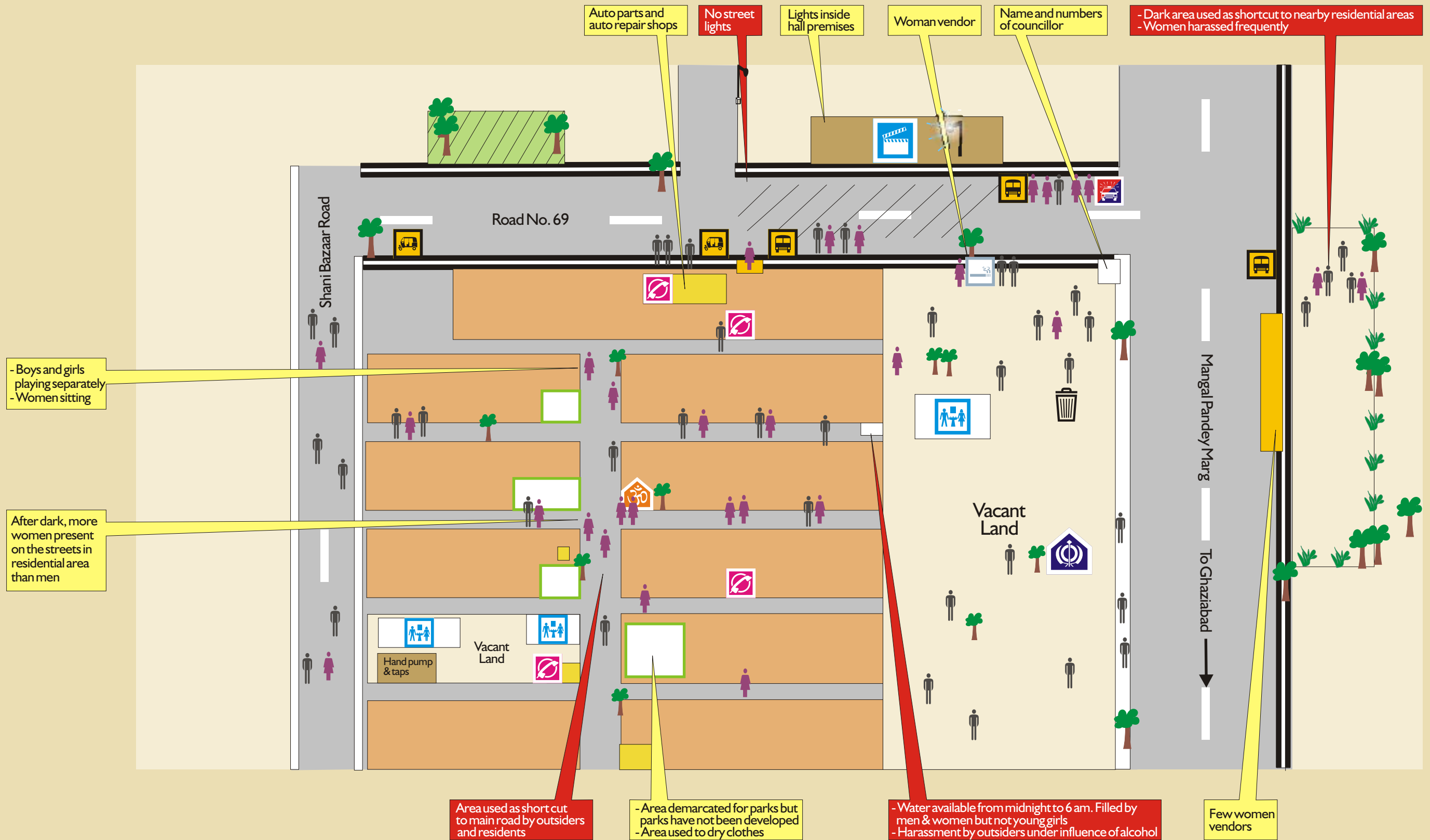
- Sundar Nagri is a resettlement colony located in North East Delhi, very near the Uttar Pradesh border. It is adjacent to Nand Nagri, Rajiv Nagar, Harsh Vihar, Mandoli, and Bunkar Vihar.
- It can be approached from Mangal Pandey Marg, the main Nand Nagri Road and from Road numbers 68 and 69.

## The Audited Area

- We audited J, K, and M blocks, adjoining sections of Shaniwar Bazaar Road, the adjoining sections of Mangal Pandey Marg, and Road Number 69 on which Gagan Cinema is located.
- One side of the colony is adjacent to Mangal Pandey Marg (leading to Ghaziabad). A large plot of vacant land lies between Mangal Pandey Marg and Harsh Vihar.
- The audited area has small houses, some of which are double storied. Some of the houses, especially on the outer lanes, have converted the ground floors into shops.
- Most streets are unpaved or paved with broken bricks. Most inner streets are only two metres wide.
- Most streets do not have streetlights. Some streets have lamp posts which do not work. We saw very few streetlights working in the audited area.
- The closest bus stands are on Mangal Pandey Marg and Road number 69.
- There are few public toilets in the area.
- The nearest Police Station is the Nand Nagri Police Station, about a kilometer away.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
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	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Madanpur Khadar JJ Colony

## The locale

- Madanpur Khadar is a resettlement colony located near Kalindi Kunj in South East Delhi, at the border of Delhi and Uttar Pradesh. The village of Khadar is adjacent to the colony.
- Communities evicted from Nehru Place, Govindpuri, Kailash Colony, Raj Nagar, Alaknanda, and East of Kailash were relocated to Madanpur Khadar between 2000 and 2004.
- There is no boundary wall around the resettlement colony which can be accessed from any side. The approach road from Noida has the amuna Canal on one side and an Indian Oil Depot on the other. There is heavy truck and container movement on this road. The colony can also be approached from Khadar village.

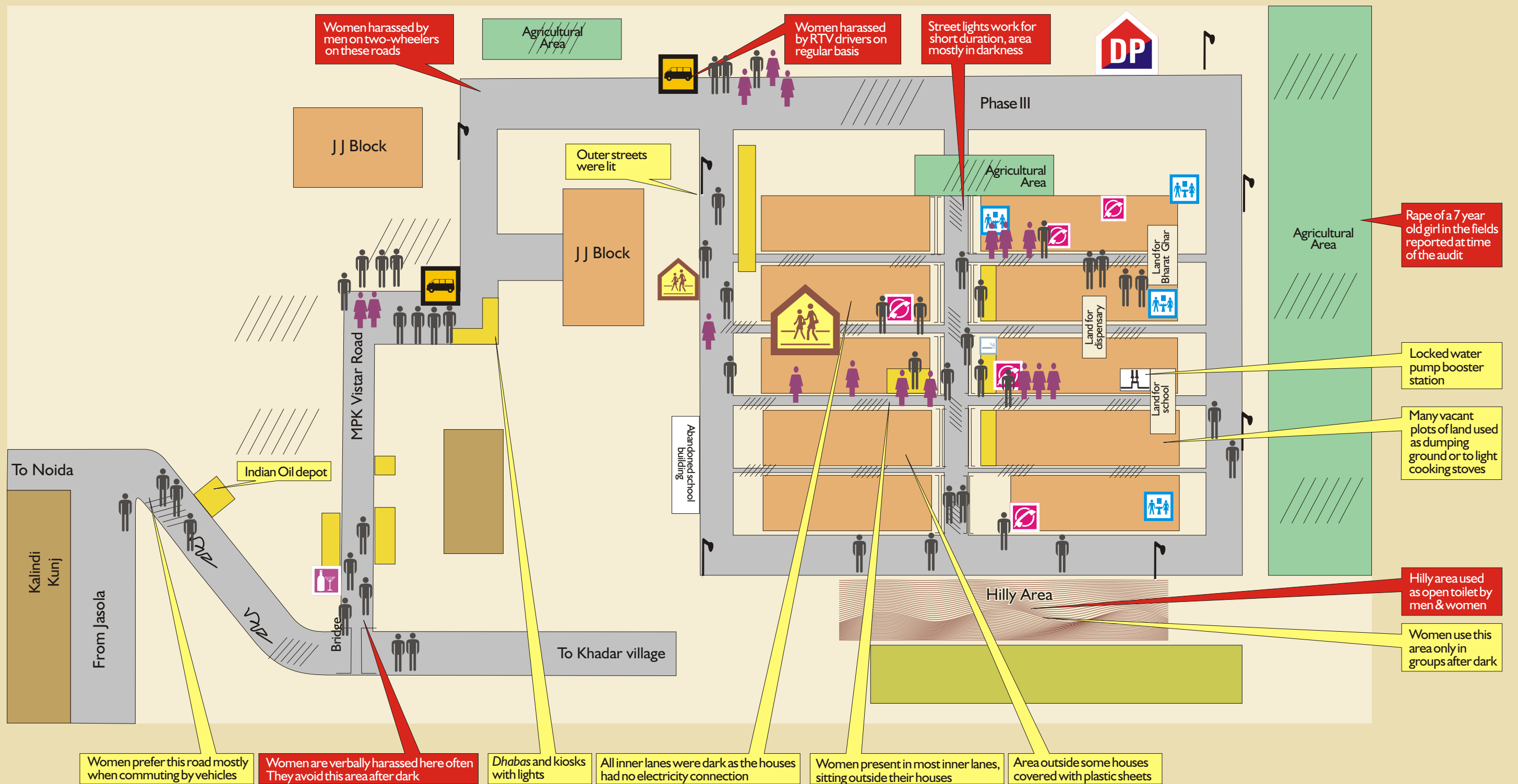
## The audited area

- This audit was done in the Phase III area, which has small pucca houses as well as kuchha houses. Some plots had not been built on at the time of the audit.
- A large number of shops are located on the main approach road into Phase III and on all inner streets.
- Most people have kept some of their belongings (cots, buckets, cooking stoves) on the narrow brick paved streets outside their homes.
- There are paid public toilets in all blocks. These close at 10 pm after which all residents, including women, use the open fields.
- Although there are no designated bus stops or bus shelters, buses stop at three places in the colony. RTVs (Rural Transport Vehicle) which ply in the area halt at a few places which have been informally identified as stops on the roadside.
- Some areas have been set aside for public parks although these have not been developed.
- There are many agricultural fields adjacent to the resettlement colony. A small patch of scrub referred to the pahadi (or hill), is used by women as an open toilet. Women also go there to collect firewood.
- There is a Police Outpost in the adjacent Gaddha Colony. The nearest Police Station is at Sarita Vihar, about four kilometers away.

Girls and women who travel on RTVs face constant harassment from drivers, conductors, and their associates who pass vulgar comments, play loud suggestive songs, or crowd against women and push or rub against them. Most women we spoke with said that other passengers always look the other way when girls or women are being harassed. Some girls told us that they answer back or move away when boys and men harass them.

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
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	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Bawana Resettlement Colony

## The locale

- Bawana Resettlement Colony is located in North West Delhi, adjoining the Bawana Industrial Estate.
- This is the largest resettlement colony in Delhi, with over 6000 plots of which about 5000 have been developed so far. Communities evicted from amuna Pushta, Kusumpur Pahadi, Jahangirpuri, Banuwal Nagar, Vikaspuri and Bhati Mines since 2004 have been resettled here.
- The main approach into the colony is from Narela Road through the large and prosperous Bawana Village. There is no boundary wall. A canal flows along one perimeter, at right angles to the main road.

## The audited area

Our audit covered A, B, C, and E blocks of the Resettlement Colony. About ten percent of the plots were unoccupied at the time of the audit.

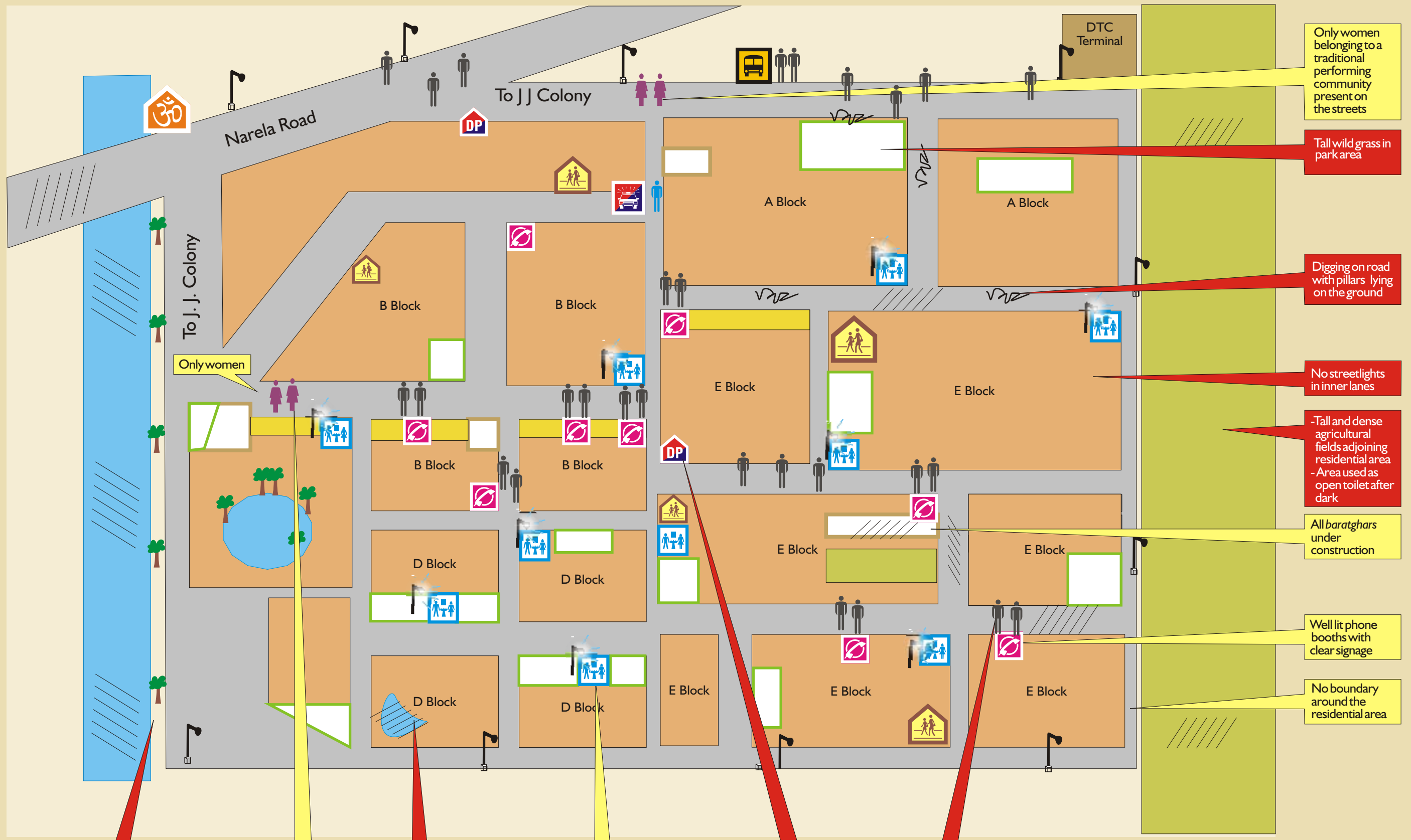
- The colony is built on a grid pattern with plots of 12 or 18 square metres. The two main roads are metalled, while internal lanes are brick-paved. There are open drains running along the drains. Houses are either kuchha or semi-pucca one-room structures. In some cases, a corner has been partitioned off to serve as a bathing area and urinal.
- There are paid public toilets in each block. These toilets close at ten at night after which all residents, including women, use the open fields.
- There are many small shops and vendors on the main roads selling items of daily needs. A weekly market is also held on Thursdays.
- There is a bus stop at the entrance of the colony and another one on the main Narela Road.
- There are a few open spaces which have been demarcated for public parks. At the time of the audit, only boundary walls had been constructed and the space inside was choked with tall wild grass and bushes. There are no lights inside or near these spaces.
- There are many agricultural fields adjacent to the resettlement colony, which are used by residents of the resettlement colony as open toilets. A mango orchard nearby is used as a resting place in hot weather.
- The canal flowing past the side of the colony is used by residents for bathing and washing clothes. The culvert of this canal is a place where local goondas and men from the neighbouring areas hang around and harass women who are bathing in the canal.
- There was no street lighting on the internal lanes at the time of the audit.
- The closest Police Post is in Bawana Village. The closest Police Station is at Narela, about 8 kilometres away.

Women are forced to use the canal area and fields due to lack of appropriate facilities. As the public toilets close at 10pm, women have no option but to use open fields, making them more vulnerable.

## key

	Pvt Residences		Bicycle Stand
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	Hutments		RTV Stand
	Factories		Cigarette shop
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	Church		Pavements
	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman





- Dark & deserted area  
- Used as open toilets after dark

Only women belonging to a traditional performing community present on the streets

- Waterbodies used by women  
- Women harassed here by boys from nearby village

- Toilet doors cannot be locked  
- Male attendants often misbehave with women

Few men hanging around at all times

- Many unlicensed liquor shops in the area  
- Few drunk men on the streets

Only women belonging to a traditional performing community present on the streets

Tall wild grass in park area

Digging on road with pillars lying on the ground

No streetlights in inner lanes

- Tall and dense agricultural fields adjoining residential area  
- Area used as open toilet after dark

All baratghars under construction

Well lit phone booths with clear signage

No boundary around the residential area

# New Delhi Railway Station

## The locale

- The New Delhi Railway Station is one of the largest railway stations in India and handles over three hundred trains and lakhs of travelers each day. Most East and North bound trains originate here.
- The station is located very close to Connaught Place, with two main entrances from Ajmeri Gate and Paharganj.
- Paharganj lies to the west of the station and is crowded with low-budget hotels, restaurants, and a wide variety of shops catering to both domestic travelers and foreign tourists, predominantly backpackers.
- There is a Metro station on the Ajmeri Gate side.

## The audited area

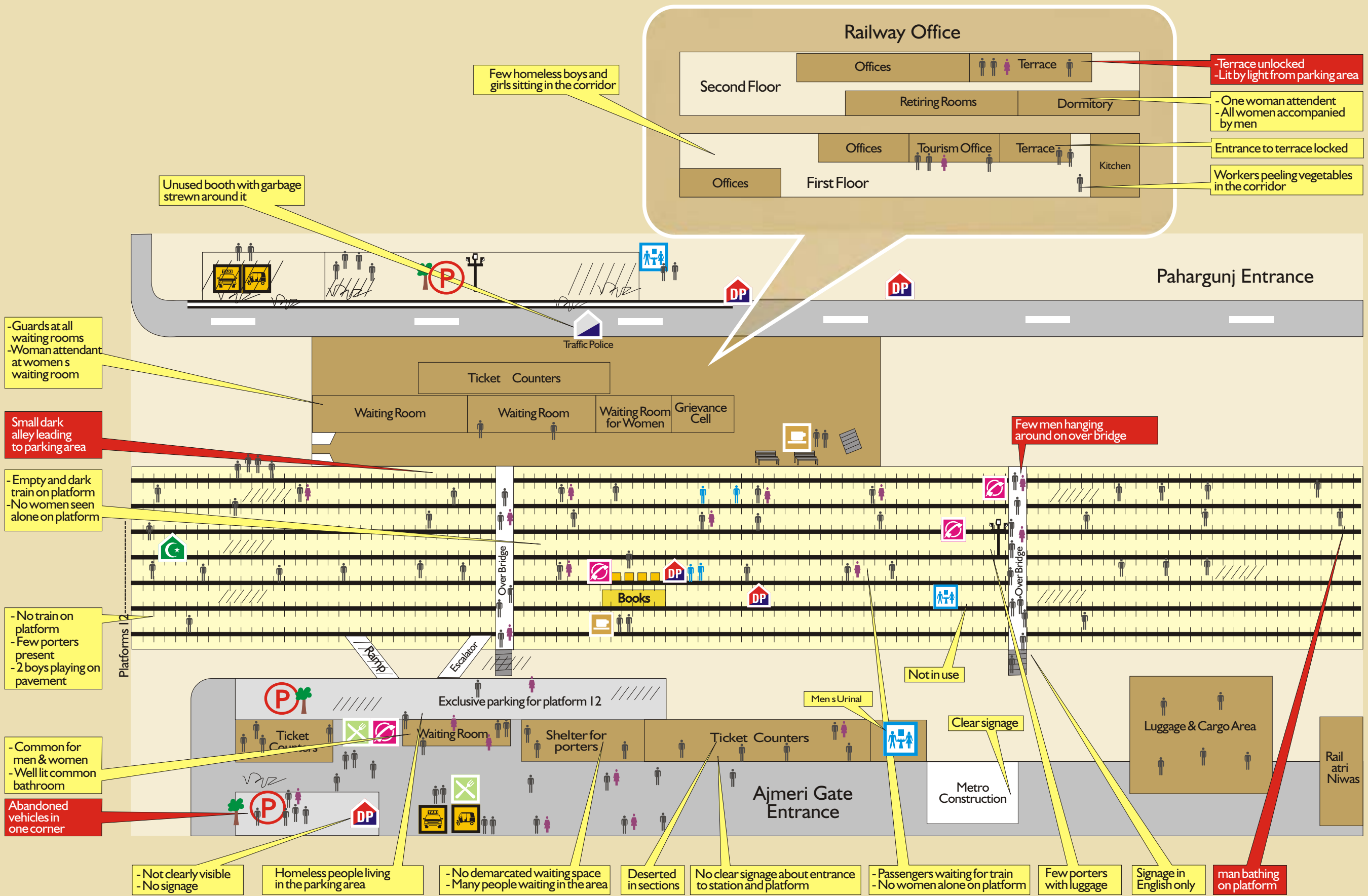
- Our audit covered Platforms 1, 4, 6, and 12 and the overbridges connecting them.
- Platform 1 has offices, canteens, and retiring rooms on the first and second floors. We did not audit the third floor.
- Besides the ticket counters, the entrance from Ajmeri Gate side has a couple of fast food restaurants.
- There are large parking areas on both sides of the station.
- A Police Station and RPF post are located on the Paharganj side of the station. There is a Police Helpdesk near the parking area on the Ajmeri Gate side. Police personnel are also present on platforms where passengers were boarding the trains.

“It was difficult to walk on the Paharganj side of the station with sections of the road broken and dark. Even inside the station, the corners of the platforms were dimly lit with men hanging around even having a bath”

A team member's reaction after the audit.

## key

	Pvt Residences		Bicycle Stand
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	Hutments		RTV Stand
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	Gurudwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# Mayapuri Industrial Area

## The locale

- Mayapuri Industrial Area is located in South West Delhi off the Ring Road on Mayapuri Road. The area is divided into two phases, separated by a park.
- Industrial units here include manufacturers of plastic bumpers, industrial shock absorbers, printing presses, paint and varnish manufacturers, electroplating, steel sink, plastic automotive parts, automobile service stations.
- There are also a few basti clusters close to the railway line that runs parallel to the Industrial Estate




















## The audited area

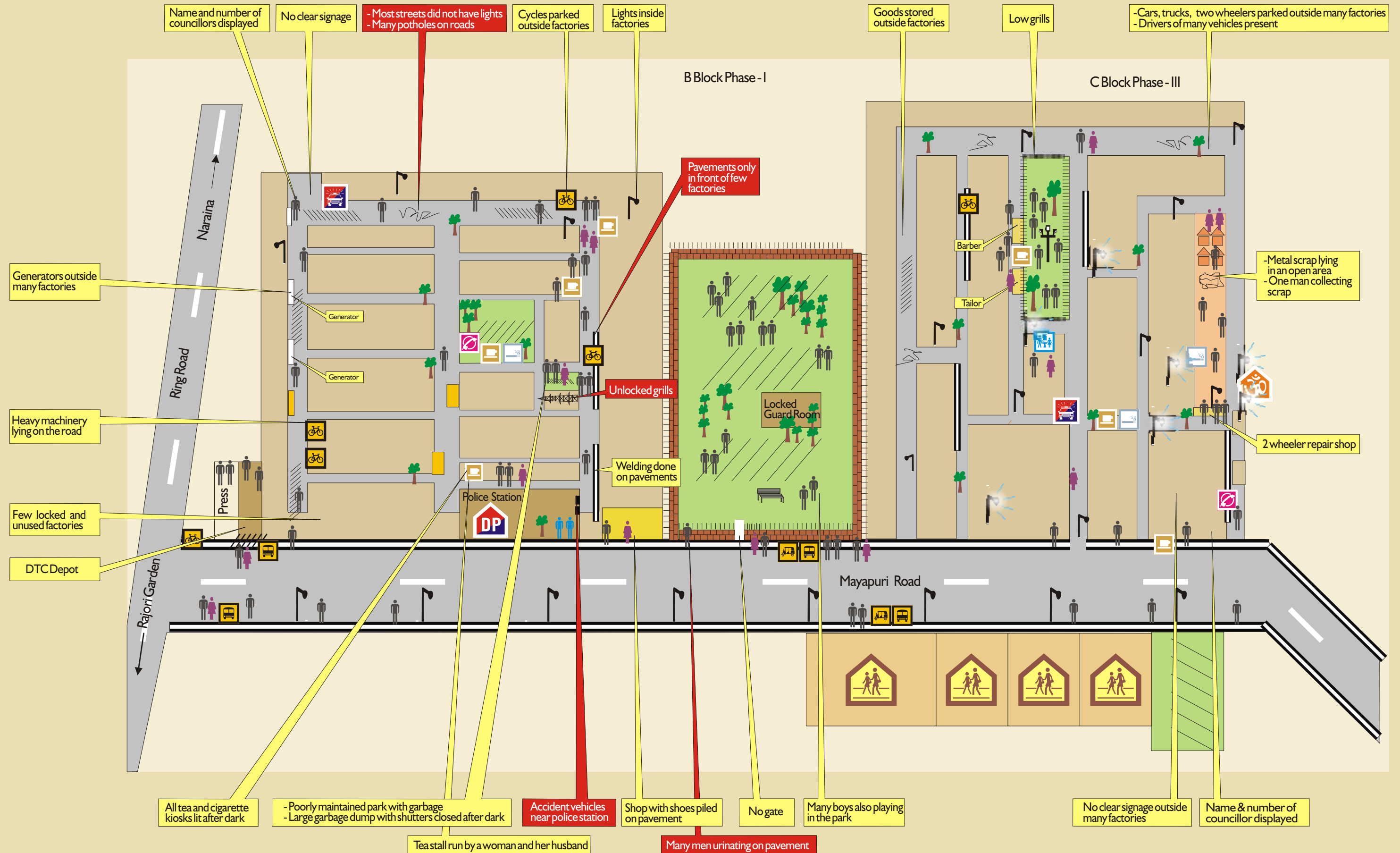
- We audited Block B, Phase I and Block C, Phase II which have factories of varying sizes, from buildings of two or three floors to simple sheds.
- There are no streetlights in Phase I and the area is lit only by lights from the factories. Phase II has a few streetlights.
- A few factories have constructed pavements at their entrances, while most others have no pavements. Some of the pavements are used for parking vehicles while others are extensions of work area of the factories.
- There are several vendors and a few dhabas, tea and cigarette kiosks on the pavements.
- There are a few parks including a large one with one entrance on Mayapuri Road and another gate near the basti by the railway line.
- Across the road from Phase I is Hari Nagar, a middle income residential area, and four schools.
- The main bus stop is on Mayapuri Road. The stop becomes crowded when the evening shift ends between 5.30 pm to 7.30 pm. Women (who sometimes work overtime until 9 pm) or go to the bus stop after dark either walk to the stop in a group or are accompanied by male colleagues.
- There is a Police Station in the area.

“Imagine this on a daily basis It is so risky for a woman working here to walk on these broken dark roads without pavements. And then crossing men urinating on the pavement on the main road to reach the bus stop”.

A team member's reaction to the walk from a factory to the bus stop in Phase I.

## key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
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	Monument		Garbage Dump
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	Bus Stand		Woman
	Auto Stand		Policeman



# India Gate

## The locale


- India Gate is situated on Rajpath, at the heart of Lutyen's Delhi. This monument was built in 1931 to commemorate the Indian soldiers who died in World War I and the Afghan Wars.
- India Gate lies at the centre of two concentric circular roads connected by ten radial roads - Rajpath, Akbar Road, Shahjahan Road, Pandara Road, Dr. B.R. Ambedkar Marg, Shershah Road, Purana Qila Road, Tilak Marg, Kasturba Gandhi Marg and Ashok Road. India Gate can be approached from any of these radial roads.
- The area is a high security zone because of its proximity to Rashtrapati Bhawan, the Prime Minister's Office, the Ministries of Home, Finance and Defence, the residences of MPs and Ministers, the High Court and Parliament House.
- There are large parks (including a children's park) on either side of Rajpath and some sections have small canals with a Boat Club with boats that can be hired for rides.

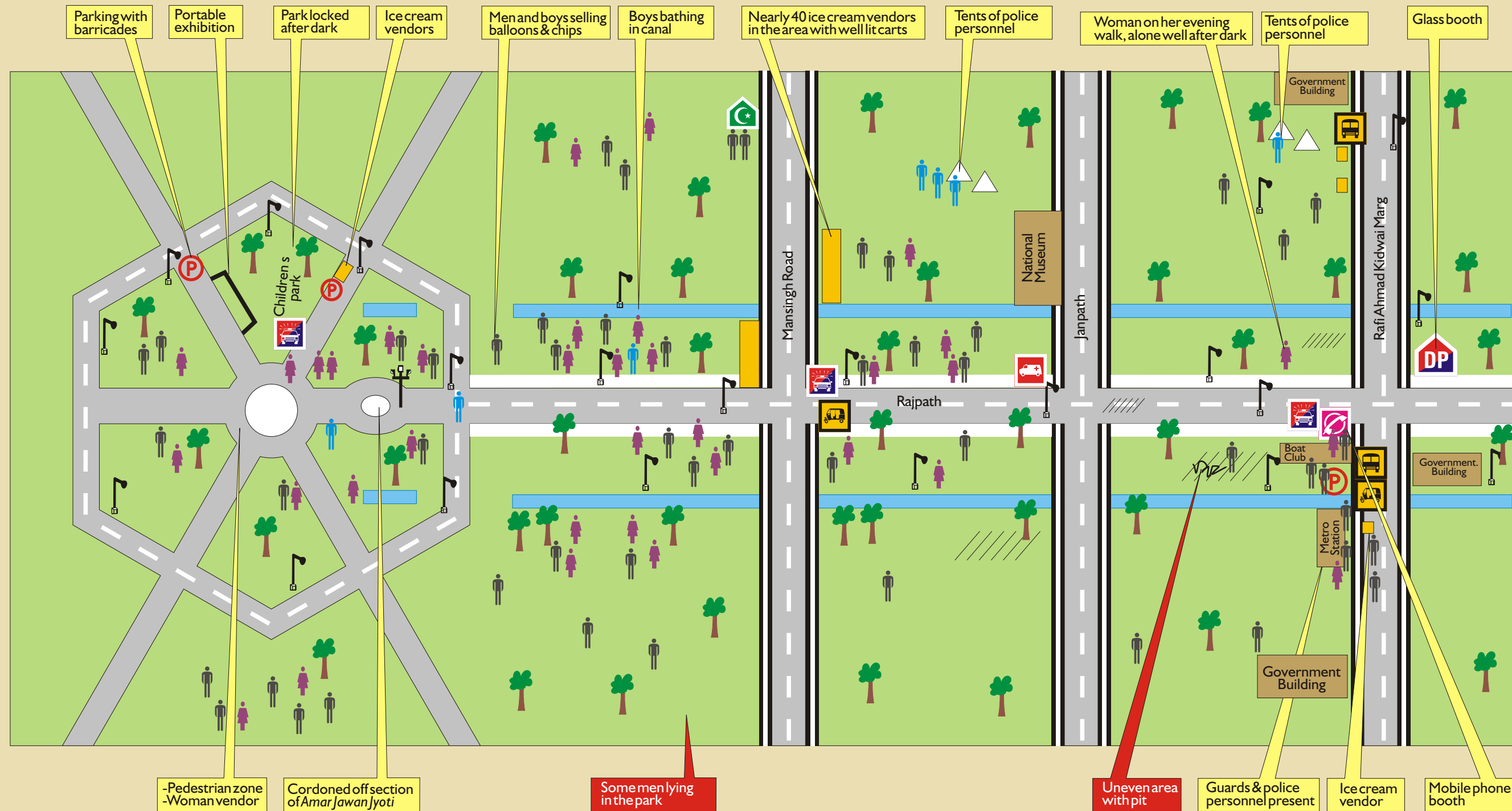
## The audited area

- We audited the pedestrian zone, the area around the monument, the roads near Children's Park and the entire stretch of Rajpath up to Rafi Marg.
- There are few government offices and a Metro station on Rafi Marg.
- The entire area is crowded with tourists, picnickers and vendors until late in the night.
- Several police vans are on 24-hour patrol in the area.
- The nearest Police Station is at Tilak Marg, about a kilometer away from the audited area.

The women we spoke with at India Gate lawns were of the view that they felt safe in the area as it was crowded, well lit, and there were large number of vendors. Some added that being a popular family destination added to its safety.

# key

	Pvt Residences		Bicycle Stand
	DDA Residences		Rikshaw Stand
	Hutments		RTV Stand
	Factories		Cigarette shop
	Shops Markets		Liquor shop
	Vendors		Restaurant
	Educational Institutions		Tea Shop
	Hostels		Mother Dairy
	Parks		STD PCO
	Green Area		Internet Caf
	Agricultural Land		ATM
	Commercial High-rise		Toilet
	Residential High-rise		Cinema Theater
	School		Electricity Substation
	Police Station Booth		Flood Light
	PCR Van		Street Light
	Traffic Police Booth		Well Lit
	Hospital		Dark
	Ambulance		Electricity Sub Station
	Temple		Inner Road
	Mosque		Main Road
	Church		Pavements
	Gurdwara		Broken Unpaved area
	Monument		Garbage Dump
	Taxi Stand		Man
	Bus Stand		Woman
	Auto Stand		Policeman



# How To Do A Safety Audit

## Initial Steps

- **Select a group of women**, including one or more residents or users of the area.
- A group should ideally not be less than three women.
- **Identify the area of audit and the route.** Make a mental map of the route to be covered.
- Try to organise a **discussion with local residents/ users** of the area to gain an understanding about the local issues such as street lighting issues or specific areas where incidents of sexual harassment take place.
- If the area is large, then the group can be divided otherwise the group can walk together.
- Carry paper and pen as one or two members should make notes of the observations.
- It is a good idea to start just before it gets dark. One can walk and make observations along the audit route before dark and then trace back the route after dark to map the differences in the usage of space by women and men. It might be useful to carry torchlights.

## Observing the Infrastructure

- You could begin with the **condition of roads and streets** - are they well paved, or full of potholes, or have they been dug up for laying of pipes etc.
- Observe and note the **condition of pavements.** Are the pavements well laid, broken in places, dug up, or covered by bushes. Are there any encroachments on the pavements. Are there vendors, stalls, taxi stands etc on the pavements. Further ask yourself questions like, Will I be able to walk fast here. If someone is chasing me, will I be able to run from here.
- Another important aspect of infrastructure is **street lights.** Observe and note whether the area is well lit brightly lit uniformly lit. Are all the lights working. If not, ask the locals whether they are not functioning at the time of the audit only or have they been not functioning from earlier. Are the lights covered by trees hoardings. Observe the main roads, inner roads, streets, by lanes, service lanes, and areas between buildings (commercial and residential).
- What is the **condition of the parks.** Are they well maintained and well lit. Or do they have overgrown bushes and grass. Do they have boundary walls and gates. Do they have closure timings. Ask the users whether the timings are adhered to. Are there any monuments in the parks. If so, do they have easy access.
- Are there any **green areas/ agricultural land/ vacant land** in the audited area. What kind of access do they have.
- Observe the condition of **bus stops.** Are they well maintained and well lit. What is the source of the light.
- Note if there are any **demolished or abandoned buildings**, especially with an easy access. Ask yourself whether it

will be easy to drag anyone into these spaces.

- Is it possible for you to see ahead clearly when you are walking on the roads or inner streets. Or is your **vision obstructed** by hoardings, cars parked on the roads, trees and bushes.
- Observe the **markets** closely, especially in terms of lights, signage, phone booths, the kind of shops (are there any Liquor shops). Also note the location and conditions outside cinema halls, restaurants, coffee shops, and other eateries. Further, make a note of the location of general stores, vendors, and milk booths.
- What is the condition of **signage.** Are the boards indicating the name of the area, the numbers of the houses etc.
- While using **subways**, note the condition of lights, the condition of the subway itself, whether any shops or vendors are present in the subways.
- Make a note of the **location of phone booths, police outposts, guards.**
- Also note the **location and condition of garbage areas, urinals, and public toilets.** Are there any attendants in the toilets.
- Observe the **location of cigarette and paan shops, and dhabas.**
- What is the **condition of car parking areas.** Are they well lit, well maintained, are there any abandoned vehicles, and are there any attendants in the car parkings. Note if there are any isolated or deserted areas around the car parkings.
- Note the infrastructure around **buildings which are used primarily by women** such as women's hostels, women's colleges.
- Make a note of the **presence of autos, rickshaws, and taxi stands** (observe the area where the taxi drivers live).

## Observe the Gendered Usage of Space

- In all the areas mentioned above, observe the number of men and women (including young boys and girls) using the area. Note whether women are present at the bus stops, on the roads, markets and till what time. Observe whether there is a pattern in the usage of space according to time.
- Note areas where men are present in large numbers - cigarette and *paan* shops, *dhabas*, liquor shops, street corners, and any other areas.
- Note the areas where women are present in large numbers. They could be present in markets, near general stores, in areas with vendors, near temples, and also parks.

## Speak with the Users of the Space

- Speak with the women in the area about their perceptions of women's safety in that area. Do they feel safe and comfortable here. Have they heard of any incidents of sexual harassment in the area. Have they been harassed in the area. Are there any places which they avoid. At what times of the day. Do they avoid using spaces when they are alone. Are there any changes which will make them feel safer.
- Ask yourself the same questions as you are using the same space.

## Writing the Audit Notes and Discussions with Local Authorities

- Discuss the observations of the group and write them according to the areas observed. This could be done street wise, or block wise, or building wise.
- Write details about all infrastructure issues such as lights, pavements etc for all areas.
- Once the notes have been finalised, the main problem areas can be identified and discussed with the local authorities. The RWA, the Market Association, or the students' organisations can take up the issues with the concerned authorities.



## Glossary

<b>Amar Jawan Jyoti</b>	Eternal flame, a war memorial
<b>Barat Ghar</b>	Community wedding hall
<b>Basti</b>	Informal working-class settlement
<b>Choola</b>	Wood or coal-fired cooking stove
<b>Dhaba</b>	Roadside tea stall or eating place
<b>Kabadiwala</b>	Junk dealer
<b>Kuchha</b>	Impermanent structure
<b>Mehendi</b>	Henna patterns applied on hands
<b>Paan</b>	Betel leaf
<b>Pahadi</b>	Highland or hilly area
<b>Presswala</b>	A person who irons clothes
<b>Pucca</b>	Permanent Structure

## Further Reading

### Books, Reports, Articles

- Miranne, Kristine and Alma oung (ed) Gendering the City: Women, Boundaries and Visions of Urban Life. Lanham: Rowman and Littlefield, 2000.
- Mtani, Anna. Violence and Women's City: Meeting Places and Places of Interaction, Experience of Dar-es-Salaam. December 2000.
- Whitzman, Carolyn and Gerda Wekerle. Safe Cities: Guidelines for Planning, Design, and Management. New ork: Van Nostrand Reinhold, 1995.
- Caroline Andrew, Pat Harewood, Fran Klodawsky, Alette Willis. 2004. "Accessing City Hall: The Working Group on Women's Access to Municipal Services in Ottawa", Women and Environments International, 62 63, pp 49-50.
- Making the Links: First International Seminar on Women's Safety. May 2002. Montreal.
- Women's Safety Awards 2004: A Compendium of Good Practices. Women in Cities International. 2004.
- Making Women More Secure in Delhi: Towards Confidence Building and Tackling Sexual Harassment. Initiatives by Delhi Government.
- Brunswick Estate Women's Community Safety Audit Interim Report January 2005. [www.wds.org.uk www download%20documents MSP Brunswick Estate Interim Report final 090205.pdf](http://www.wds.org.uk/www/download%20documents/MSP%20Brunswick%20Estate%20Interim%20Report%20final%20090205.pdf)
- Making Safer Places: Women's Safety in our Cities. Conference Report. November 2005. Women's Design Service. London. [http: www.wds.org.uk www download%20documents MSP womens safety in our cities conf report.pdf](http://www.wds.org.uk/www/download%20documents/MSP%20womens%20safety%20in%20our%20cities%20conf%20report.pdf)

### Related Websites

- [www.metrac.org](http://www.metrac.org)  
This site provides details about the beginning of Safety Audits, the process of conducting Safety Audits, and the impact of these Audits.
- [www.femmesetvilles.org](http://www.femmesetvilles.org)  
Femmesetvilles or Women in Cities International is an exchange network for organizations concerned with gender equality issues and the place of women in cities.
- [www.pukar.org.in](http://www.pukar.org.in)  
Pukar seeks to contribute to the debate concerning urbanization and globalisation and aims to generate new urban knowledge with the participation of Mumbai's citizens. It conducts research in different fields including gender and space.
- [www.wds.org.uk](http://www.wds.org.uk)  
Women's Design Service works on the issues of women's safety in urban environment. It is a resource for consultancy, training, information, advice and research on issues related to women and urban design.

## Credits

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JAGORI is a women's training, communication and research center rooted in the experiences of the Indian women's movement, Established in 1984, JAGORI is committed to identifying and addressing the capacity-building, information and networking needs of women, particularly those belonging to oppressed groups.

JAGORI has been involved in advocacy and action on issues ranging from violence against women, reform of personal laws, child sexual abuse, the identity and rights of single women and Dalit women, reproductive rights, HIV AIDS, women's health and the rights of migrant women and women workers in the informal sector.

In the last twenty years of our activism, our emphasis has been on reaching out to grassroots women's groups, evolving strategies to expand the range and scope of the women's movement, and building feminist consciousness among women from marginalised and oppressed communities in both urban and rural areas.

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