

# DELHI

## A Safety Assessment Report 2019

**SAFETIP**<sup>N</sup>  
*Supporting Safer Cities*

*Sponsored by*

**DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT GOVERNMENT OF  
NATIONAL CAPITAL TERRITORY OF DELHI**



**DELHI**  
**A Safety Assessment Report**  
**2019**

**Department of Women and Child Development**  
**Government of NCT of Delhi**  
**acknowledges**  
**contribution of all stakeholders for conduct of safety**  
**audit of Delhi streets entrusted to Safetipin**





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# 1. Introduction

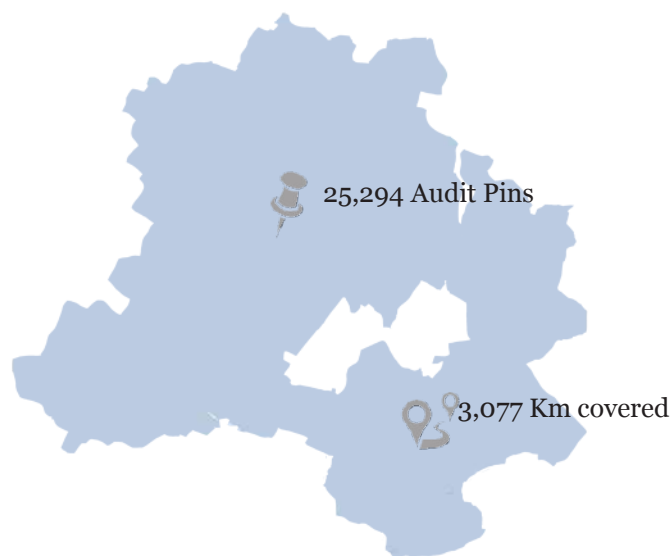
Delhi as the capital city of India has a large and growing population. Women make up nearly half of this and face the lack of safety as a major concern particularly while accessing public spaces in the city. The issue of women's safety has been in the forefront for all stakeholders in Delhi and there have been several programs and initiatives to address it. One important method is the safety audit of public spaces to examine the reasons for lack of safety in different parts of the city, including its streets and public spaces.

Safety audits have been conducted around the city using the mobile application Safetipin since 2013. Safetipin is a technology platform that uses apps to collect data in order to make cities and public spaces safer and more inclusive for women. Data collection is done using two apps, My Safetipin app, and Safetipin Nite app. At the core of the My Safetipin app is the Safety Audit. A Safety Audit is a tool for collecting and assessing information about perceptions of safety in public spaces. The audit is based on nine parameters namely Lighting, Openness, Visibility, People, Security, Walk path, Public Transport, Gender Usage, and Feeling. All parameters except Feeling are objective and are rated on the basis of a well-defined rubric ( as listed in Annex 1).

In 2015, the data collected was presented to the Delhi government with a specific focus on the dark spots at several locations. Based on the lighting data of the report, improvements such as fixing the existing streetlights and installing additional streetlights in the areas of poor lighting were carried out by key agencies. Safetipin also did a safety audit of 15 metro stations around the city.

In 2018, Safetipin was commissioned to conduct a fresh safety mapping of the entire city including streets, as well as transport hubs, markets, public toilets, parks and other public spaces. Data was collected using two apps - My Safetipin and Safetipin Nite. The former was used to generate data from users and volunteers while the latter was used to generate images of the city which were then coded and analysed for key safety concerns. The aim of this study in 2018-2019 is to provide concrete evidence of the safety challenges in the city with clear recommendations for improvement.

The report is divided into 5 sections that first give the parameter rating for the entire city and then specific data at different levels in order to make them more actionable. The report also provides recommendations for each of the parameters.



## 2. Methodology

Safety assessment for Delhi has been done using both of the Safetipin applications. Data has been collected using Safetipin Nite in night time along all the roads of Delhi's three Municipal Corporations except the colony roads. The conditions are examined based on the parameters of the safety audit with greater detail on the existing status of the infrastructure. User generated audits at specific location points were conducted using the My Safetipin app. These points include metro stations, bus stops, public toilets, public parks, schools, universities, parking lots, cinema halls, tourist places and liquor stores within Delhi. The assessment was done post sunset till 10 pm. A total of 25,294 audits have been conducted in the city from Dec,2018-May,2019. Of the total audits, 11,624 audits have been conducted in North DMC followed by 11,156 audits in South DMC and 2,514 in East DMC. Overall recommendations have been suggested to improve the Safety Score in the three Municipal Corporations of Delhi (MCD).



Lighting measures the amount of brightness or illumination at a place and ranges from Dark to Bright. A place can be lit with street lighting or from other sources.



Openness refers to whether a person has a good line of sight in all directions



Visibility refers to how visible is one to others. It is based on the principle of 'eyes on the street'. This comprises of windows-doors of shops, houses along with the street vendors and hawkers.



People indicates the number of people around. This increases as a consequence of usage opportunities.



Security refers to visible security offered either by the police or private security guards (for example along ATM/Bank).



Walk path indicates whether a person can comfortably walk at a place. This could refer to the quality of a pavement or space along a road.



Transport refers to the ease of accessing any mode of public transport i.e. metro/bus/auto/taxi etc. and is measured in terms of the distance to the nearest mode.



Gender is about diversity i.e. the percentage of women and children amongst the crowd. This increases as a consequence of safety perception.





### **3.Delhi: Safety Audit Analysis**

Safety Score

Parameter Ratings

Parameter wise Pin Distribution

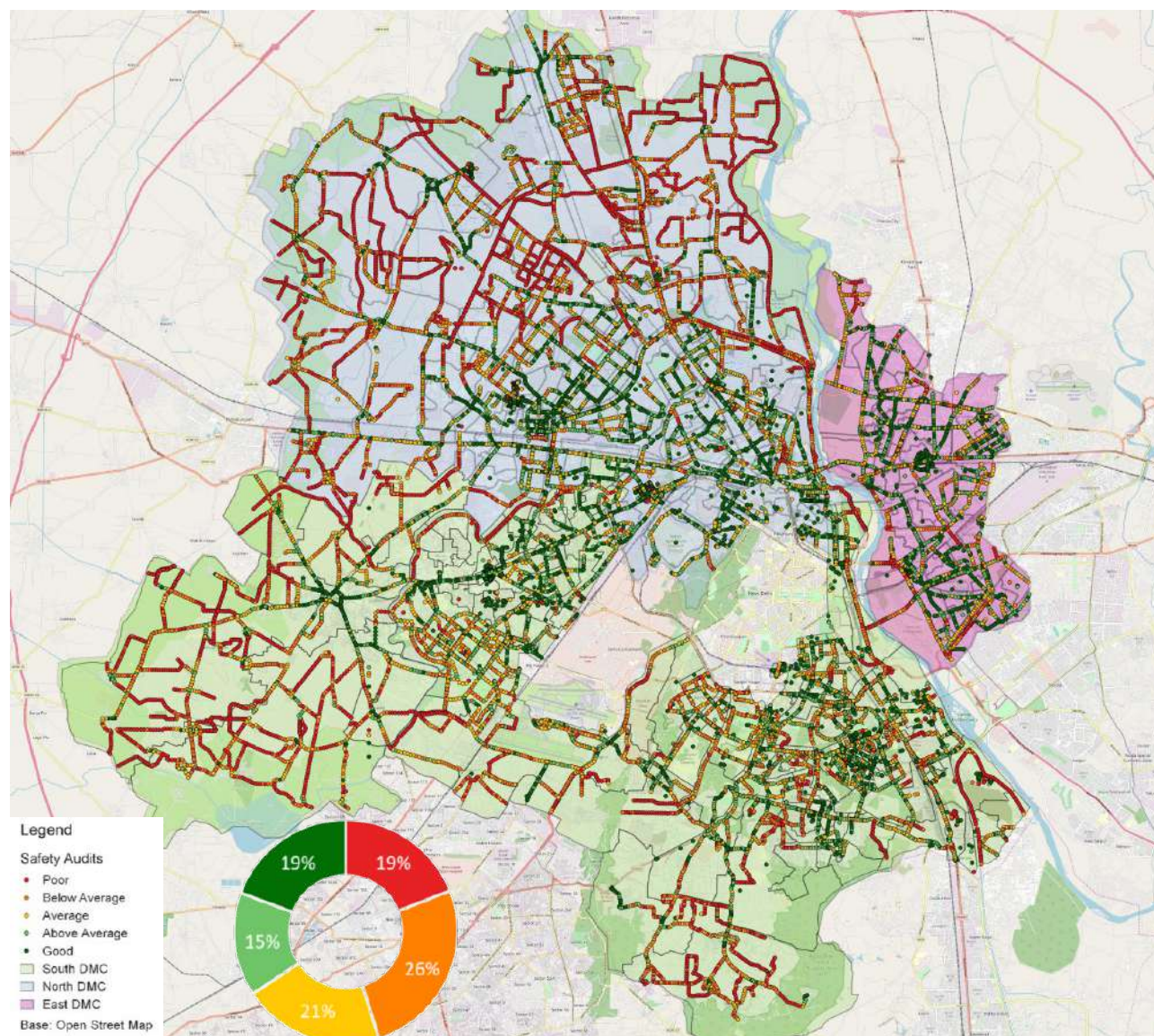
Parameter Analysis

## 3.1 Safety Score (2.5/5)

The Safety Score of a point is a reflection of the perception of safety at that particular location. For each audit point it is a number between 0 and 5, (0-1) being Poor and (4-5) being Good in terms of overall safety.

The overall Safety Score for Delhi is 2.5/ 5 i.e. Average. Indicated in the pie chart is the percentage distribution of pins in each range. A total of 25,294 audits have been conducted in Delhi. 19%(shown as Red points in map 1) of these audit points have been rated as Poor, i.e. safety score between (0-1). 26% (shown as Orange points in map 1) of the points have been rated as Below Average.

21% (shown as Yellow points in the Map1) of the points are rated as Average, 15% (shown as Light Green points in map 1) points are rated as Above Average and 19% (shown as Dark Green points in map 1) of the audit points have been rated as Good. These points are spread across the three Municipal Corporations of Delhi (MCD).

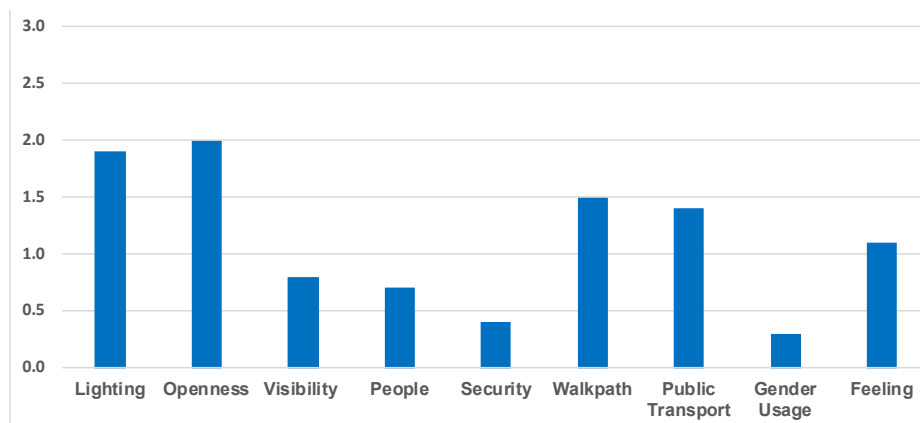


Map 1 indicating Safety score in Delhi

## 3.2 Parameter Ratings

Each of the nine parameters is rated 0/1/2/3, 0 being the poor and 3 good. The average parameter ratings graph indicates the overall average rating for each parameter. As seen in the graph, the Openness parameter has been rated the highest and is followed by Lighting and Walkpath parameters.

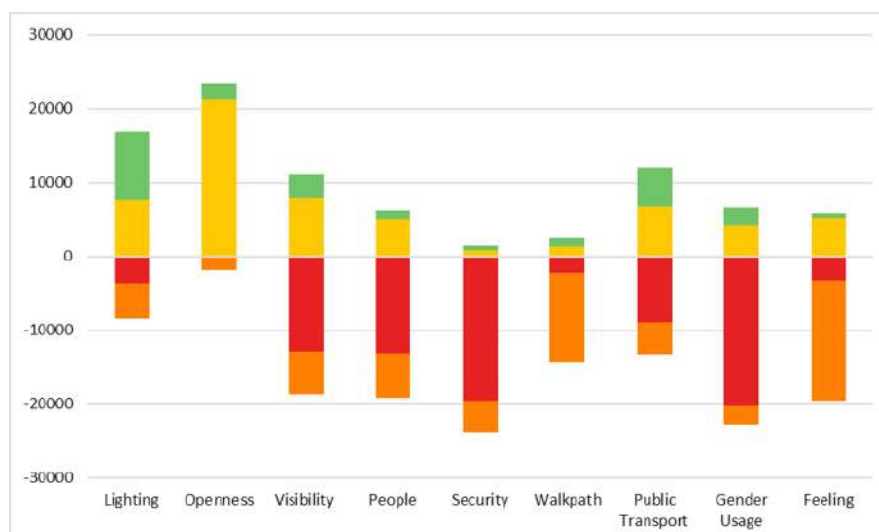
People, Gender Usage and Visibility parameters are the least rated parameters, indicating less number of pedestrians after sunset and poor women's participation in public spaces. Security parameter has not been assessed completely due to lack of information, hence rated low. The overall feeling of Safety in Delhi has been rated Below Average.



*Average audit parameters (on a scale of 3)*

## 3.3 Parameter-wise Pin Distribution

The Parameter wise pin distribution graph indicates the number of points rated 0/1/2/3 i.e. the good points as positive and the bad as negative. The parameters of Walkpath, People, Gender Usage and Visibility have been rated poorly for most parts of the city, whereas parameters like Lighting, Public Transport need to be improved in some parts of the city. Increase in People and Gender Usage is dependent on improving other parameters. Enhancing Lighting, Visibility and Security on the streets of Delhi will result in safer public spaces.





## 3.4 Parameter Analysis

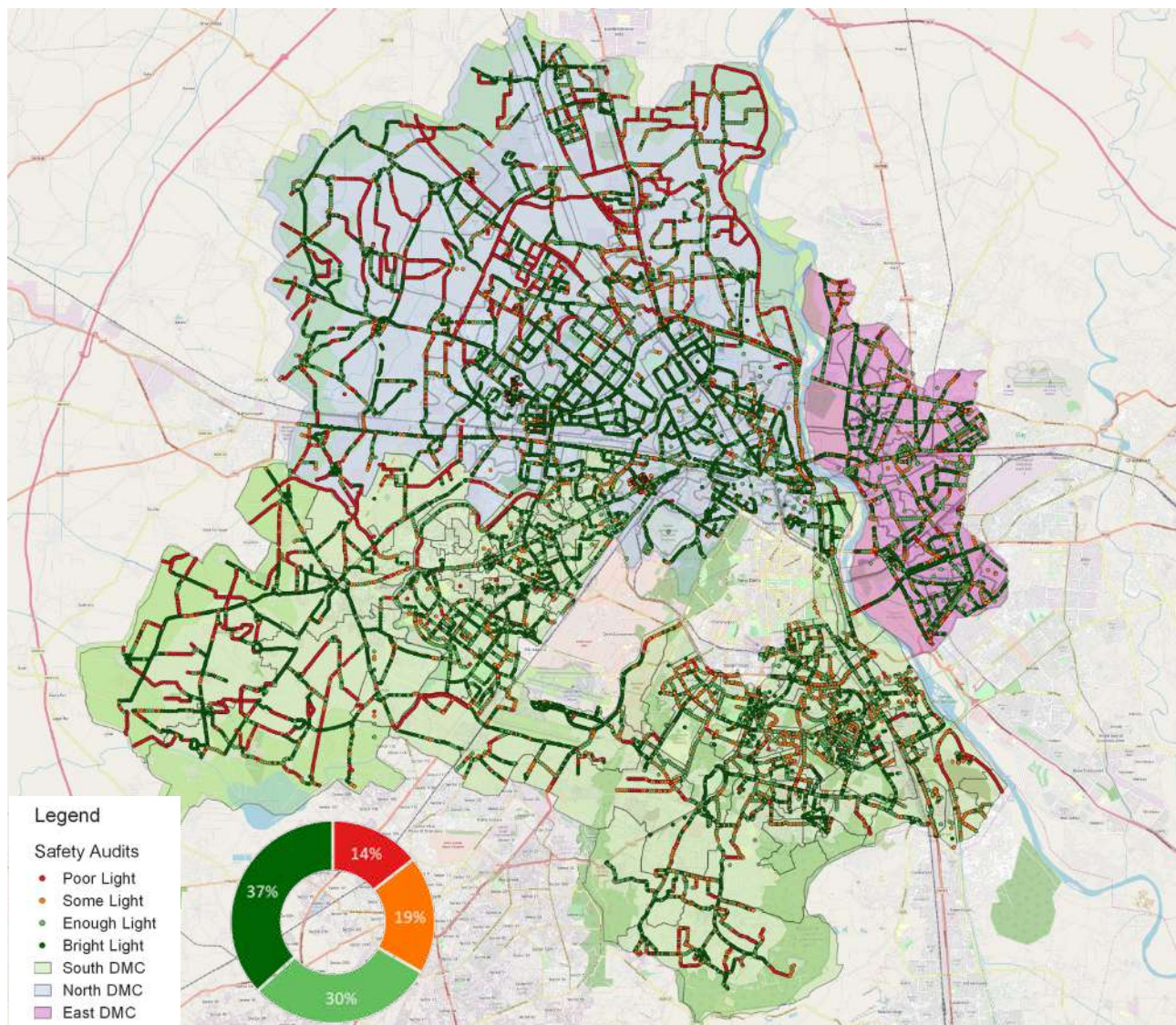
### 3.4.1 Lighting (1.9 / 3)

Lighting measures the amount of brightness or illumination at a place and ranges from dark to bright (rating 0 -3). A place can be lit with street lighting or from other sources such as light coming from houses, shops, street vendors etc. Light coming from the vehicles is not considered as it is a temporary source of light.

Lighting parameter has been rated 1.9/3 i.e. Average. A total of 2768 points i.e. 14% (Red colour dots in map1) of audit points were found to be dark spots. The map below shows the audit points with their Lighting ratings. It can be seen that the green points, which represent bright light, are concentrated in central part of the city, where as the red points which represent poor lighting are more on the outer city roads.



Image 1 showing a street with good lighting



Map 2 Indicating Lighting parameter rating in Delhi

# Improvements in Lighting (2016-2019)

In the 2016 Safety Analysis study of Delhi, Safetipin reported poor illumination at 7438 audit points. On submitting the report to the Delhi Government, the concerned departments of all the MCDs carried out work for improvement. This included fixing the non- operational street lights and installing of new street lights, wherever dark spots were identified. In some areas where illumination was insufficient, additional street lights were installed. These improvements can be seen in the images shown below.

## 1. Somesh Nagar, South Delhi



*Image 2 showing lighting at Somesh Nagar in 2016*



*Image 3 showing lighting at Somesh Nagar in 2019*

## 2. Vikas Nagar, North Delhi



*Image 4 showing lighting at Vikas Nagar in 2016*



*Image 5 showing lighting at Vikas Nagar in 2019*

## 3. Bawana, North Delhi



*Image 6 showing lighting at Bawana in 2016*

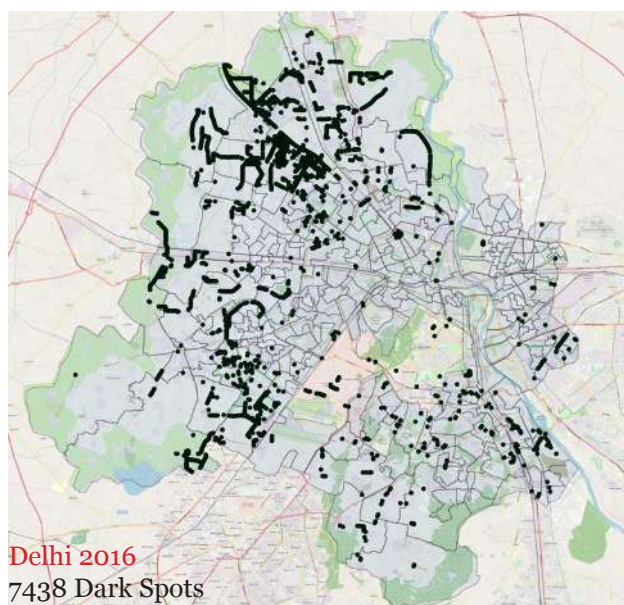


*Image 7 showing lighting at Bawana in 2019*

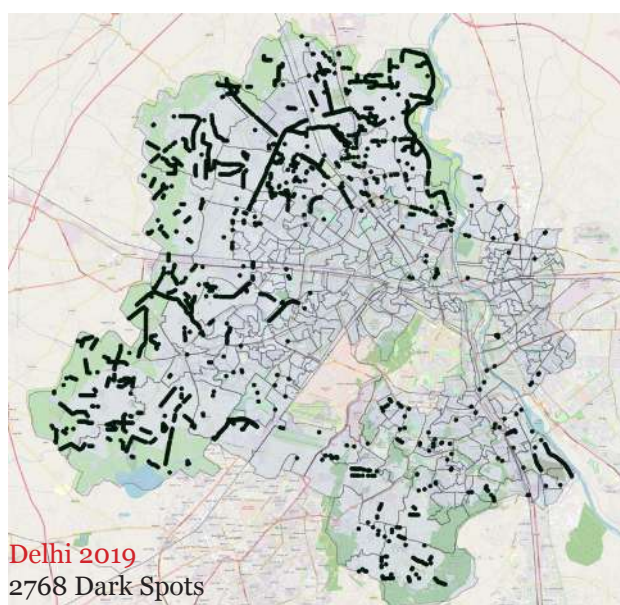


# Dark Spots Mapping 2019

In 2016 a total of 7438 dark spots were identified. These points had no streetlight or any other permanent source of streetlight in the vicinity. The following maps show dark spots identified in both the studies. Most of the dark spots identified in 2016 have shown improvement in lighting as seen in the images in the previous section. With cities being dynamic in nature, new dark spots have been identified around the outer regions of the city in 2019 (map 3). A Detailed list of roads is provided in the recommendation section of each of the three MCDs.



Map 3 showing dark spots in Delhi in year 2016



Map 4 showing dark spots in Delhi in year 2019



Image 8 showing dark spot in Tehri Dawlatpur in 2016



Image 9 showing same spot in Tehri Dawlatpur in 2019



Image 10 showing dark spot at UER II, Sector 24, Dwarka in 2016



Image 11 showing dark spot at UER II, Sector 24, Dwarka in 2019



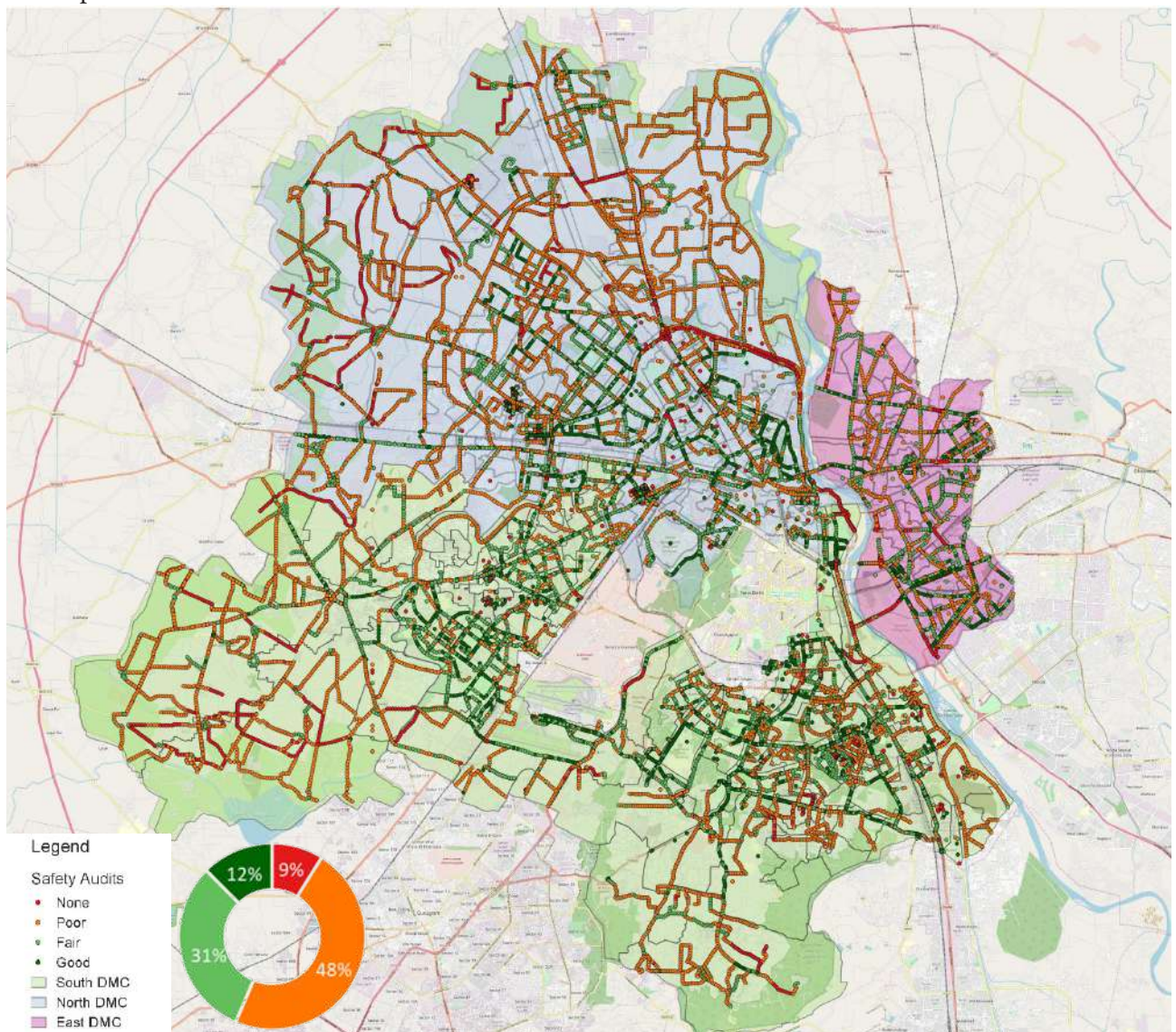
### 3.4.2) Walkpath (1.5/3)

Walkpath parameter indicates whether a person can comfortably walk at a place or not. This refers to the quality of walkpath or space left for pedestrians along a road.

Overall, the Walkpath parameter has been rated 1.5/3 i.e. Average in Delhi. Only 12%(Dark Green points in map 5) of the audit points have been rated as Good indicating that the Walkpaths are well maintained in these areas of Delhi. 48%(Orange points in map 5) of the total audit pins in Delhi have been rated Below Average and 31%(Light Green points in map 5) as Fair in the Walkpath parameter. 9%(Red points in map 5) of the audit points have been rated Poor in Delhi. These points are rated poor mainly due to the unavailability of a Walkpath.



Image 12 showing a locatin with good walkpath



Map 5 indicating walkpath parameter rating in Delhi



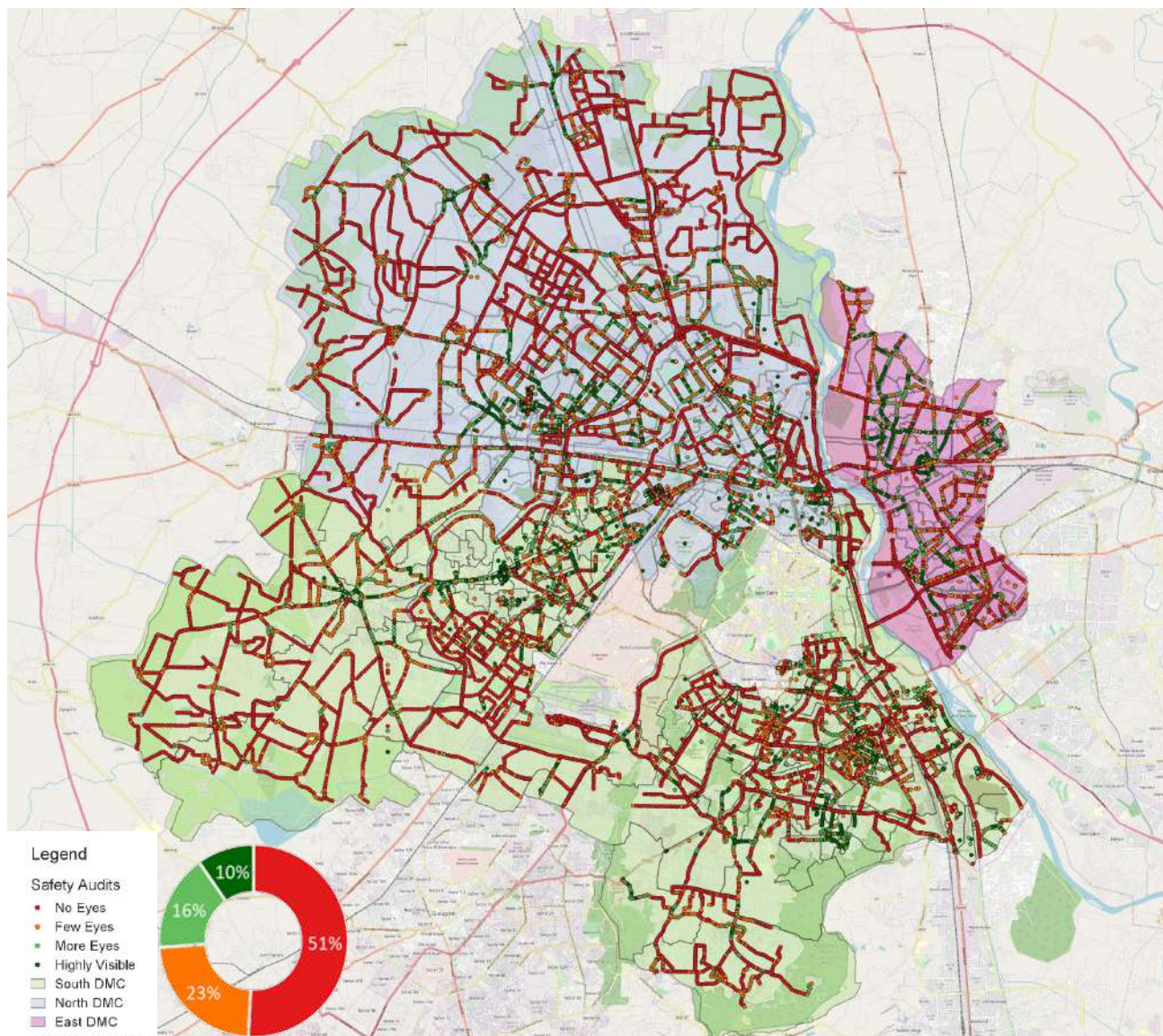
### 3.4.3) Visibility (0.8/3)

Visibility refers to how visible one is to others. It is based on the principle of 'eyes on the street'. i.e. can you be seen when on the street. This includes windows, doors of shops and houses along with street vendors and hawkers.

Visibility has been rated 0.8/3 i.e. Poor in Delhi. 51%(Red points in map 6) of the audit points in Delhi have been rated poor, making it the least rated parameter in terms of physical infrastructure. This is due to the presence of high boundary walls around most of the buildings which limits visual connection between the pedestrians and built environment. 23%(Orange points in map 6) of the audit points have been rated Below Average, 16% (Light Green points in map 6) as Fair and only 10% (Dark Green points in map 6) as Good.



Image 13 showing an audit location with low visibility



Map 6 indicating Visibility parameter rating in Delhi

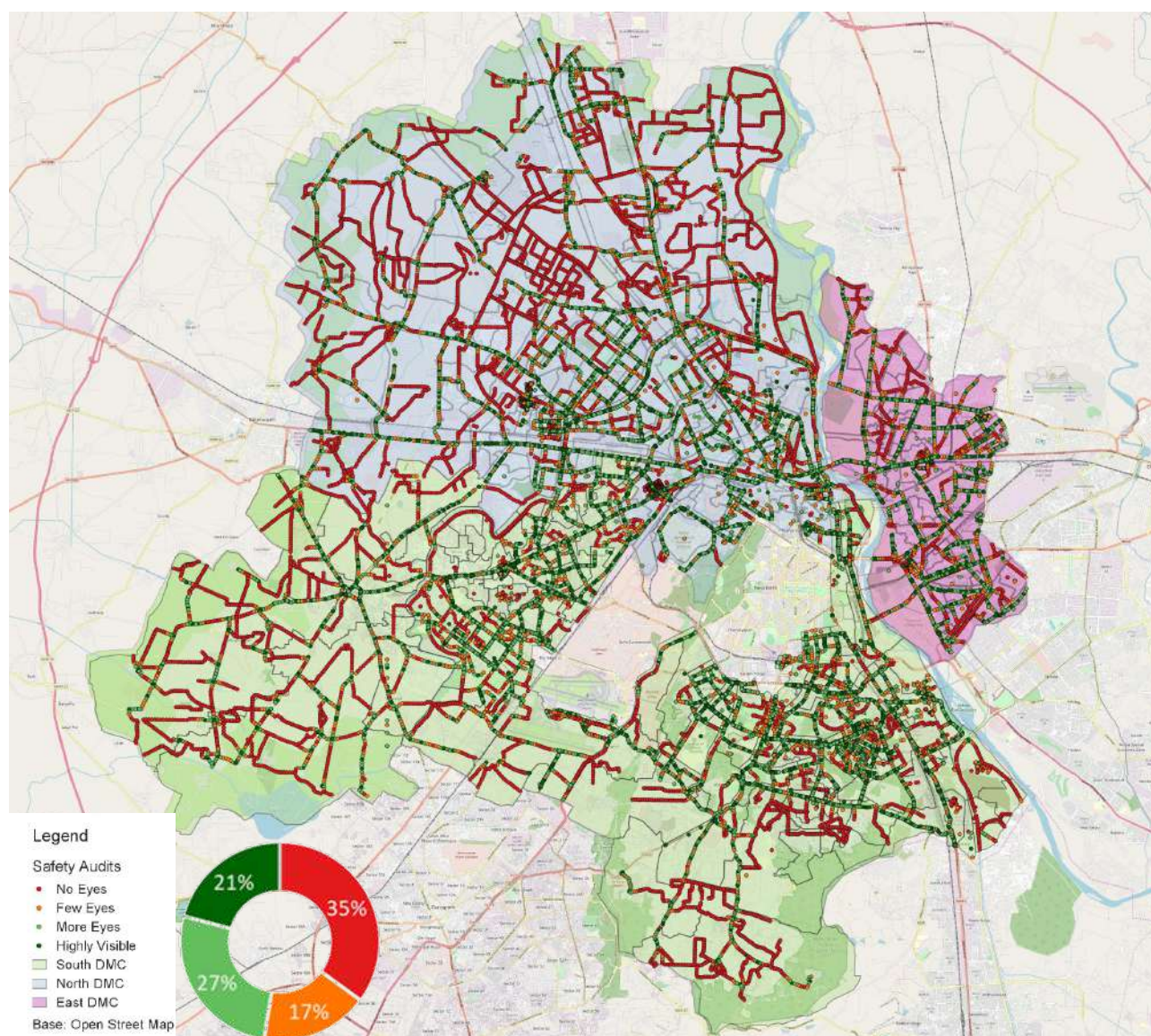


### 3.4.4) Public Transport (1.3/3)

Public Transport parameter rates the ease of accessing any mode of public transport i.e. metro/bus/taxi etc. It is measured in terms of the distance to the nearest mode.

Overall, Public Transport parameter has been rated 1.3/3 i.e. Average in Delhi. 35% (Red points in map 7) of the audits in Delhi recorded no metro station or bus stop within 400 Mt radius. These audit points are mostly located on the peripheries of the three Municipal Corporations of Delhi.

Intermediate Public Transport like auto (private or shared) or e-rickshaws are available in most areas of the city. However, there is a need for designated para-transit stands which are well lit and have proper parking space. Public convenience facilities such as public toilets for both males and females should also be located near these stands.



Map 7 indicating Public Transport parameter rating in Delhi





## **4.North Delhi Municipal Corporation**

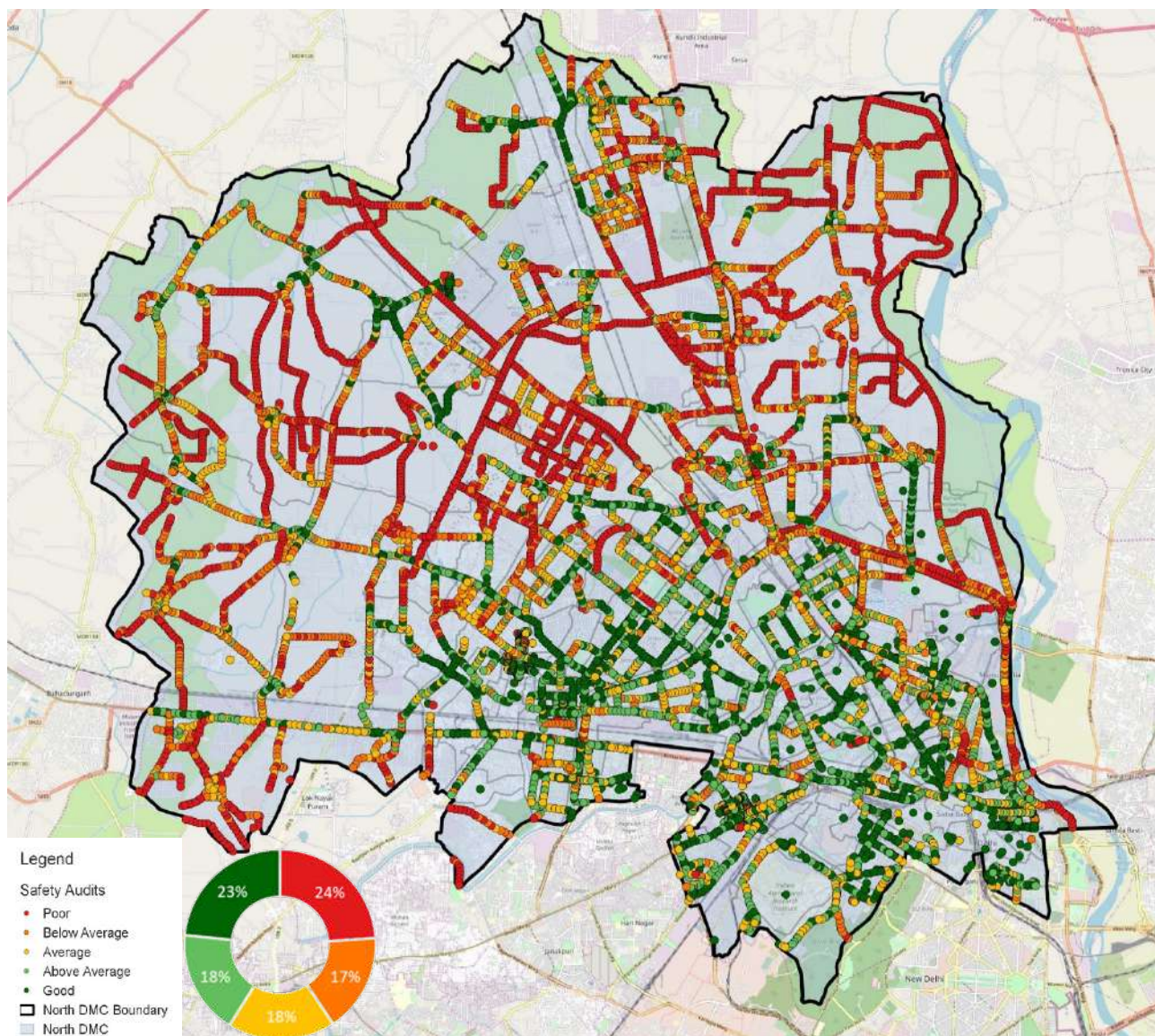
Safety Score  
Lighting  
Walk path  
Visibility  
Public Transport



## 4.1 Safety Score (2.4/5)

The overall Safety Score for in North DMC area is 2.4/ 5. The pie chart indicates the percentage distribution of pins in each range. More than 40% of audit points have been rated above average or good. Majority of these points are located in Keshavpuram, Rohini, Karol Bagh and City- S.P zones.

24%(shown as Red points in map 8) of the audit points have been rated as Poor, i.e. Safety Score between (0-1). The outer zones have been found to have low safety score as compared to the inner zones. 92% of the points rated poor in North DMC area are located in Narela and Civil lines zones.



Map 8 indicating Safety Scores in North DMC area

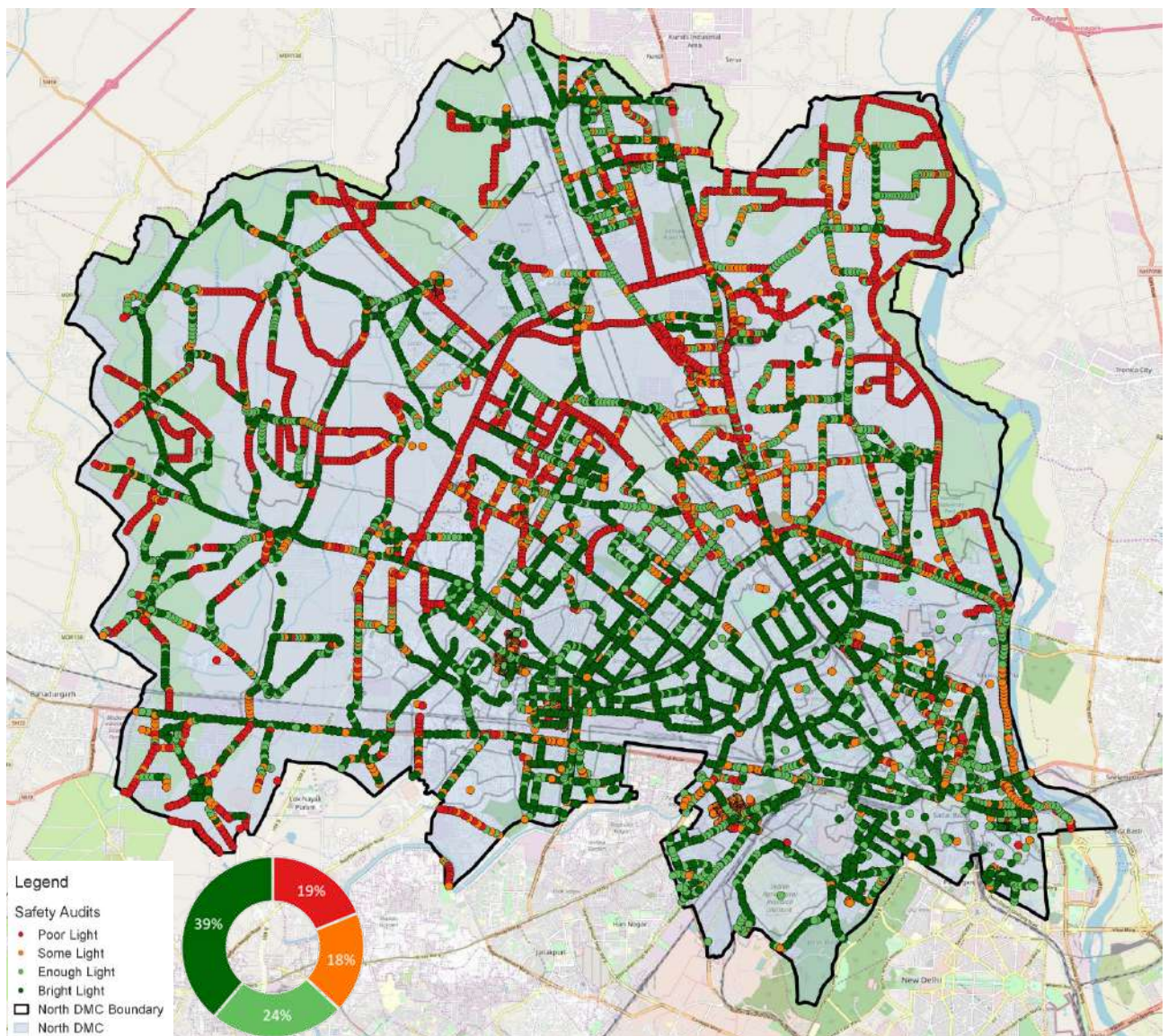


## 4.2 Lighting (1.8/3)

Of the total 2192 audits points, 19% (shown as Red points in map 9) points have been rated Poor. The map below shows the audit points with their Lighting ratings. As can be seen, the points in red, which represent poor lighting are concentrated in Bawana, Kanjhawala, Nangal Thakran, Pooth Khurd, Rohini, Jharoda, Swami Sharadanand Colony, Burari wards and constitute 90% of the poorly rated points. Keshavpuram and Rohini are the best performing zones in Lighting parameter.



Image 14 showing location with Lighting parameter rated 2



Map 9 indicating Lighting parameter rating in North DMC area



## 4.2.1) Lighting Issues

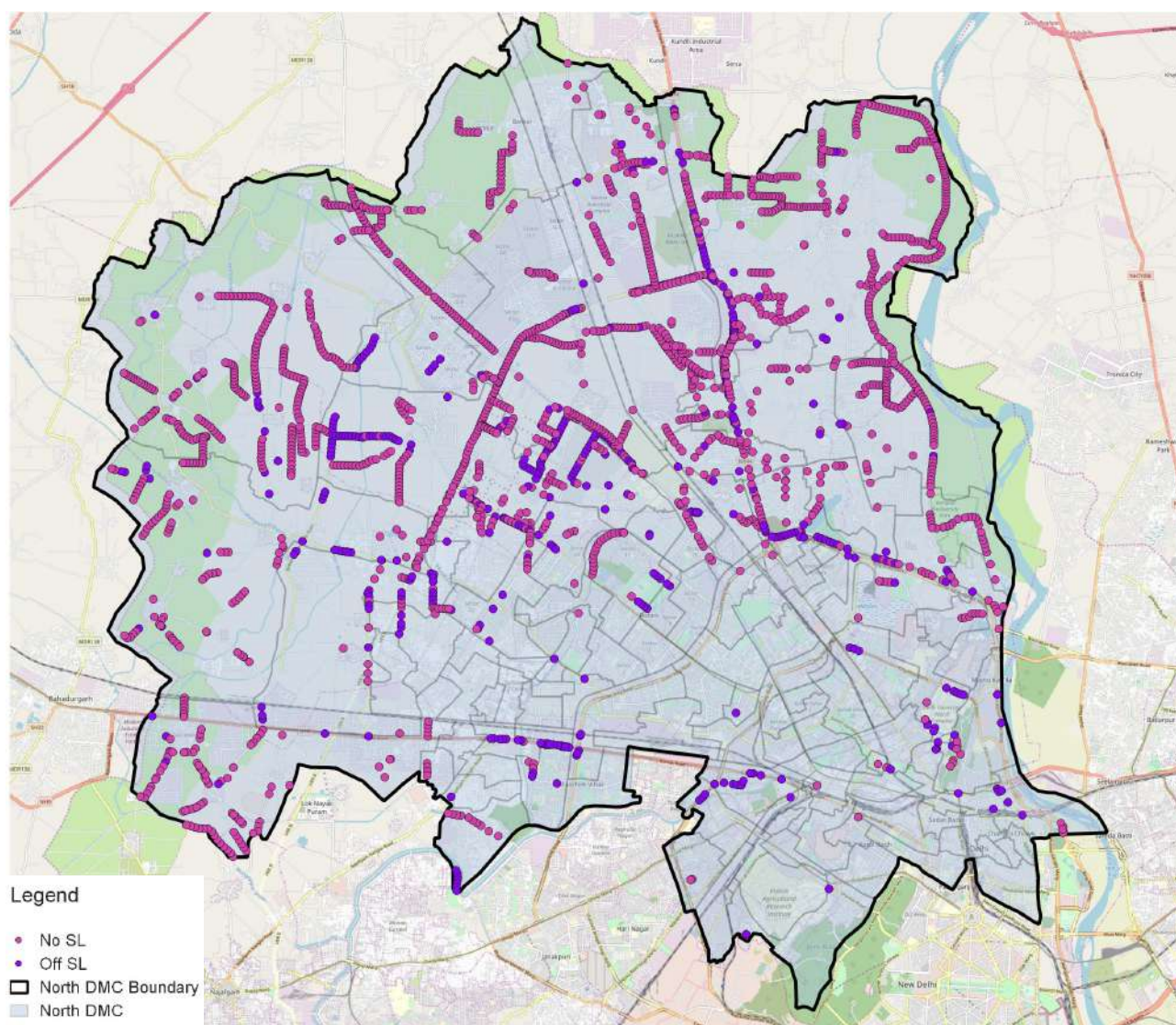
The identified issues in terms of the Lighting parameter are shown below in map 10. The issues include non-functional streetlights and the absence of streetlights at the time the audits were conducted.



Image 15 showing non-functional streetlights at Bhagwan Mahavir Marg



Image 16 showing UER II having no streetlights



Map 10 showing points with no streetlight and non-functional streetlight in North DMC area



Image 17 showing non-functional streetlights at GT Road



Image 18 showing Nangali Khera Khan Road with no streetlights

## 4.2.2) Lighting Recommendations

Sr.No	Lighting Issues Identified	Street Name	Recommendations
I.	No streetlight	UER II Western Yamuna Canal Link Road Alipur - Narela Road GT Karnal Road Majra Bajitpur Thakran Road Katewara Kanjihawala Road Tau Bihari Marg Nizampur Road BL Bharadwaj Charitable Hospital Road New PVC Market Road, Tikri Kalan	New streetlights to be installed on these identified road stretches.
II.	Non-functional streetlight	Bihari Mudrika Marg Outer Ring Road GT Road Delhi - Rohtak Road Sector 30 Road, Rohini Prem Piao Marg	Regular maintenance checks to be done on these identified road stretches
III.	Streetlight on only one side of the main roads (more than 4lanes)	Outer Ring Road Grand Trunk Road Jammu Delhi Road The Mall Road New Rohtak Road Swami Narayan Marg Vir Banda Bairagi Marg Guruharkishan Marg Road No 43 Road No 42 Kadambari Road Bhagawan Mahavir Marg Dr KN Katju Marg Bawana Industrial Area Main Road	Additional streetlights for pedestrians to be installed on the walkpath of these identified road stretches

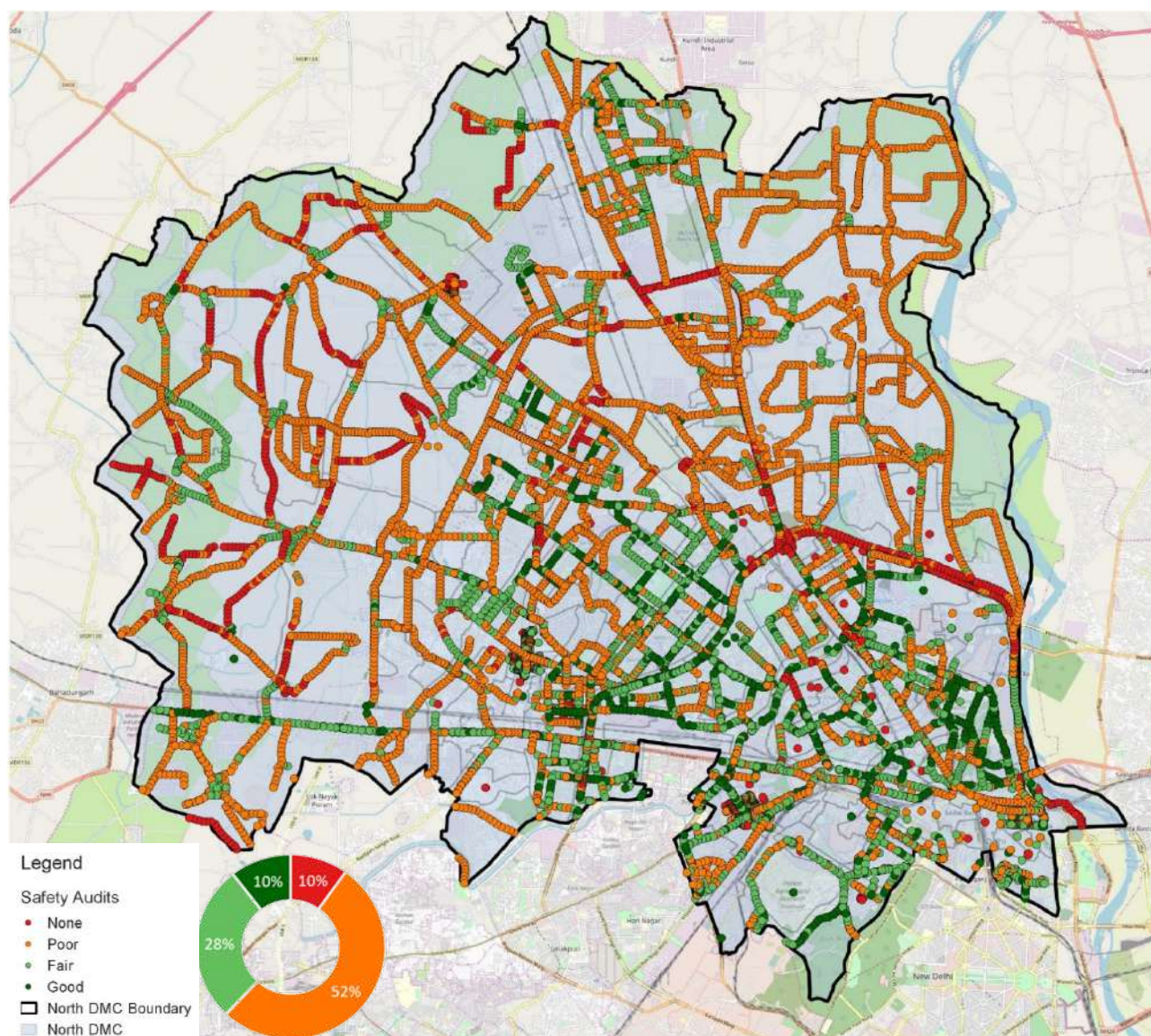


## 4.3 Walkpath (1.4/3)

In North DMC area, Walkpath parameter has been rated 1.4/3 (Average). 10% (Red points in map 11) of the audit points which is equivalent to 116 km in road length in North DMC area have no footpath. These audit points are located in Dhirpur, Mukundpur, Sarup Nagar, Rohini, Kanjhawala, Nangal Thakran wards. 52% (Orange points in map 11) of the audit points have been rated poor. 28% (Light Green points in map 11) of audit points have been rated fair or good. As seen in the map below, the green points representing good Walkpath are located in Saraswati Vihar, Model Town, Haiderpur, Chandni Chowk, Shastri Nagar and Delhi Gate wards.



Image 19 showing location with Walkpath parameter rated 3



Map 11 indicating Walkpath parameter rating in North DMC area



### 4.3.1) Walkpath Issues

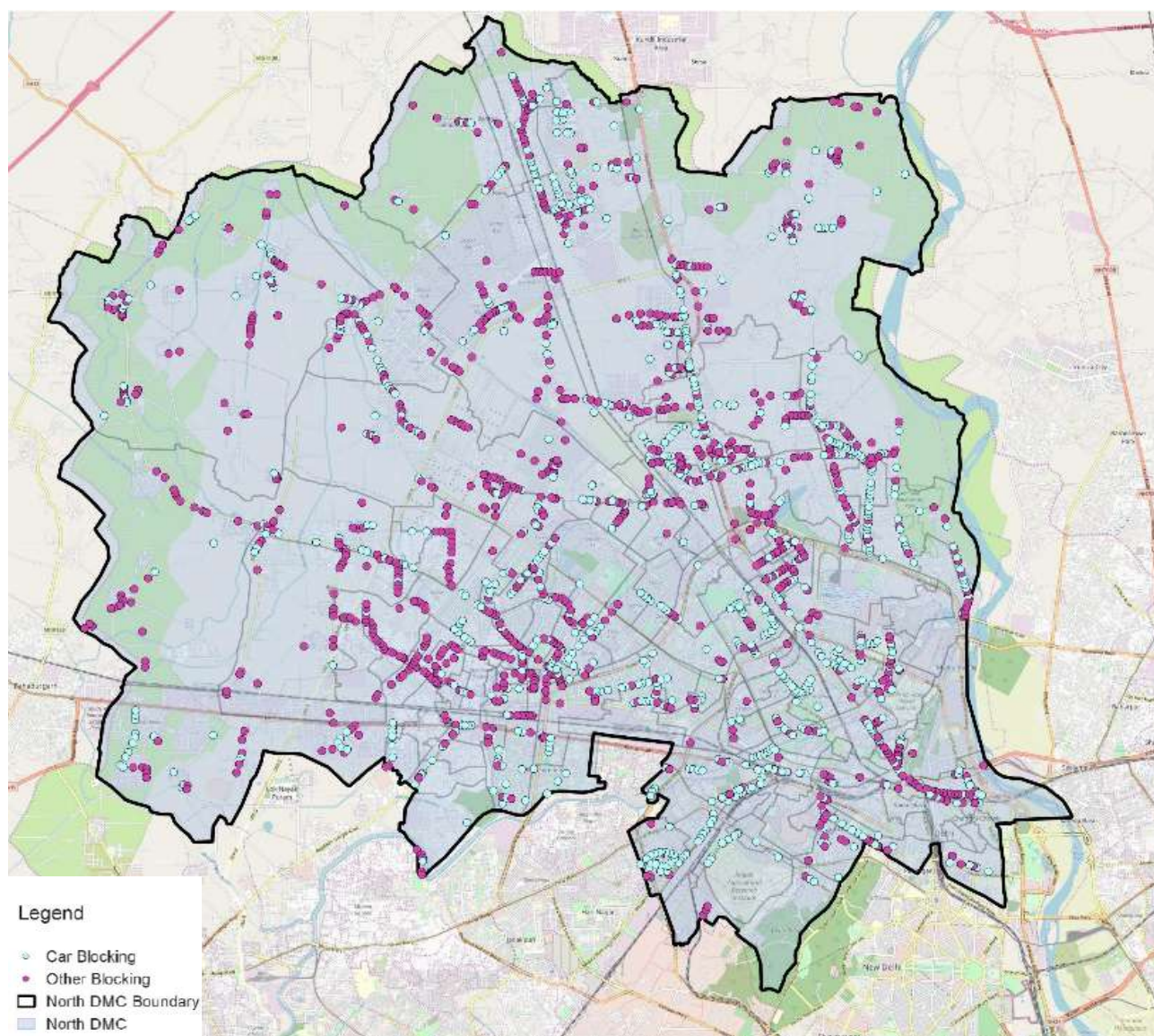
While footpaths existed in most of the areas, they were also found obstructed in many locations. The commonly observed obstructions on the footpath are due to vehicular parking, inappropriate positioning of streetlights, garbage bins, signage and dumping of construction debris.



Image 20 showing audit point with obstructed footpath at Barwala Marg



Image 21 showing audit point with no footpath at Rani Laxmibai Road.



Map 12 showing points with obstructions on walkpath in North DMC area

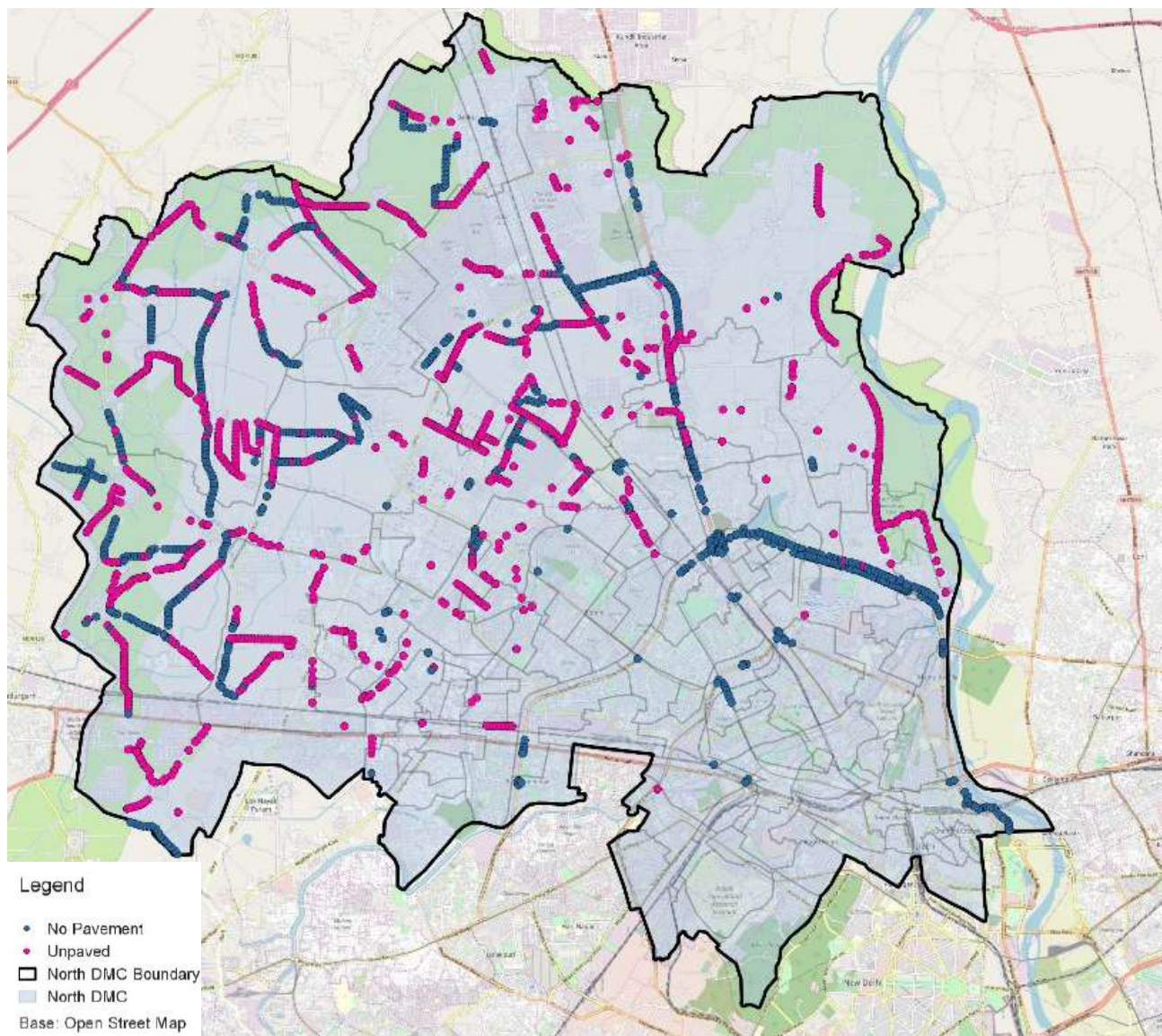




Image 22 showing audit point with car obstructing walkpath at Jhulelal Mandir Marg.



Image 23 showing audit point with no footpath and vendors obstructing road at Kanjhawala Road



Map 13 showing points with unpaved walkpath and no pavement on walkpath in North DMC area



Image 24 showing kacha/unpaved walkpath at Ghoga Road



Image 25 showing Mubarakpur Main Road with kacha walkpath

## 4.3.2) Walkpath Recommendations

Sr.No.	Walkpath Issues Identified	Street Name	Recommendations
I	Walkpath unavailable	-Outer Ring Road -GT Road -UER II -Majra Bajitpur Thakran -Road -Prem Piao Marg	Build walkpath at these locations.
II	Unpaved walkpath	-Yamuna Biodiversity Park Road -GT Karnal Road -Western Yamuna Canal Link -Road -Dr Sahib Singh Verma Road -Mukandpur Road -Landrawan - Punjab Khor Road -Majra - Jhakor Marg -Majra Road -Kanjihawala Road -Mubarakpur Main Road	Pave the walkpath using paver blocks and ensure regular maintenance of these streets.
III	Obstructions due to vehicular parking	-Mansarovar Garden -Kirti Nagar Main Road -Najafgarh Road -Sathyawathi College Road -KC Goel Marg -Stadium Road -100 Feet Road -GT Karnal Road -Sonipat - Narela Road	Vehicular parking on the walkpath should be prohibited. Dedicated zones for parking and walking to be marked and maintained
IV	Other obstructions on walkpath	-Sonipat - Narela Road -Kanjihawala Road -Barwala Marg -Bawana Road -Roshanara Road -Jahangirpuri -Maharshi Valmiki Marg -Road No 316 -Y Block Road	Walkpath should be kept free from any obstructions such as construction debris, garbage and inappropriate positioning of signage which may cause inconvenience to the pedestrians and force them to walk on the road instead.

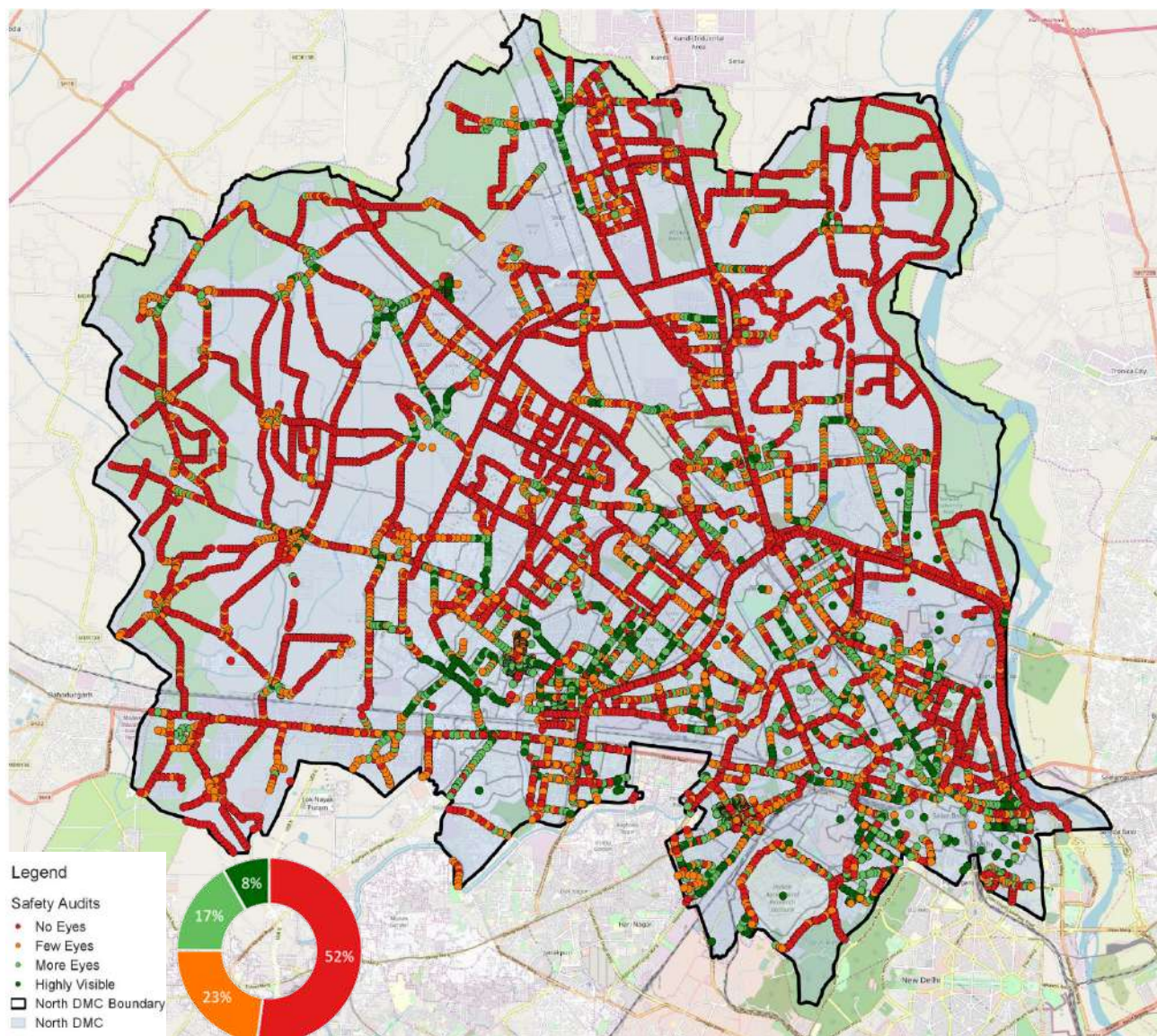


## 4.4 Visibility (0.8/3)

Visibility has been rated 0.8/3 (Poor). Only 8 % (Dark Green points in map 14) of the audits have been rated as Good. 52% (Red points in map 14) audit points have been rated poorly owing to the presence of high boundary walls and absence of any activity in most areas of North DMC. As seen in the map below, wards located in Karol Bagh zone (Moti Nagar, Ramesh Nagar) and Rohini zone (Kirari Suleman Nagar, Rohini-H) have been rated Good. This can be attributed to the presence of commercial activities on sides of the roads in these zones. Street vendors and hawkers also contribute towards visibility.



Image 26 showing location (Nathupura Market) with Visibility parameter rated 3



Map 14 indicating Visibility parameter rating in North DMC area



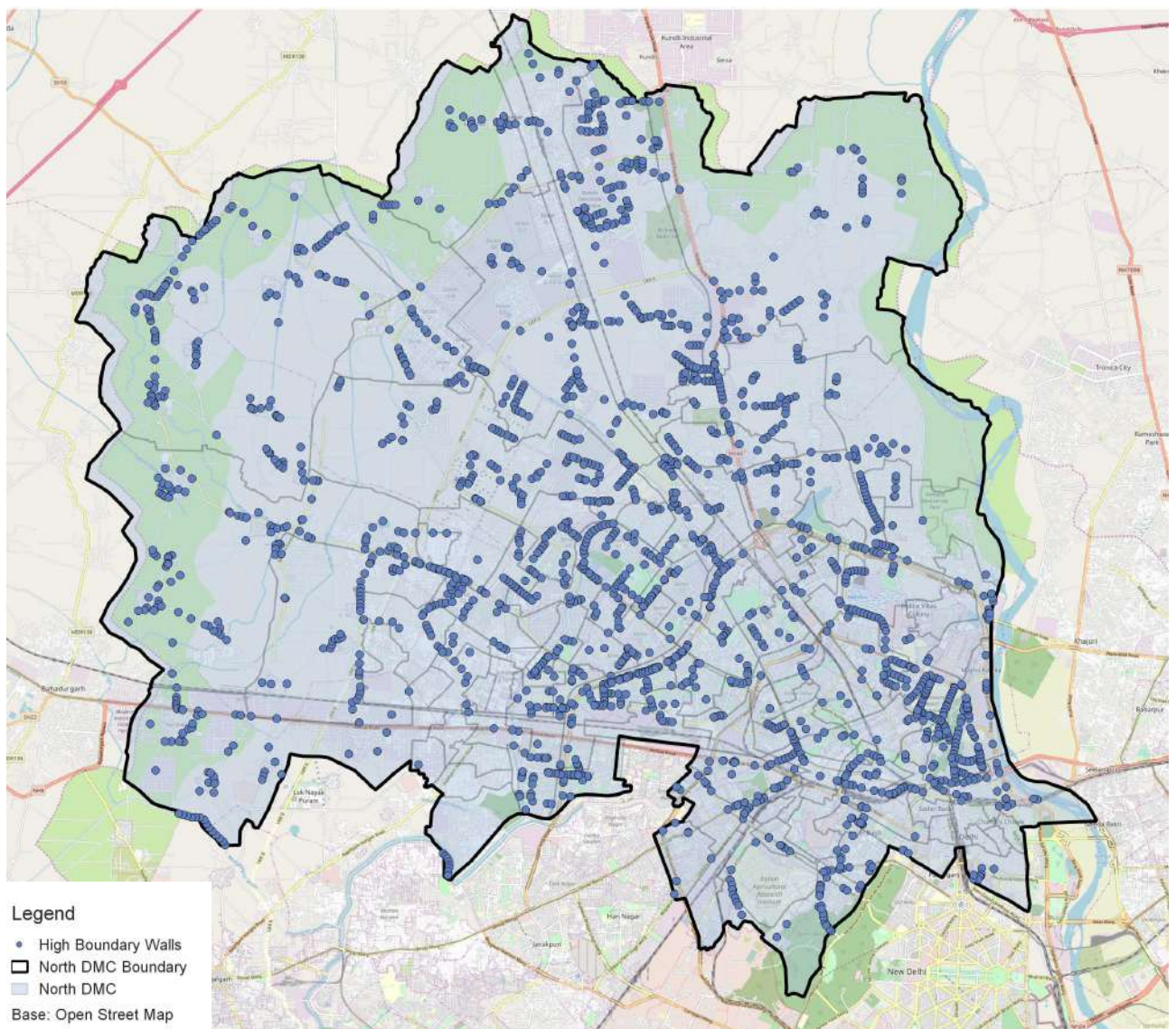
## 4.4.1) Visibility Issues



Image 27 showing location Maharshi Parshuram Marg with high boundary wall on side



Image 28 showing location Road number 42, Punjabi bagh with high boundary wall on side



Map 15 showing points with low visibility due to high boundary walls in North DMC area

## 4.4.2) Visibility Recommendations

Sr.No.	Visibilty Issues Identified	Street Name	Recommendations
I	High boundary walls	-Rohtak Road -Vishwavidyalaya Marg -University Road -Chattra Marg -Vijaynagar Marg -GC Narang Road -Guru Tegh Bahadur Road -Chauburja Marg -Outer Ring Road -GT Karnal Road -Rani Lakshmi Bai Road -Western Yamuna Canal Link Road -Bawana Industrial Area Main Road -Narela Industial Complex -Nizampur -Tau Bihari Marg -Nizampur Road -Rohtak Bypass -Balaur Road -Road No 42 -Chandrashekar Azad Marg -Main Canal Road -Bawana Road	<p>To improve visibility, the height of the solid part of the boundary wall should be reduced to 1-1.5 m and the rest of the height can be attained through grills. This would maintain some level of transparency between the streets and the buildings.</p> <p>Also, the street edges can be made active by providing designated space for street vendors/ hawkers and street furniture.</p>

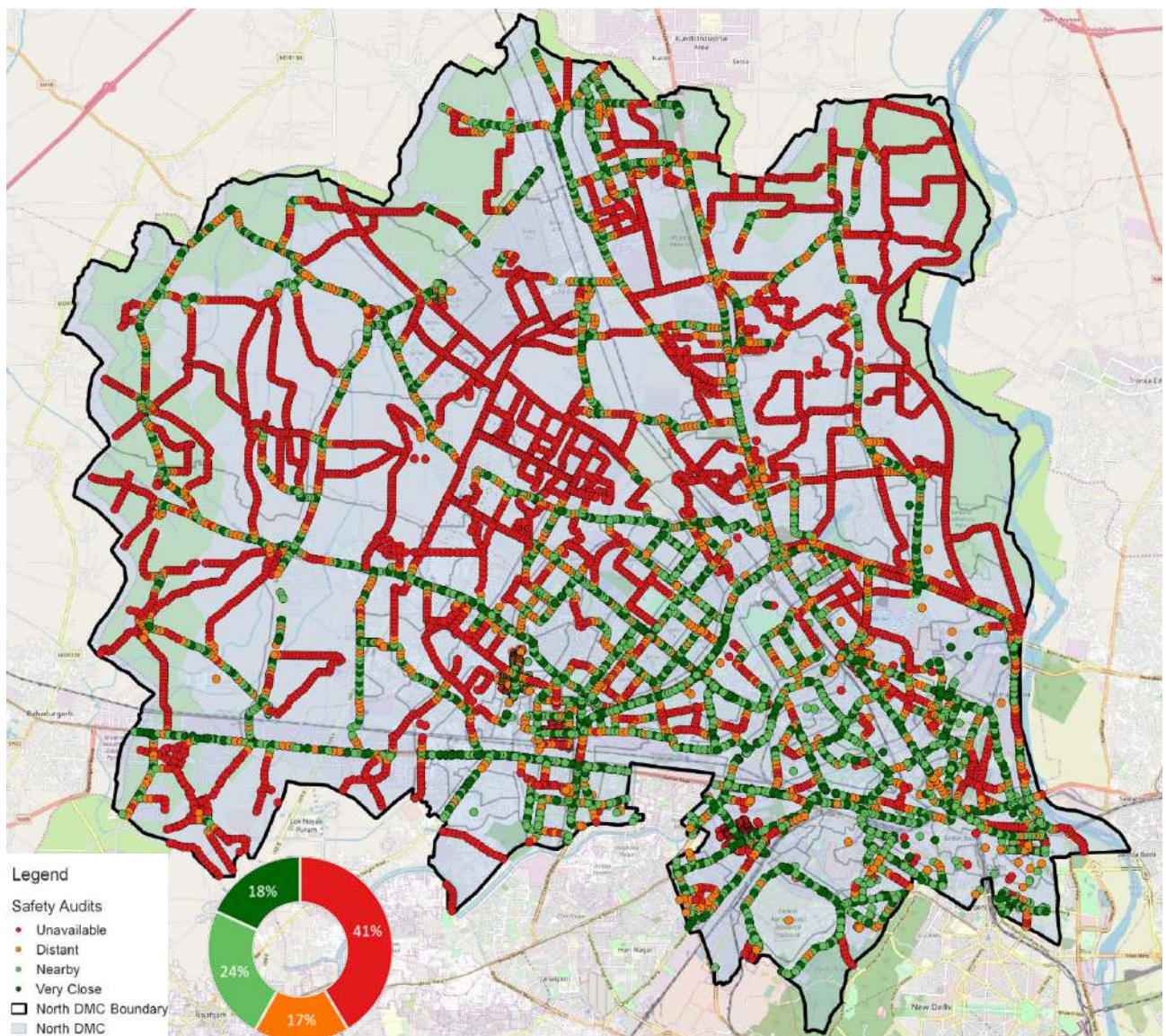


## 4.5 Public Transport (1.2/3)

Public Transport parameter has been rated 1.2/3 (Average) in North DMC area. 41% ( shown as Red points in map 16) of the audit points recorded no metro station or bus stop within a 400 m radius. These audit points are mostly located in Kanjhawala, Nangal Thakran, Rani Khera, Mukundpur, Dhirpur.

Although, autos are available in most of the areas in North DMC, designated Intermediate Para Transit (IPT) stands are not available. This results in autos waiting at or near major metro stations causing traffic congestion on the roads. Designated stands should be set up with proper space for parking autos and rickshaws to avoid congestion on the roads.

62% of the audits points have been rated Good and these points are located in Keshavpuram, Karol Bagh and City S.P. zones.

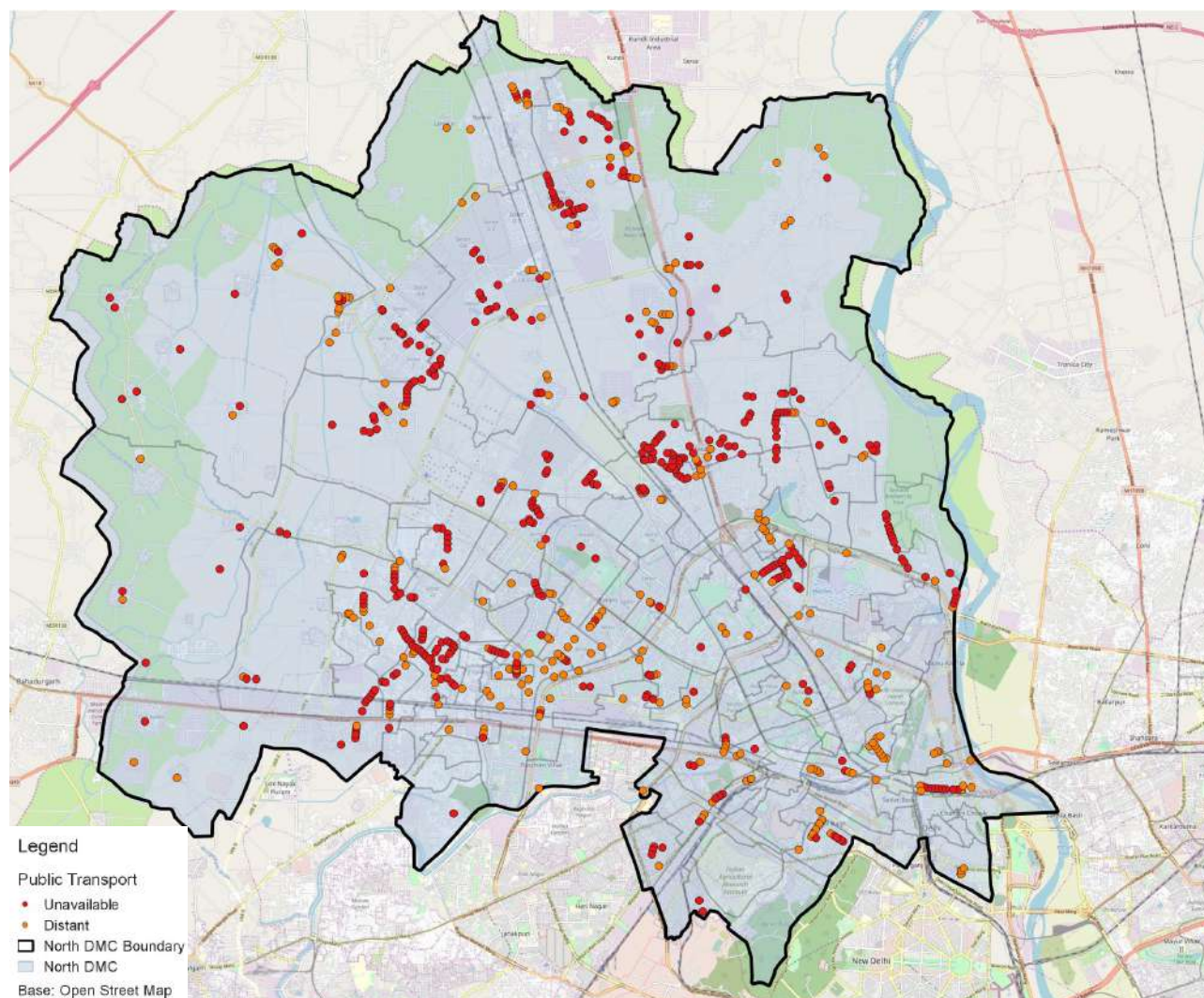


Map 16 indicating Public Transport parameter rating in North DMC area



## 4.5.1) Public Transport Issues and Recommendations

Sr.No.	Public Transport Issues Identified	Street Name	Recommendations
I	Following areas have no mode of public transport available within 10 minutes walking distance	-Zorawar Singh Marg -Wazirabad Road -Gurudwara Marg, Bhalswa -Libaspur Village -Chandan Park -Jeevan Park -Krishna Colony -Pocket 6, Sector 25, Rohini -Gate Number 1 Road, Sector 28 -Begumpur Barwala Marg -JagatGuru Shankaracharya Marg, -Baba Vidyapati Marg -Jagdamba Market Road -Police Station Road, Sultanpuri -Sultanpur Dabas Road	Public transport facilities (bus/metro) should be extended to all these areas. Also, designated Intermediate public transport stands with provision of public convenience should be provided preferably near the bus stops and metro stations.



Map 17 showing points with People rating (2,3) and Public Transport rating (0,1) in North DMC area





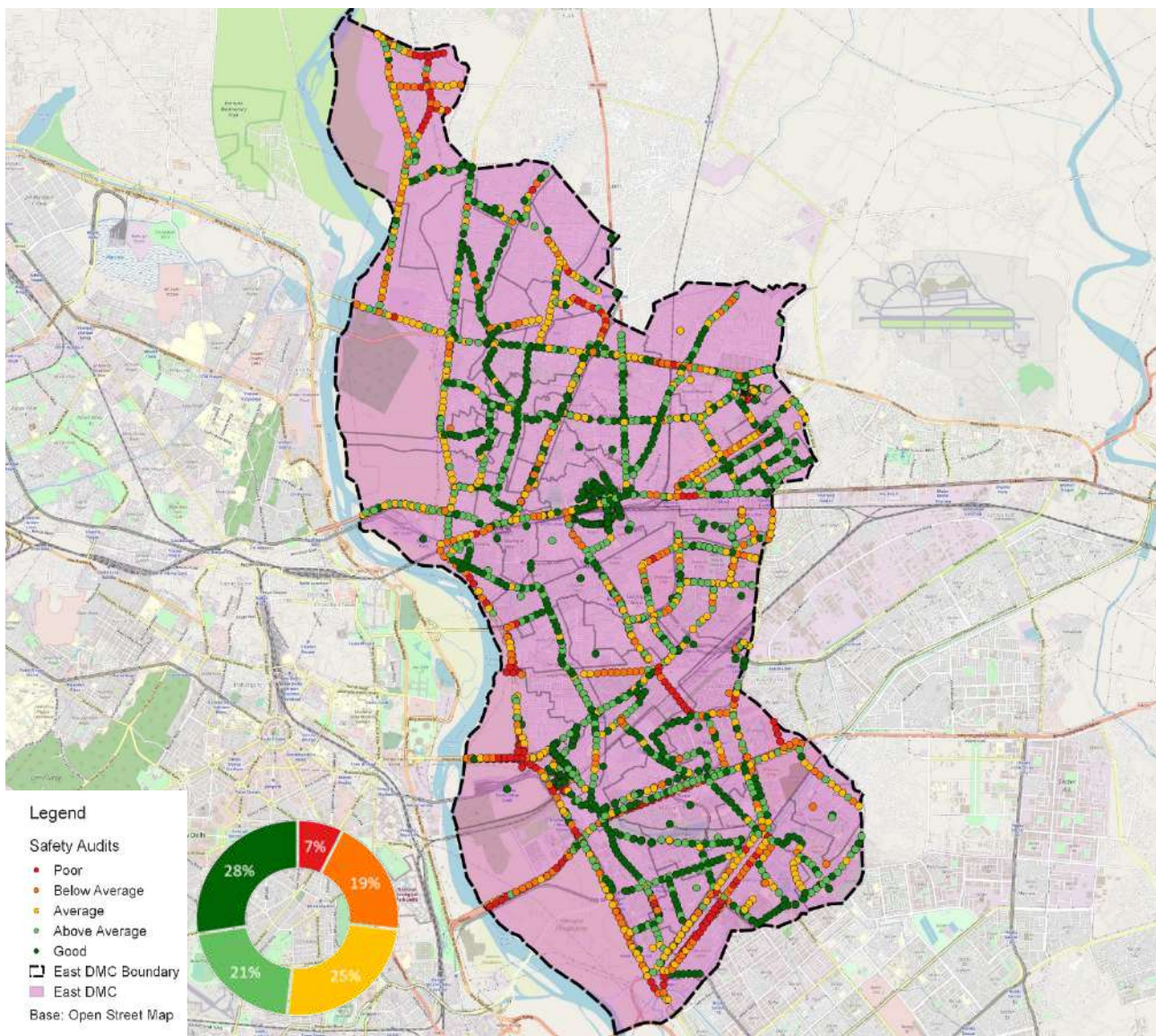
## **5.East Delhi Municipal Corporation**

Safety Score  
Lighting  
Walk path  
Visibility  
Public Transport

## 5.1 Safety Score (3/5)

The overall Safety Score of East DMC area is 3/ 5 (Average). Indicated in the chart is the percentage distribution of pins in each range. A total of 2,514 audits have been conducted in East DMC. Only 7% (shown as Red points in map 18) of these audit points have been rated as Poor, i.e. safety score between (0-1). Most of these points are located in Kishan Kunj, Sonia Vihar and Geeta Colony areas.

19% (shown as Orange points in map 18) of the points have been rated as Below Average. 25 % (shown as Yellow points in map 18) as Average, 21% (shown as Light Green points in map18) as Above Average and 28% (Dark Green) as Good. Majority of the audit points rated Good are located in Bhajanpura, Sadatpur, Laxmi Nagar, Patparganj wards.



Map 18 indicating Safety score in East DMC area

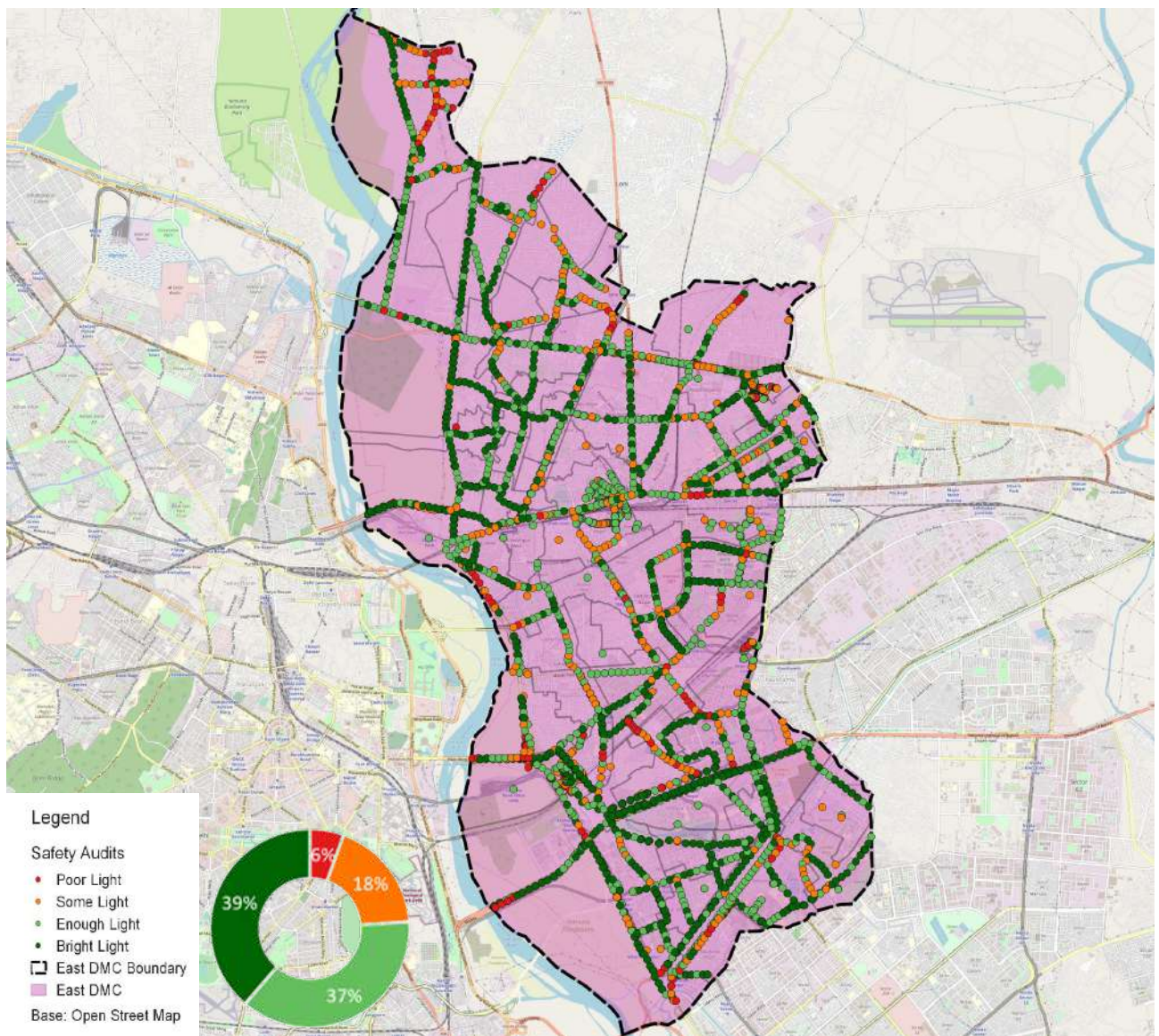


## 5.2 Lighting (2.1/3)

Lighting parameter has been rated 2.1/3 (Above Average) in East DMC. Out of a total of 2,514 audit points, 6 % (shown as Red points in map 19) points were found to be dark spots. The map below shows the audit points with their Lighting ratings. As seen in the map, the green points which represent bright light were found located in Janta Colony, Dilshad Garden, Vivek Vihar wards where as red points which represent poor lighting were mostly found in Shakarpur, Anand Vihar, Gautam Puri, wards.



Image 29 showing location with Lighting parameter rated 3 at Maujpur road



Map 19 indicating Lighting parameter rating in East DMC area



## 5.2.1) Lighting Issues

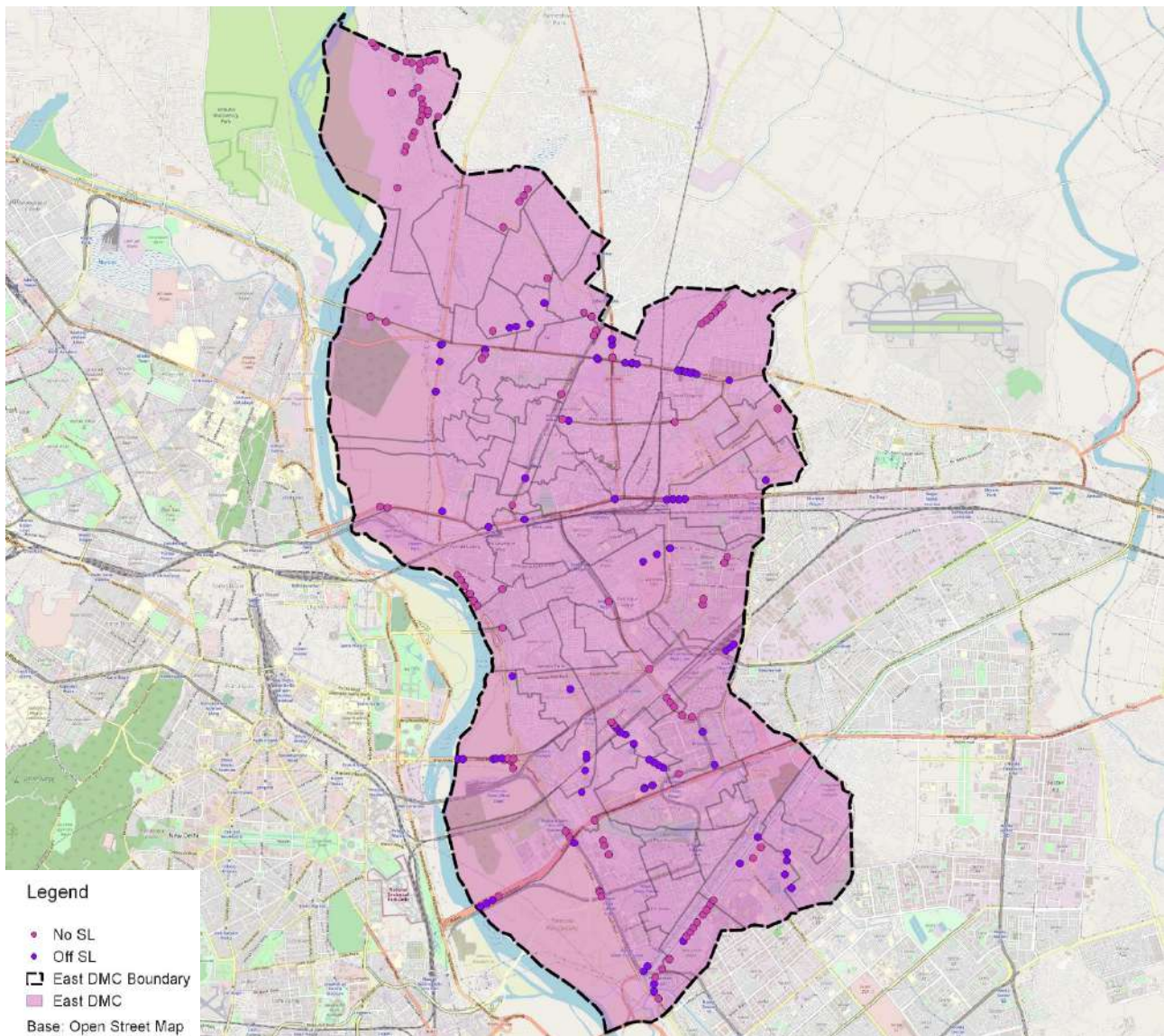
Overall, Lighting parameter has been rated Above Average in East DMC. The identified issues in Lighting parameter are shown below in Map 16 and Images 30 and 31. These issues include unavailability of streetlights and non-functioning of the streetlights.



Image 30 showing an audit point with no streetlights at Chauhan Patti-pur village



Image 31 showing an audit point with non functional streetlights at George Marg



Map 20 showing points with no streetlights and non-functional streetlights in East DMC area

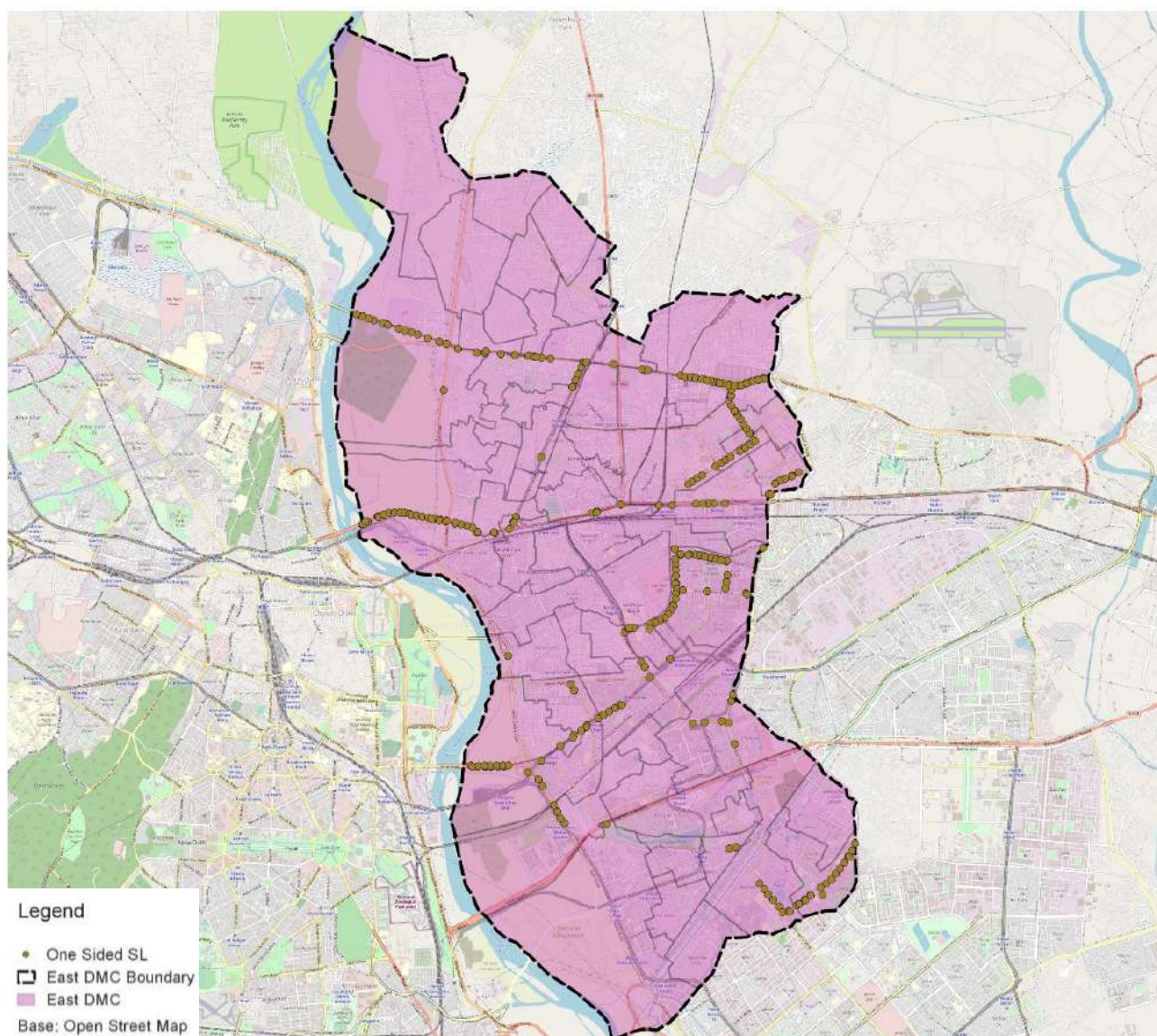




Image 32 showing streetlights on one side of the road at Dharampura road



Image 33 showing streetlights on one side of the road at Yamuna Marginal Bandh Marg



Map 21 showing points with streetlights on one side of main roads in East DMC area



Image 34 showing an audit point with non-functional streetlight at Pushpa Road



Image 35 showing an audit point with non-functional streetlights at Swami Dayanand Road

## b) Lighting Recommendations

Sr.No.	Lighting Issues Identified	Street Name	Recommendations
I	No streetlight	-Sant Nagar Marg -Main Mandoli Road -Pustha Road -Nala Road	New streetlights to be installed on these identified road stretches.
II	Non-functional streetlight	-Sri Hanuman Marg	Regular maintenance checks to be done on these identified road stretches.
III	Streetlight on only one side of the main roads (more than 4lanes)	-Wazirabad Road -Noida Road -Pragati Marg -Vikas Marg -Noida Link Road -Vir Banda Balragi Marg -Maharaja Surajmal Marg -Vivek Vihar Road	Additional streetlights for pedestrians to be installed on the walkpath of these identified road stretches

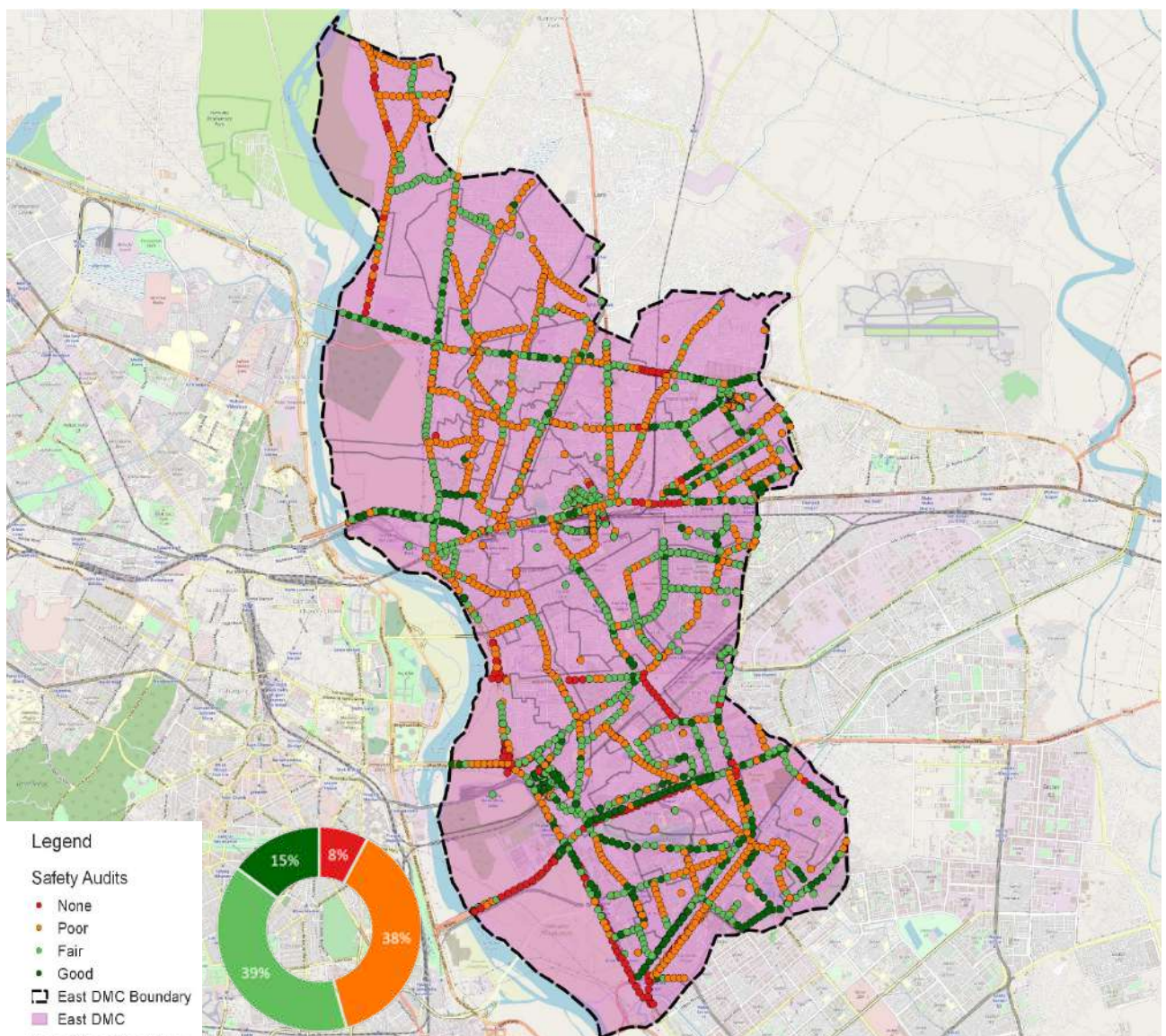


## 5.3 Walkpath (1.6/3)

In East DMC, Walkpath parameter has been rated 1.6/3 (Average). 39% (shown as Light Green points in map 22) of the audit points have been rated as Good indicating walkpaths have been well maintained in these areas of East DMC. Few of these areas include Dallapura, Patparganj and Preet Vihar. Only 8% (shown as Red points in map 22) audit points have been identified with no walkpath. These are mainly located in Sundar Nagari and Welcome colony. Walkpaths were found to be obstructed in many areas in East DMC.



Image 36 showing location with Walkpath parameter rated 1 at Johipur Marg



Map 22 indicating Walkpath parameter rating in East DMC area



### 5.3.1) Walkpath Issues

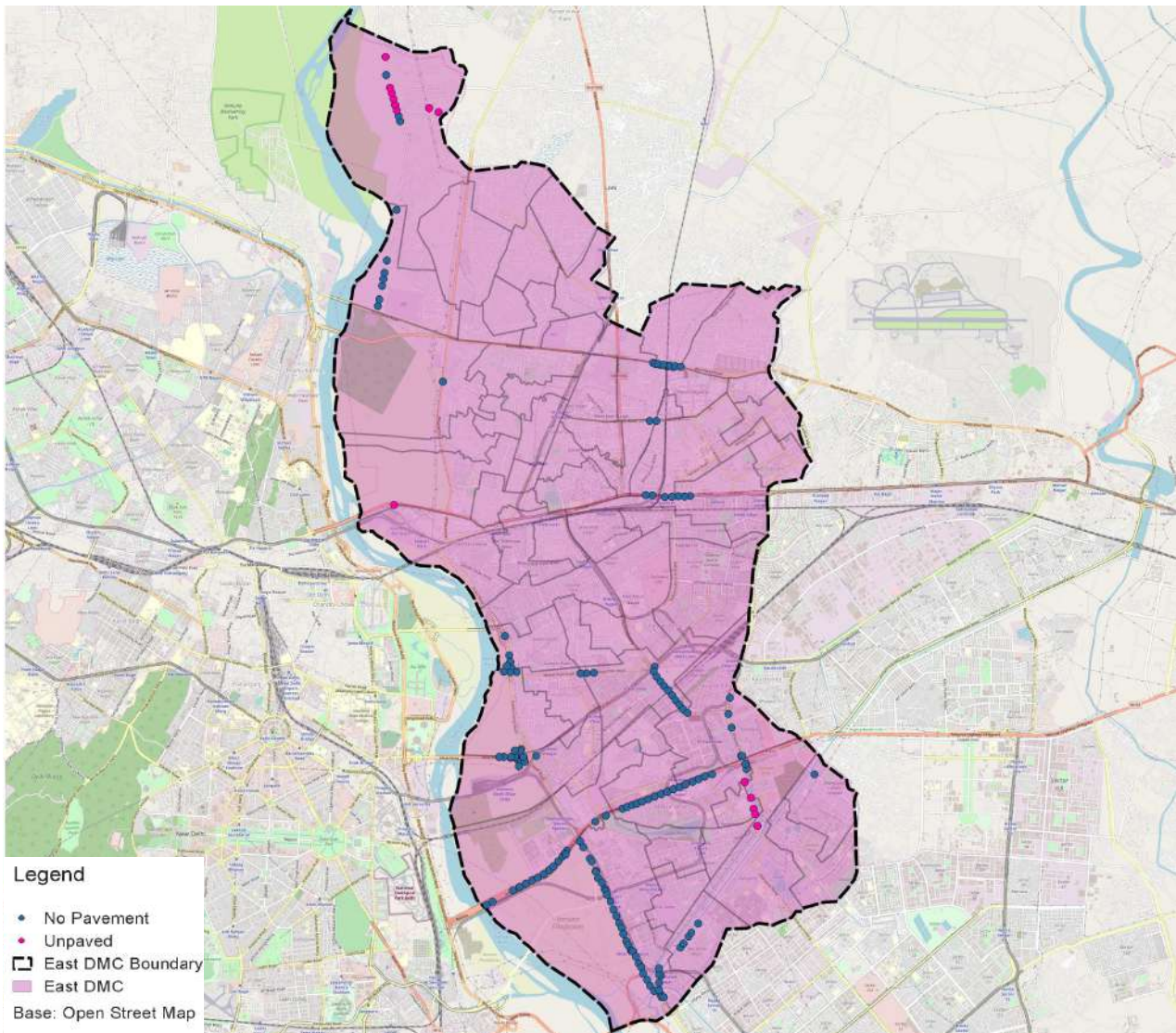
While walkpaths exist in most of the areas in East DMC, there are few locations where it is unavailable or it is unpaved. Also, they are also found to be obstructed in many locations. The commonly observed obstructions on the walkpath include vehicular parkings, dumping of construction debris, garbage, etc. Map 19 indicates the audit points in East DMC where walkpath is either not available or it is unpaved.



Image 37 showing an audit point with no walkpath at Sabhapur Pushta Road



Image 38 showing an audit point with no walkpath at Nala Road



Map 23 showing points with no pavement and unpaved Walkpath in East DMC area



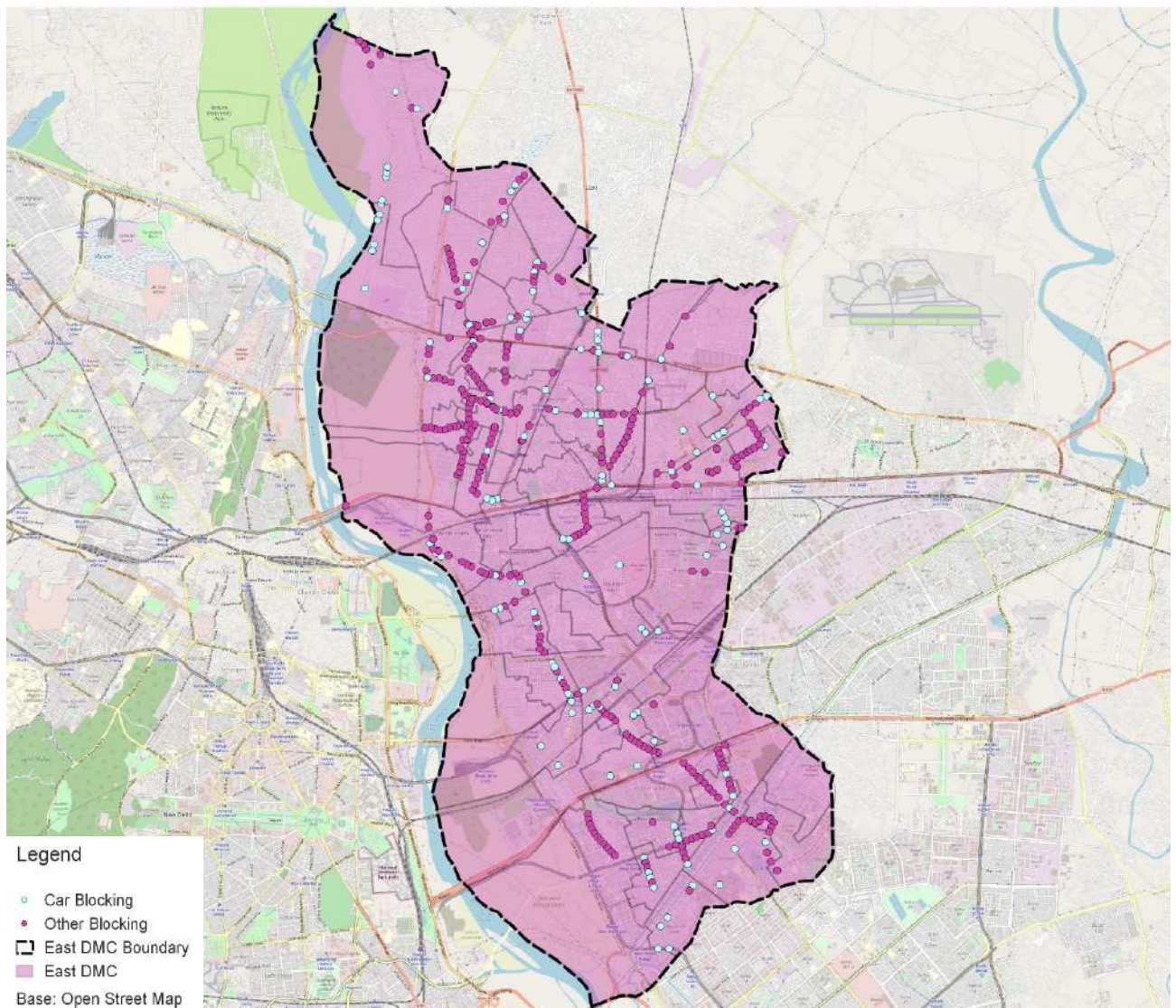
As seen in Image 39 below, the walkpath is obstructed by vehicular parking thus forcing the pedestrians to walk on the vehicular carriageway. Image 40 below shows an audit location where garbage has been dumped on the walkpath thereby restricting smooth movement of the pedestrians. Map 20 below indicates the audit points in East DMC where the walkpath has been obstructed.



*Image 39 showing vehicular parking on the walkpath at Patparganj Marg*



*Image 40 showing obstructions on the walkpath at George Marg*



*Map 24 showing points with obstructions on Walkpath in East DMC area*



Image 41 showing vehicle obstruction at Brahmpuri Marg



Image 42 showing vendor and vehicle blocking at Patpatganj Marg

## 5.3.2) Walkpath Recommendations

Sr.No.	Walkpath Issues Identified	Street Name	Recommendations
I	Walkpath Unavailable	-Noida Link Road -Delhi Meerut Expressway -Gurjar Samrat Mihir Bhoj Marg -Swami Dyanand Marg	Build walkpath at these locations
II	Unpaved walkpath	-Upkar Colony Road	Pave the walkpath using paver blocks and ensure regular maintenance of these streets.
III	Obstructions due to vehicular parking	-Pritviraj Chauhan Road -Brijpuri Road -Loni Road -Vivek Vihar Main Road -Patpargang Road -Vasundhara Road	Vehicular parking on the walkpath should be prohibited. Dedicated zones for parking and walking to be marked and maintained.
IV	Other obstructions on walkpath	-Sadbhawana Marg -Sahakarita Marg -Khichripur Road -Kalyan Marg -Swami Amardev Marg -Main Mandoli Road -Brahampuri Road -Space Computer Society -Third Pusta Main Road -Gamri Road -Swami Amardev Marg -Bholanath Nagar Marg -T-ahirpur Road	Walkpath should be kept free from any obstructions such as construction debris, garbage and inappropriate positioning of signage which may cause inconvenience to the pedestrians and force them to walk on the road instead.

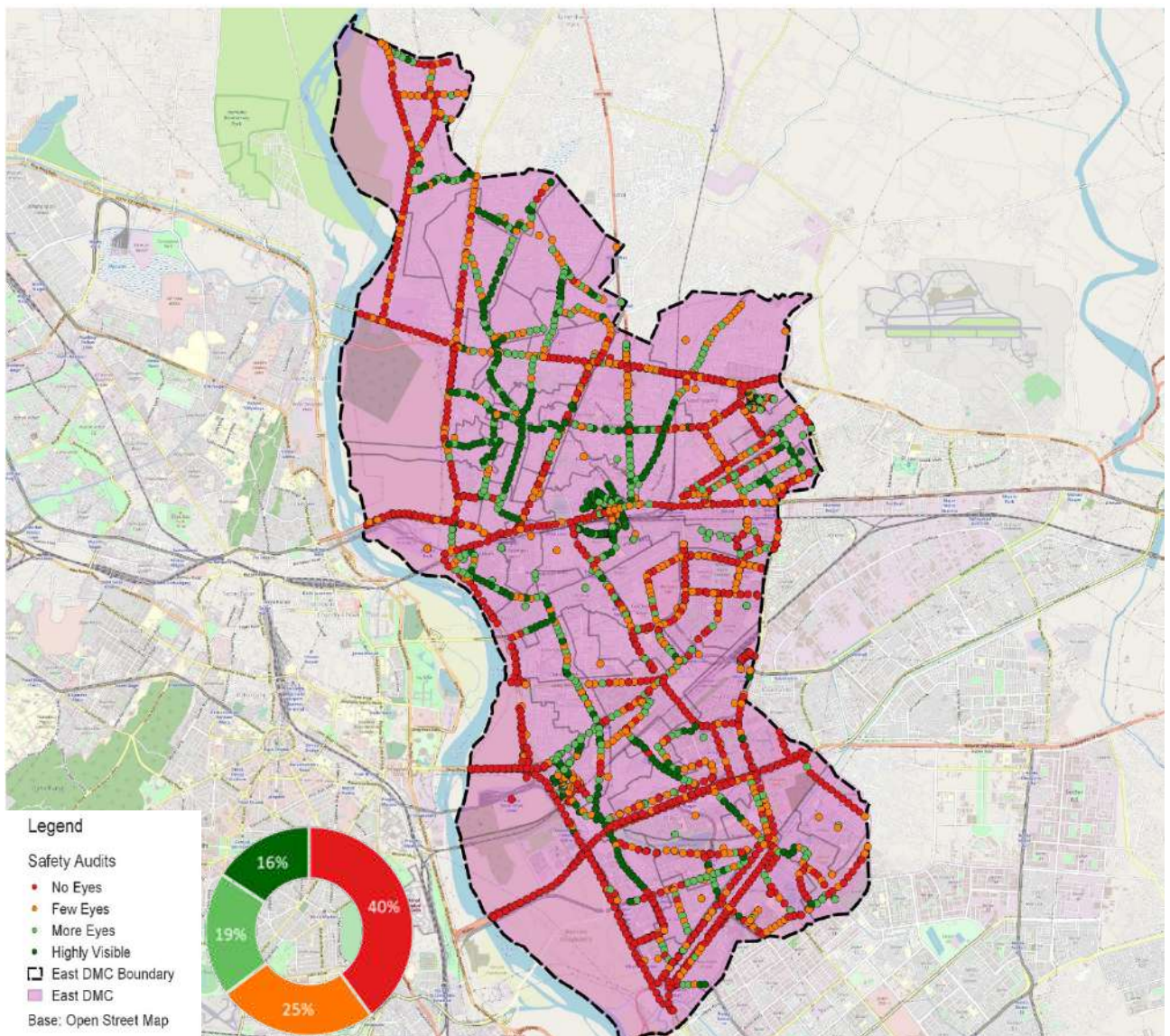


## 5.4 Visibility (1.1/3)

Visibility has been rated 1.1/3 (Below Average). 40% (shown as Red points in map 25) of the audit points in East DMC have been rated poor, making it the least rated parameter in terms of physical infrastructure. These points are mostly located in Patparganj, Dallupura, New Ashok Nagar and Kondli. One of the reasons for low visibility is the presence of high boundary walls resulting in very little visual contact between the built environment and the pedestrians on the streets. Only 15% (shown as Dark Green points in map 25) of the audit points have been rated as Good. These are mostly concentrated in areas like Bhajanpura, Welcome Colony and Sundar Nagari.



Image 43 showing location with Visibility parameter rated 1 at George Marg



Map 25 indicating Visibility parameter rating in East DMC area



## 5.4.1) Visibility issue (1.1/3)

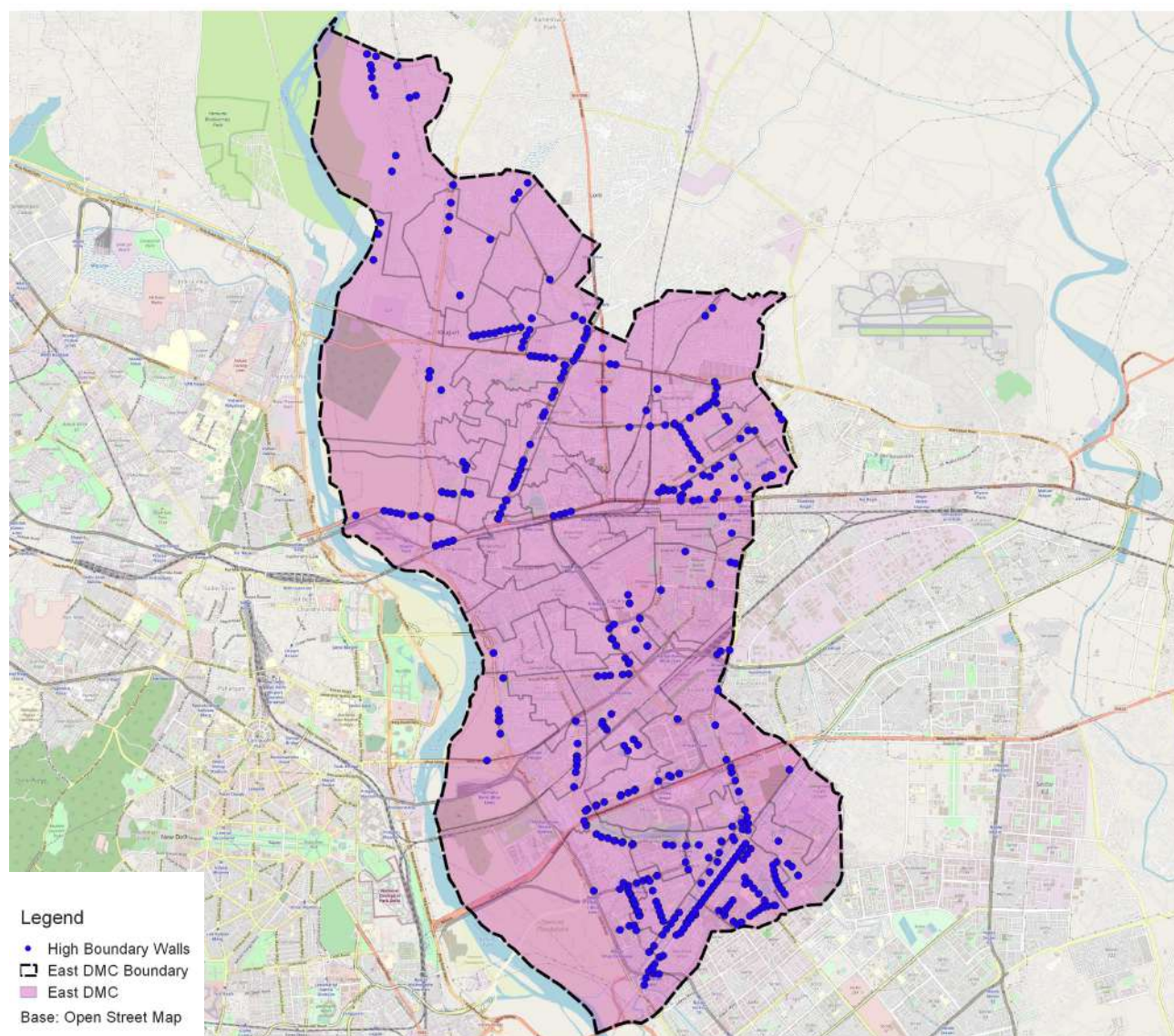
The images below show high solid boundary walls in East DMC. Map 22 indicating audit points with high boundary walls in East DMC has been shown below.



Image 44 showing high boundary walls at George Marg



Image 45 showing high boundary walls at Sonia Vihar, Pushpa Road



Map 26 showing points with low visibility due to boundary walls in East DMC area

## 5.4.2) Visibility Recommendations

Sr.No.	Visibility Issues Identified	Street Name	Recommendations
I	High boundary walls	<ul style="list-style-type: none"> <li>-Wazirabad Road (Gokulpuri)</li> <li>-Budh Bazar Marg</li> <li>-Jafrabad Main Road</li> <li>-Road Number 68</li> <li>-Delhi State Cancer Institute</li> <li>-Road</li> <li>-Nala Road</li> <li>-Soni Vihar, Pushpa Road</li> <li>-George Road</li> </ul>	<p>To improve visibility, the height of solid part of the boundary wall should be reduced to 1-1.5 m and the rest of the height can be attained through grills. This would maintain some level of transparency between the streets and the buildings. Also, the street edges can be made active by providing designated space for street vendors/hawkers and street furniture.</p>

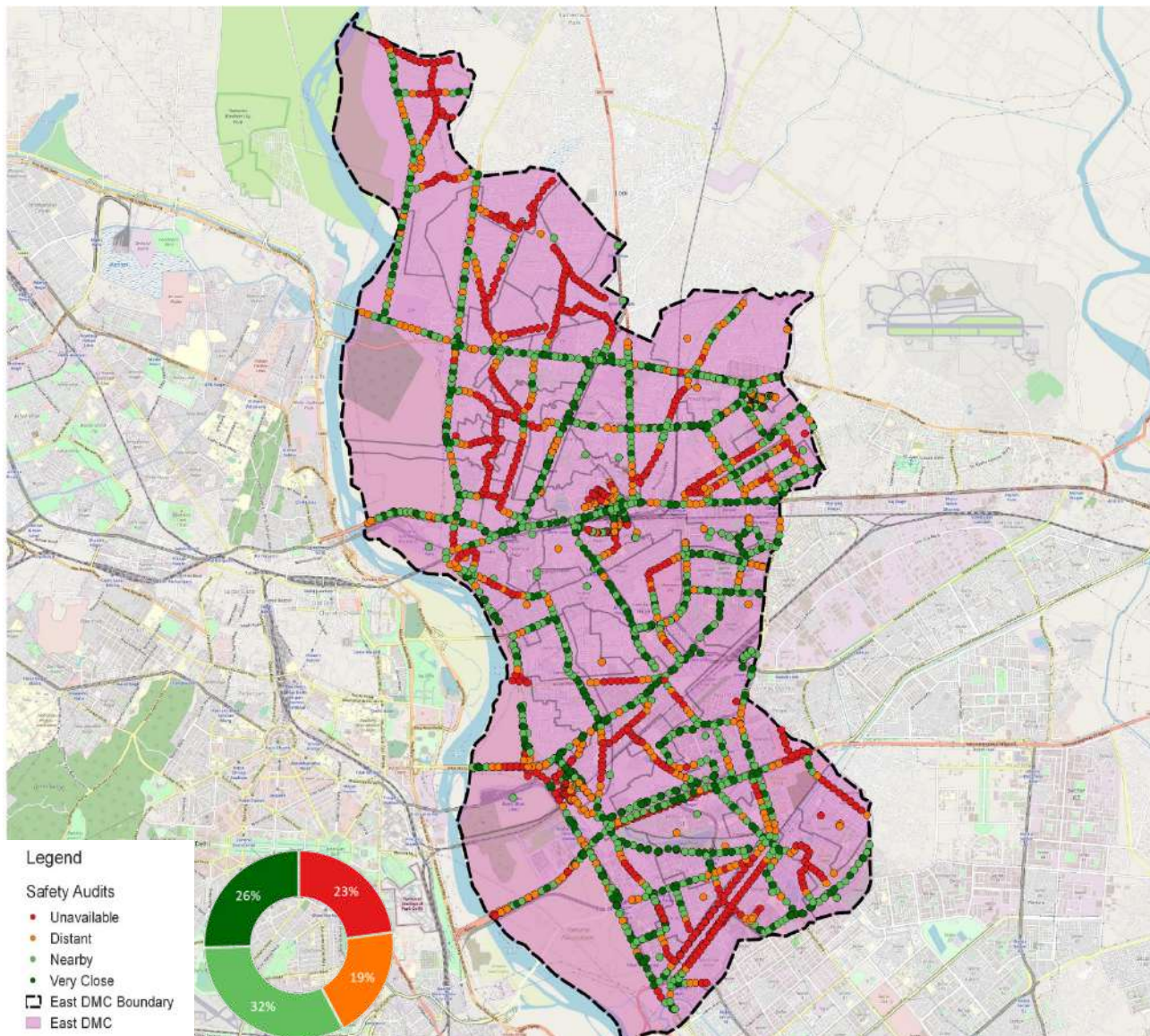


## 5.5 Public Transport (1.6/3)

The Public Transport parameter rates the ease of accessing any mode of public transport i.e. metro/bus/taxi etc, and is measured in terms of the distance to the nearest mode.

Public Transport parameter has been rated 1.6/3 (Average) in East DMC area. 23% (shown as Red points in map 27) of the audits in East DMC recorded no metro station or bus stop within 400 m radius. These audit points are mostly located in Shakarpur, Sadatpur and Sonia Vihar wards.

Although, autos are available in most of the areas in East DMC, there is a need for designated para transit stands. Such stands should be set up with proper space for parking autos and rickshaws to avoid congestion on the roads.

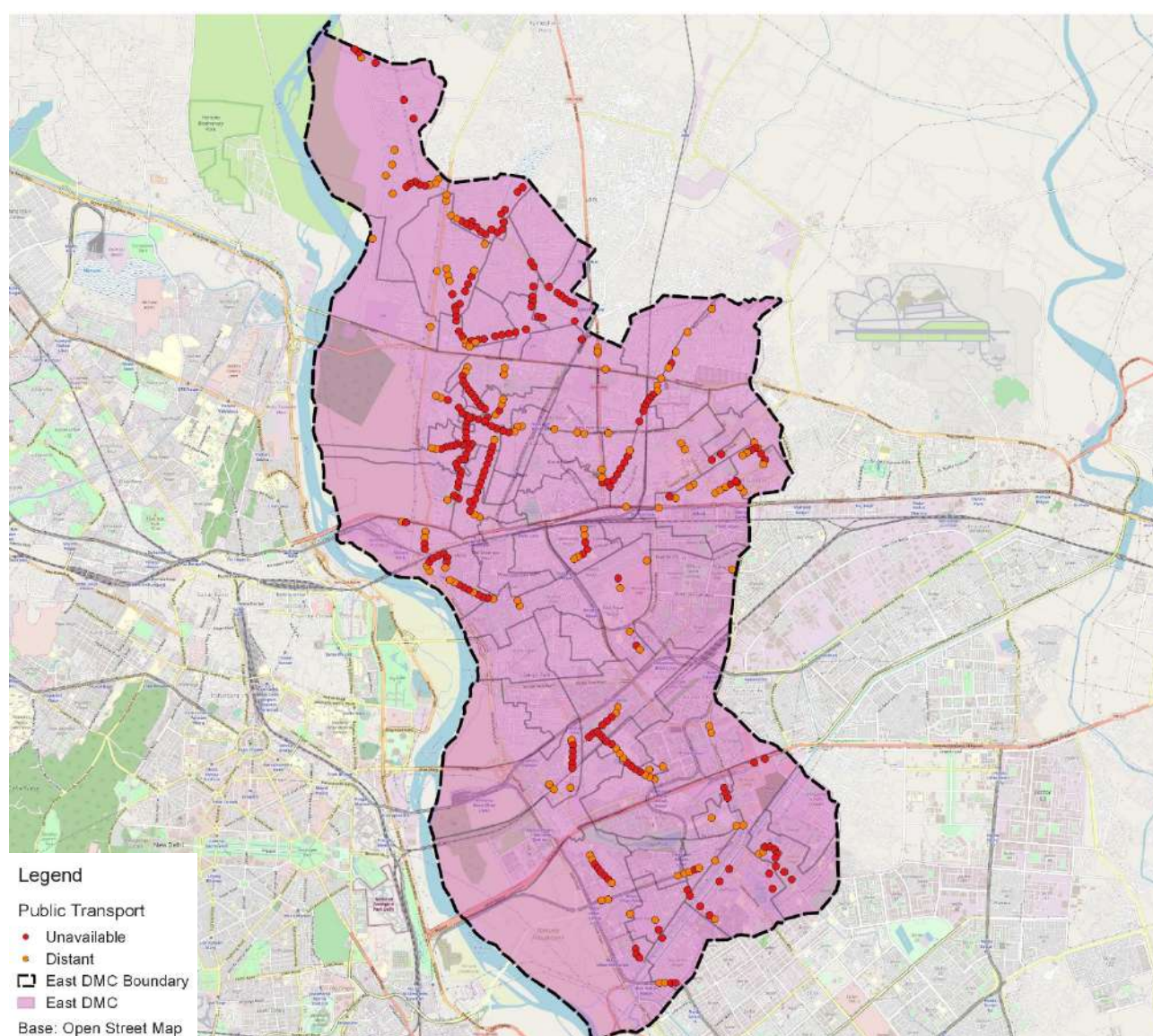


Map 27 indicating Public Transport parameter rating in East DMC area



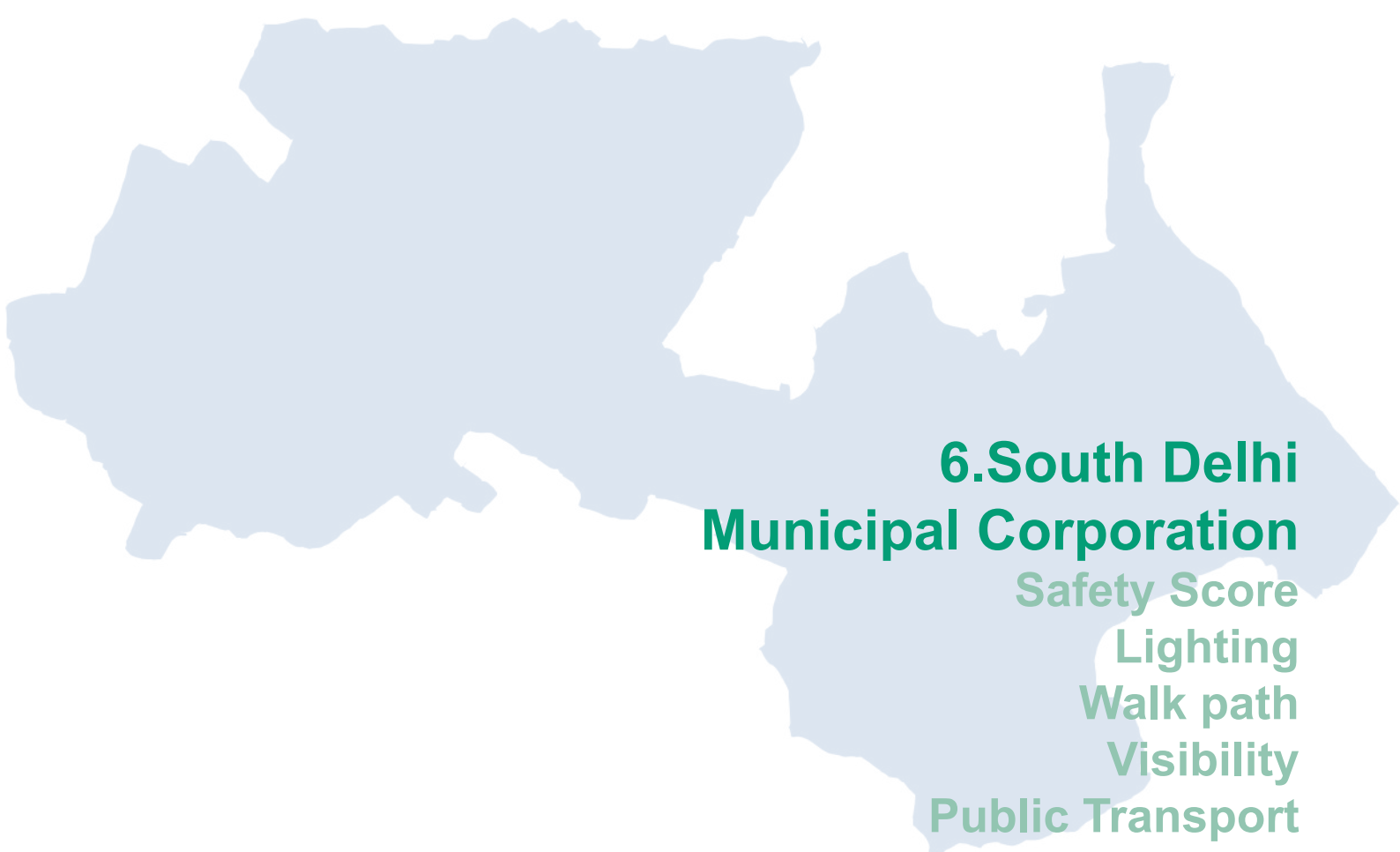
## 5.5.1) Public Transport Issues & Recommendations

Sr.No.	Public Transport Issues Identified	Street Name	Recommendations
I	Following areas have no mode of public transport available within 10 minutes walking distance	Noida Link Road Sri Hanuman Marg Acharya Nagraj Marg Ganesh Datt Marg Brahampuri Road Space Computer Society Eastern Yamuna Canal Ghonda Chowk Road Main Mandoli Road Ram Nagar Market Johripur Road Main Nala Road Brijpuri Road Rati Ram Marg	Public transport facilities (bus/metro) should be extended to all these areas. Also, designated Intermediate public transport stands with provision of public convenience should be provided preferably near the bus stops and metro stations.



Map 28 showing points with People rating (2,3) and Public Transport rating (0,1) in East DMC area





## **6.South Delhi Municipal Corporation**

Safety Score

Lighting

Walk path

Visibility

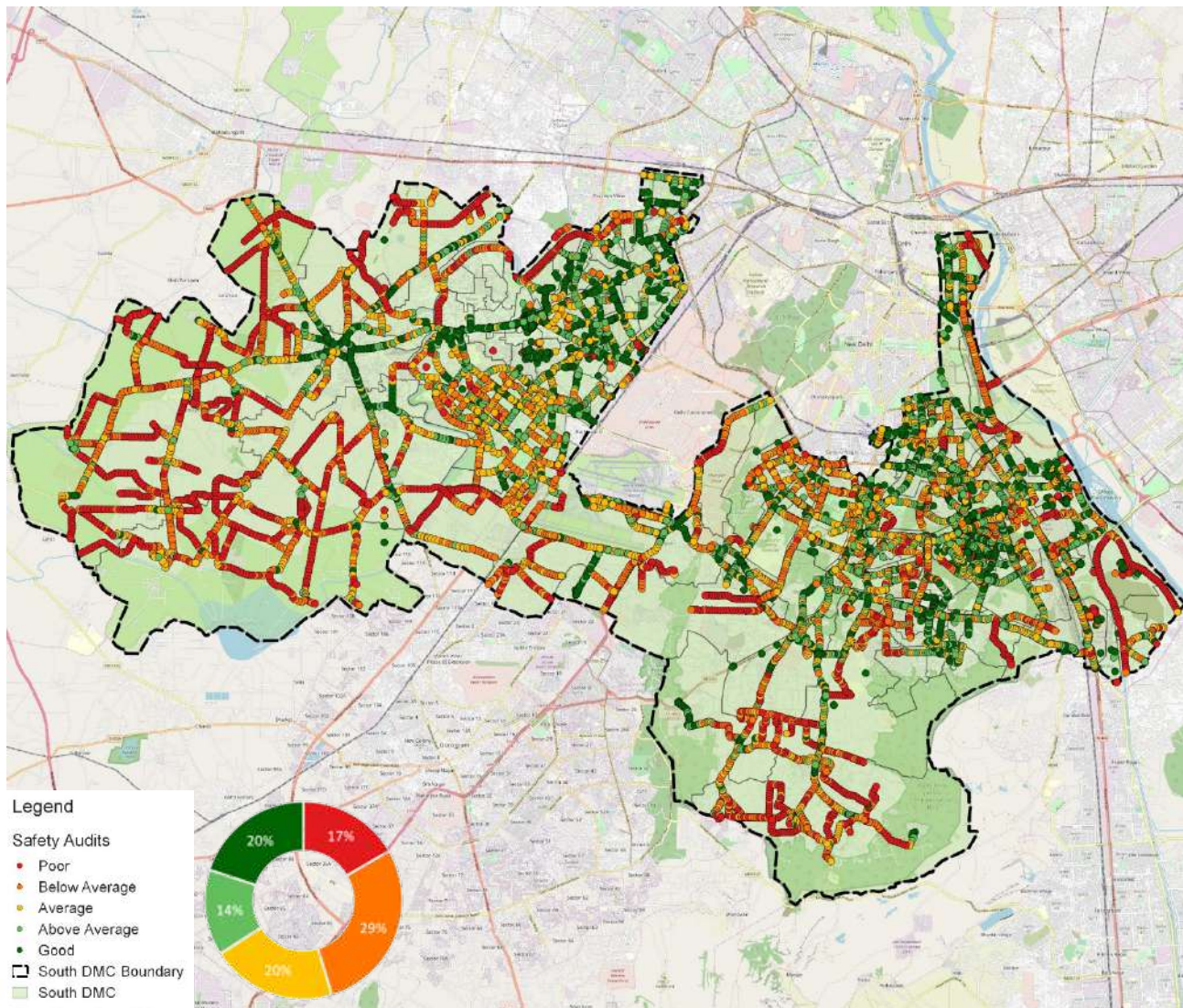
Public Transport



## 6.1 Safety Score (2.5/5)

The overall Safety Score in South DMC area is 2.5/ 5 (Average). Indicated in the chart is the percentage distribution of pins in each range. A total of 11,156 audits have been conducted in South DMC. 17% (shown as Red points in map 29) of these audit points have been rated as Poor, i.e. safety score between (0-1). Most of these points are located in Abul Fazal Enclave, Bindapur and Badarpur.

29% (shown as Orange points in map 29) of the points have been rated as Below Average. 20% (shown as Yellow points in map 29) of the points are rated as Average, 14% (shown as Light Green points in map 29) points are rated as Above Average and 20% (shown as Dark Green points in map 29) of the audit points have been rated as Good. Most of the audit points rated Good are located in Chittranjan Park, Greater Kailash, Hauz Khas, Kalkaji and Lajpat Nagar wards.



Map 29 indicating safety score in South DMC area

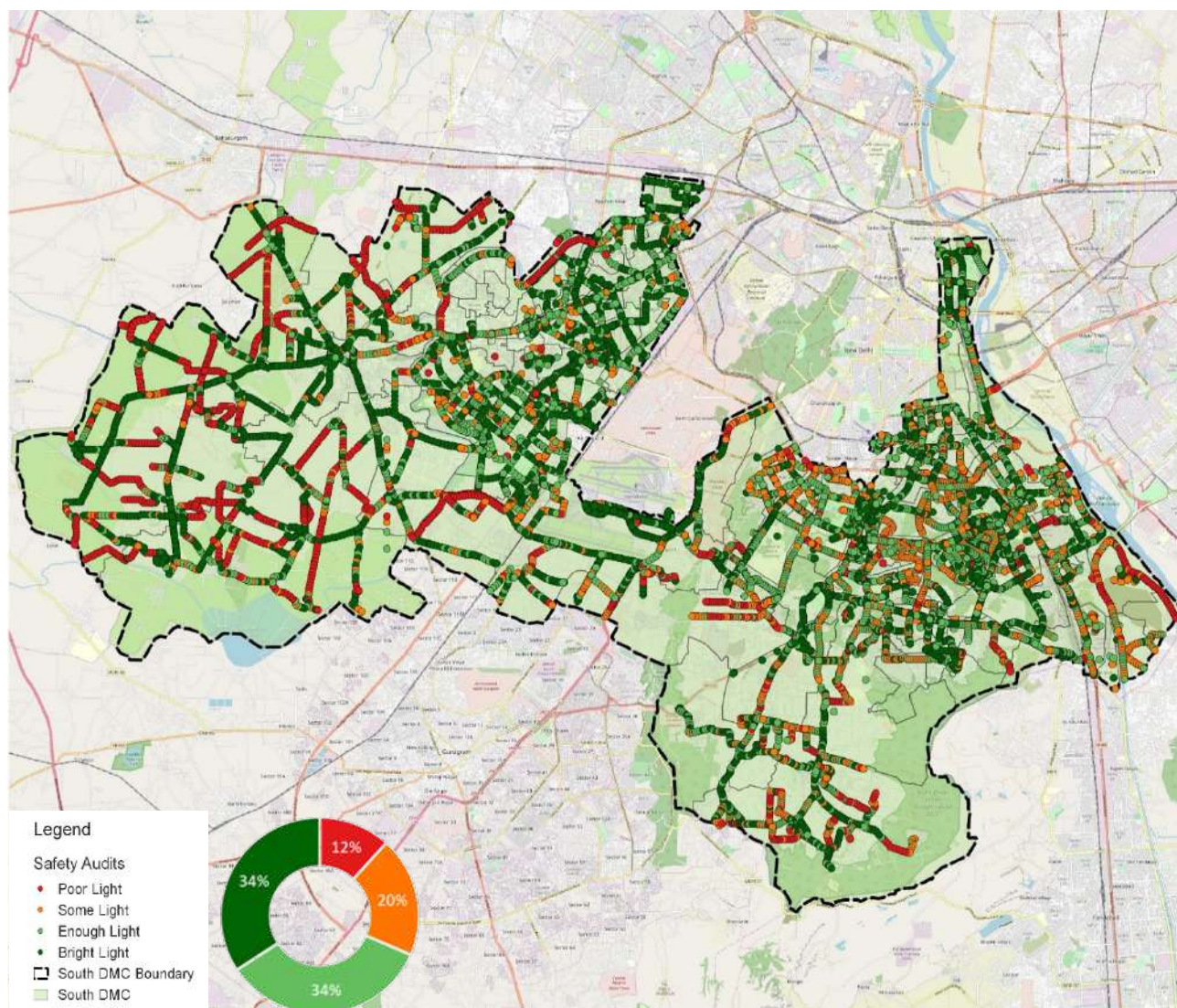


## 6.2 Lighting (1.9/3)

Lighting parameter has been rated 1.9/3 (Above Average) in South DMC. Out of a total of 11,156 audits in South DMC, 12% ( shown as Red points in map 30) were found to be dark spots. The map below shows the audit point with their Lighting ratings. As seen in the map, the green points indicating bright light are mostly found in Chittranjan Park, Govindpuri, Kalkaji wards. The red points indicating poor light are primarily concentrated in Sangam Vihar, Sarita Vihar, Dabri, Bindapur wards.



Image 46 showing location with Lighting parameter rated 3 at Najafgarh Bahadurgarh Road



Map 30 indicating Lighting parameter rating in South DMC area



## 6.2.1) Lighting Issues



Image 47 showing an audit point with no streetlights at Dr.Bhardwaj Charitable Hospital Road

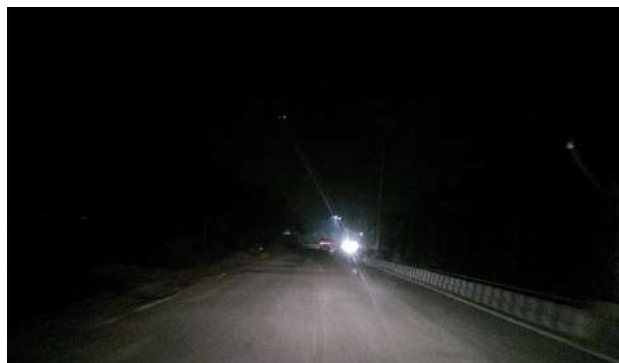
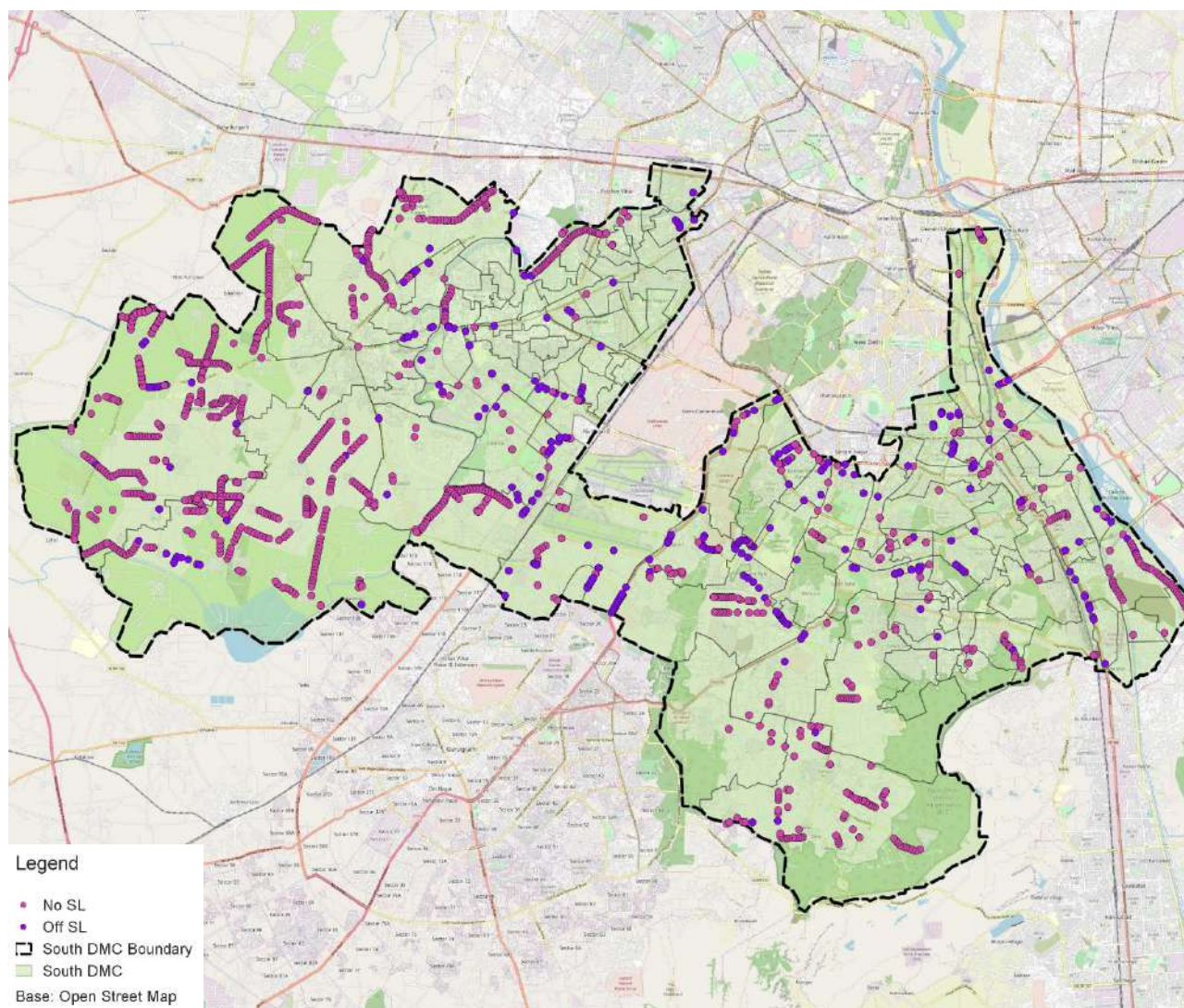


Image 48 showing an audit point with non functional streetlights at Najafgarh-Dauralla Marg



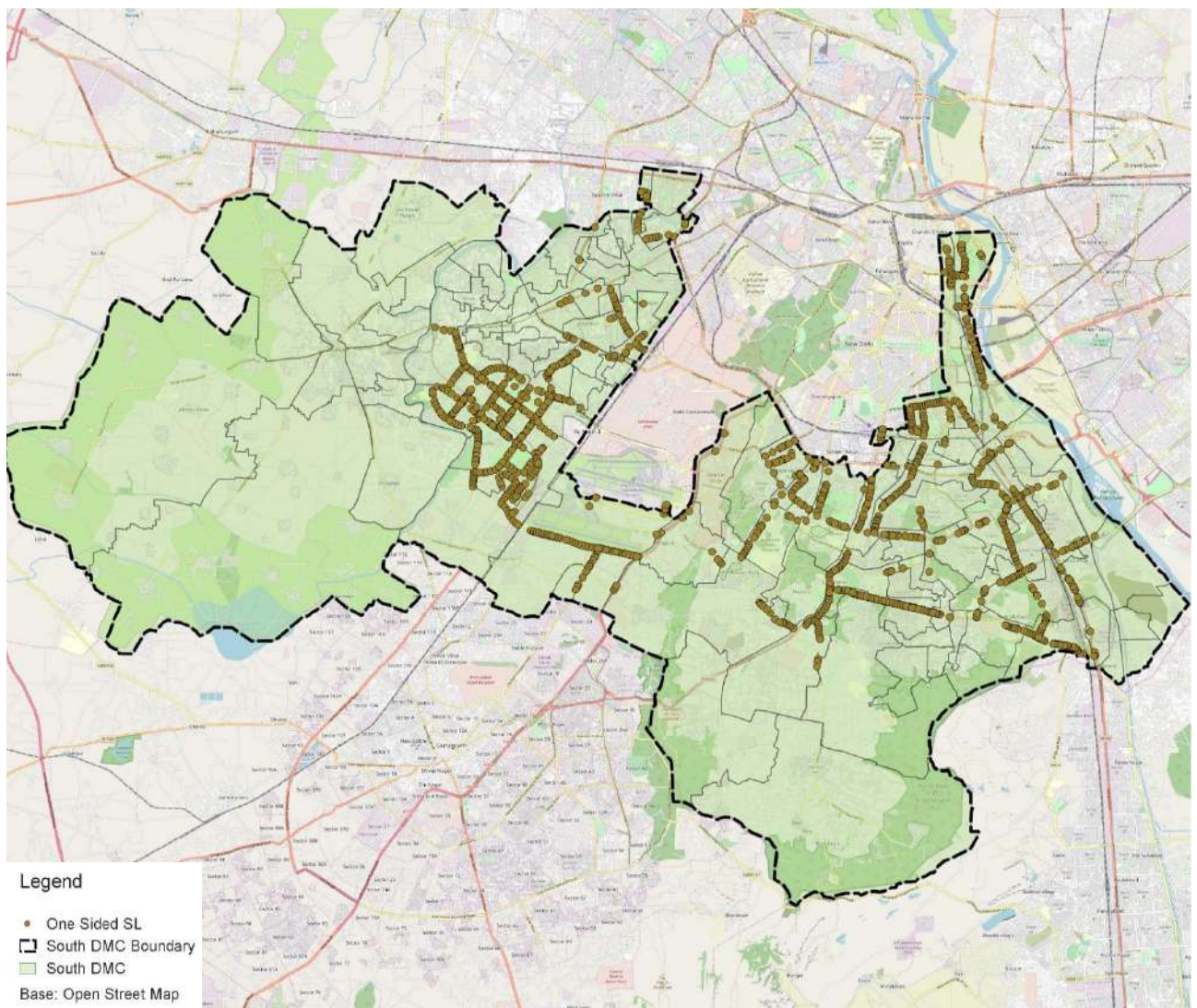
Map 31 showing points with no streetlights and non-functional streetlights in South DMC



Another lighting issue in South DMC is the installation of streetlights on only one side of the main roads (6lanes or more). Image 49 shows a stretch in South DMC where streetlights are present only on one side of the road resulting in low illumination. Map 28 below shows the points where this issue has been identified in South DMC.



*Image 49 showing streetlights on one side of the road at Kanganheri Marg*



*Map 32 showing points with streetlights on one side of main roads in South DMC*



## 6.2.2) Lighting Recommendations

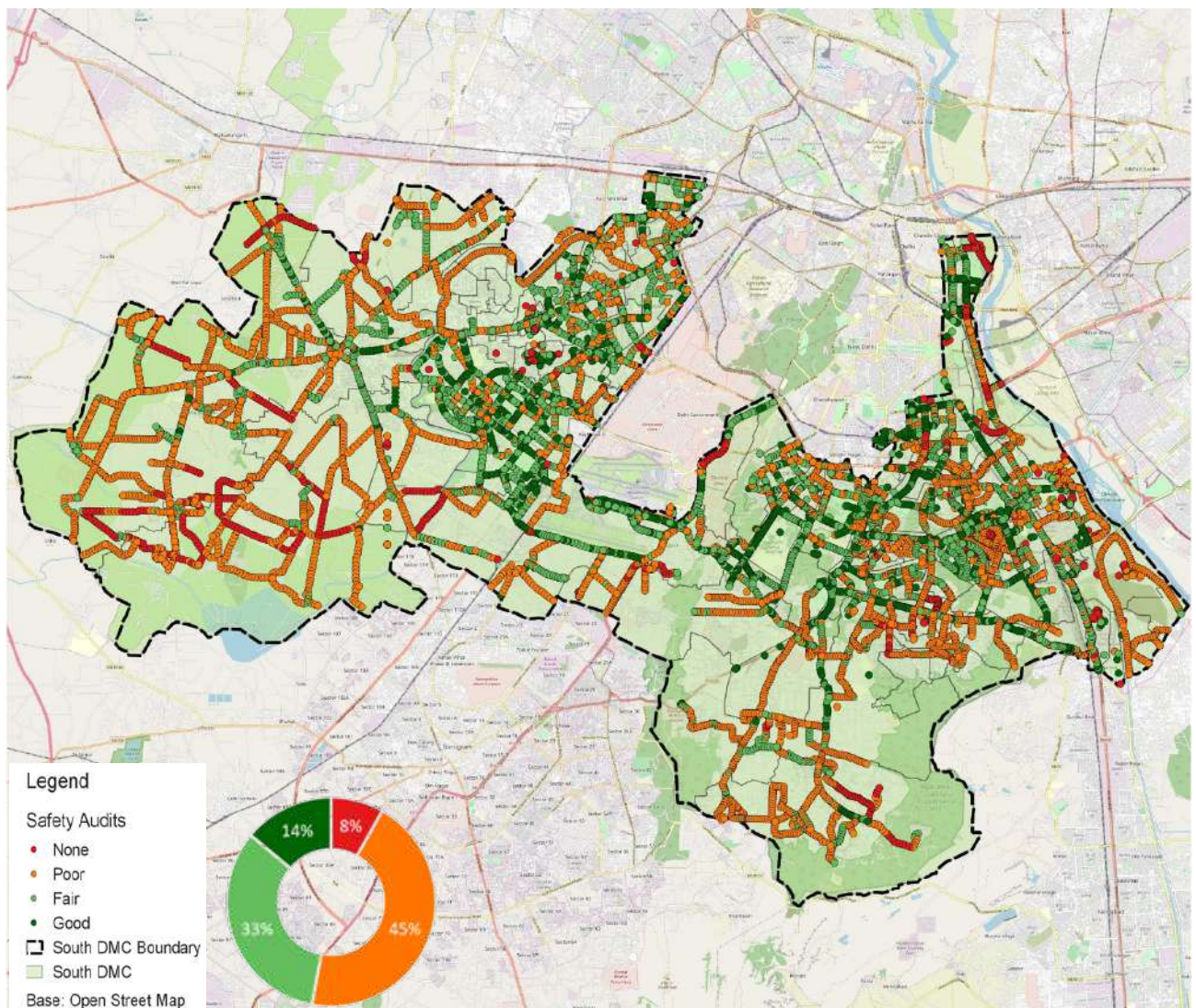
Sr.No.	Lighting Issues Identified	Street Name	Recommendations
I	No streetlight	<ul style="list-style-type: none"> <li>-Khadar KalindiKunj Road</li> <li>-Jaitpur Kalindi Kunj Road</li> <li>-Kalindi Kunj Mithapur Road</li> <li>-Main Road Ali Village</li> <li>-Shooting Range Road</li> <li>-Babu Jagjivan Ram Road</li> <li>-Church/Mall Road</li> <li>-SSN Marg</li> <li>-CRB Marg</li> <li>-Dera Village Road</li> <li>-Main Jhatikra Road</li> <li>-Nala Road</li> <li>-Bakkarwala Road</li> <li>-Najafgarh - Bahadurgarh Road</li> <li>-Surakhpur Road</li> <li>-BL Bharadwaj Charitable Hospital Road</li> <li>-Kali Piyao Road</li> <li>-Main Surakhpur Road</li> <li>-Firni Road</li> </ul>	New streetlights to be installed on these identified road stretches.
II	Non-functional streetlight	<ul style="list-style-type: none"> <li>-Mathura Road</li> <li>-Alaknanda Road</li> <li>-Press Enclave Marg</li> <li>-Vasant Kunj Marg</li> <li>-Abdul Gaffar Khan Marg</li> <li>-Sankar Road</li> <li>-Gurgaon - Delhi Expressway</li> </ul>	Regular maintenance checks to be done on these identified road stretches.
III	Streetlight on only one side of the main roads (more than 4lanes)	<ul style="list-style-type: none"> <li>-Srinagar-Kanyakumari Highway</li> <li>-Mudrika Marg</li> <li>-Mathura Road</li> <li>-Lodhi Road</li> <li>-Sri Aurobindo Marg</li> <li>-Meera Marg</li> <li>-Bhishma Pitamah Marg</li> <li>-Mehraulli - Badarpur Road</li> <li>-Outer Ring Road</li> <li>-Kalkaji Flyover</li> <li>-Captain Gaur Marg</li> <li>-Maa Anandmayee Marg</li> <li>-Dabri Gurgaon Road</li> <li>-205 Delhi Road</li> <li>-Sector 14 Road</li> <li>-Road no 201</li> <li>-Azad Hind Fauz Marg</li> <li>-Nala Road</li> <li>-Pankha Road</li> <li>-Shaheed Bhagat Singh Marg</li> </ul>	Additional streetlights for pedestrians to be installed on the walkpath of these identified road stretches.

## 6.3 Walkpath (1.5/3)

In South DMC, Walkpath parameter has been rated 1.5/3 (Average). Only 14% (shown as Dark green points in map 33) of the audit points have been rated as Good. Most of the audit points rated Good in this parameter are located in Chittranjan Park, Kalkaji, Bijwasan, Kasturba Nagar wards. Only 8% (shown as Red points in map 33) audit points have been identified with no walkpath. These audit points are mainly located in Badarpur, Vikaspuri wards. Walkpath were also found to be obstructed in many areas in South DMC.



Image 50 showing location with Walkpath parameter rated 1 at Najafgarh Kapashahera Road



Map 33 indicating Walkpath parameter rating in South DMC area



### 6.3.1) Walkpath Issues

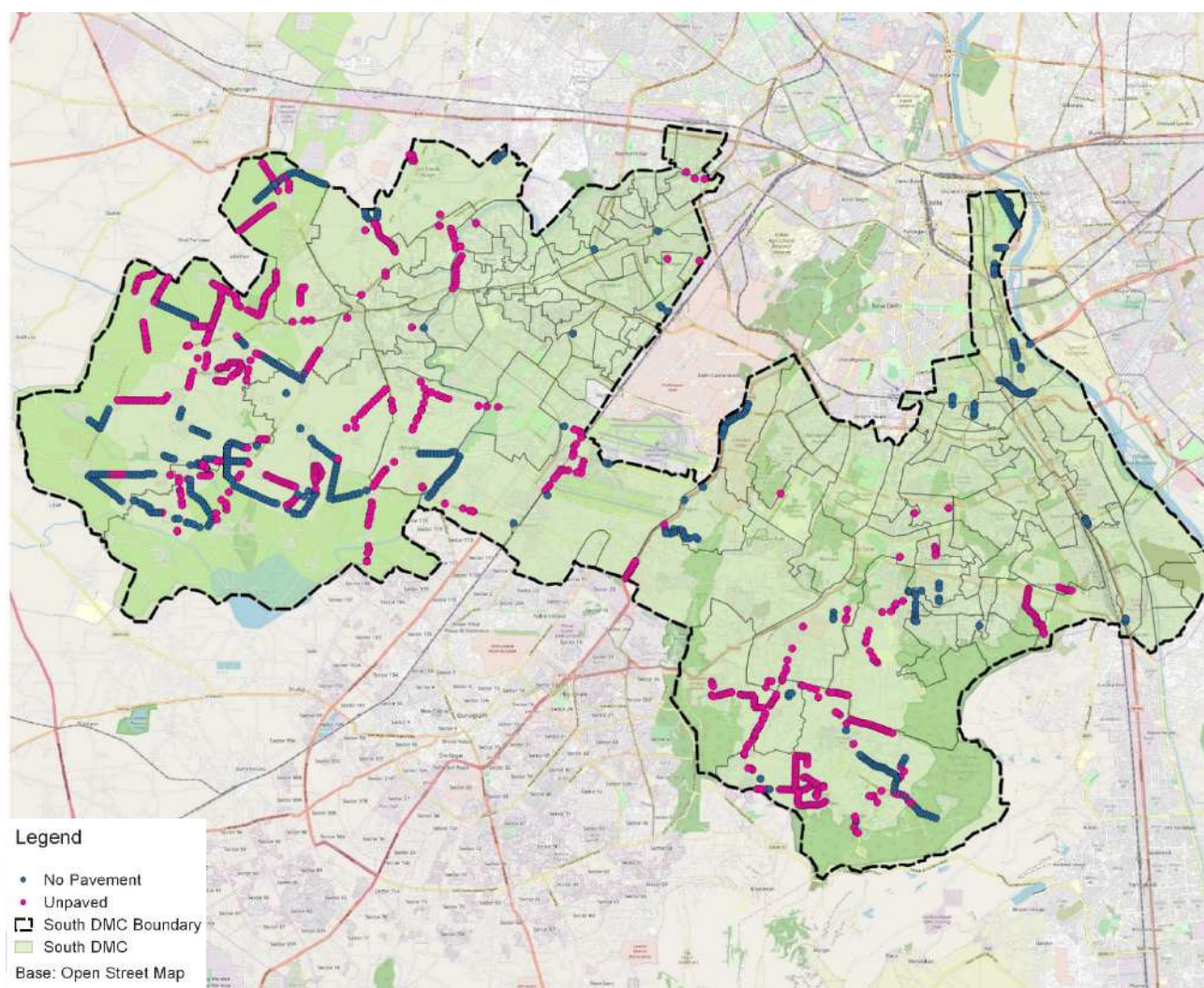
Walkpaths exist in most of the areas in South DMC, however, there are few areas where Walkpaths are either unavailable or if present, are unpaved. Map 30 below shows the audit points in South DMC where Walkpath is unavailable or unpaved.



Image 51 showing an audit point with no walkpath at Kanganheri Marg



Image 52 showing an audit point with unpaved/kacha walkpath at Main Surakhpur Marg



Map 34 showing points with no pavement and unpaved walkpath in South DMC area



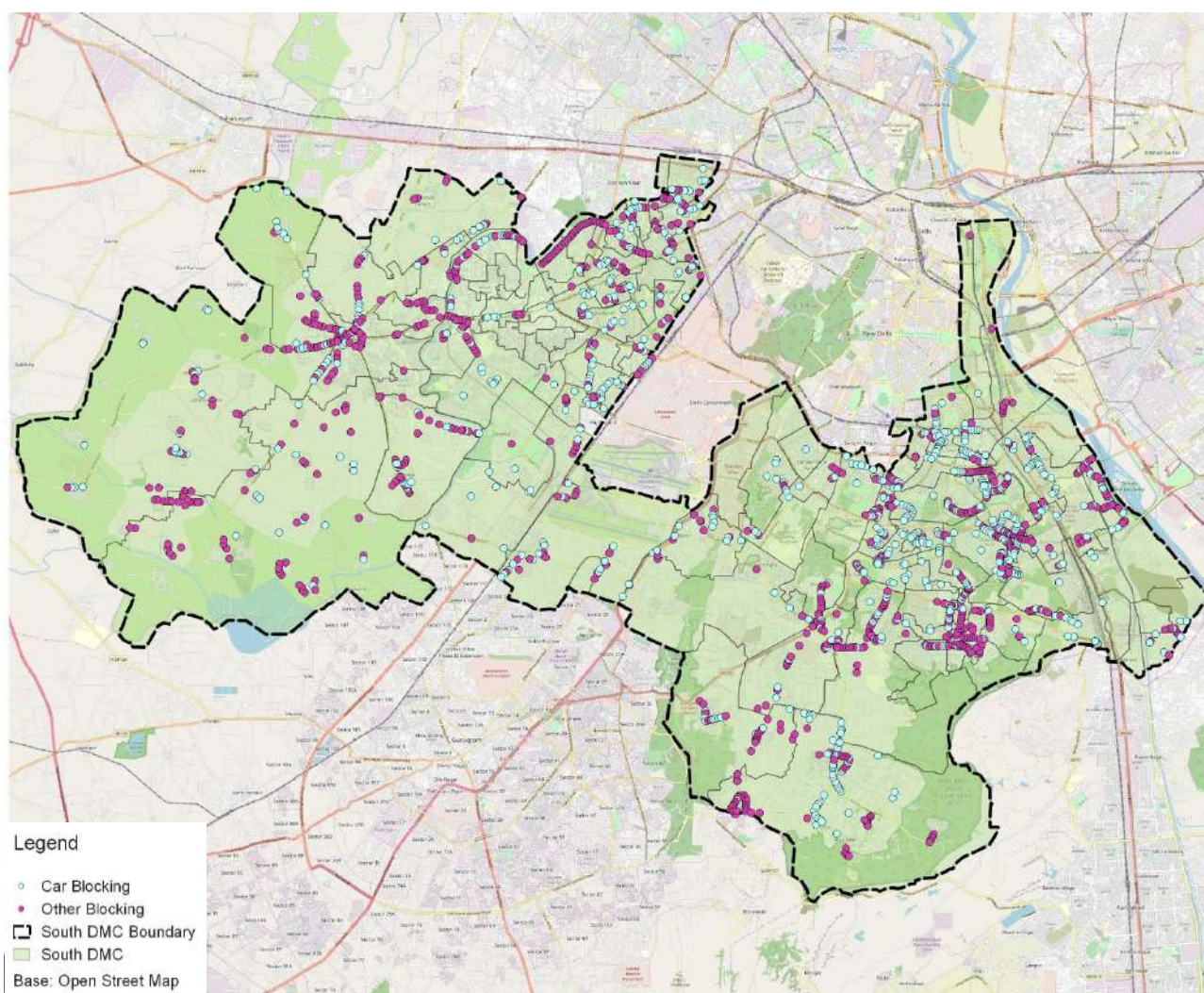
The commonly observed obstructions on the walkpaths in South DMC are vehicular parkings, inappropriate positioning of signage and advertisement boards. Image 53 below shows an inappropriately placed hoarding board on the walkpath thereby restricting smooth movement of the pedestrians. As seen in image 54 below, the walkpath is obstructed by on-street parking thus forcing the pedestrians to walk on the vehicular carriageway.



Image 53 showing vehicular parking on the walkpath at Main Surakhpur Marg



Image 54 showing on-street parking at Najafgarh Bahadurgarh Road



Map 35 showing points with obstructions on walkpath in South DMC area



## 6.3.2) Walkpath Recommendations

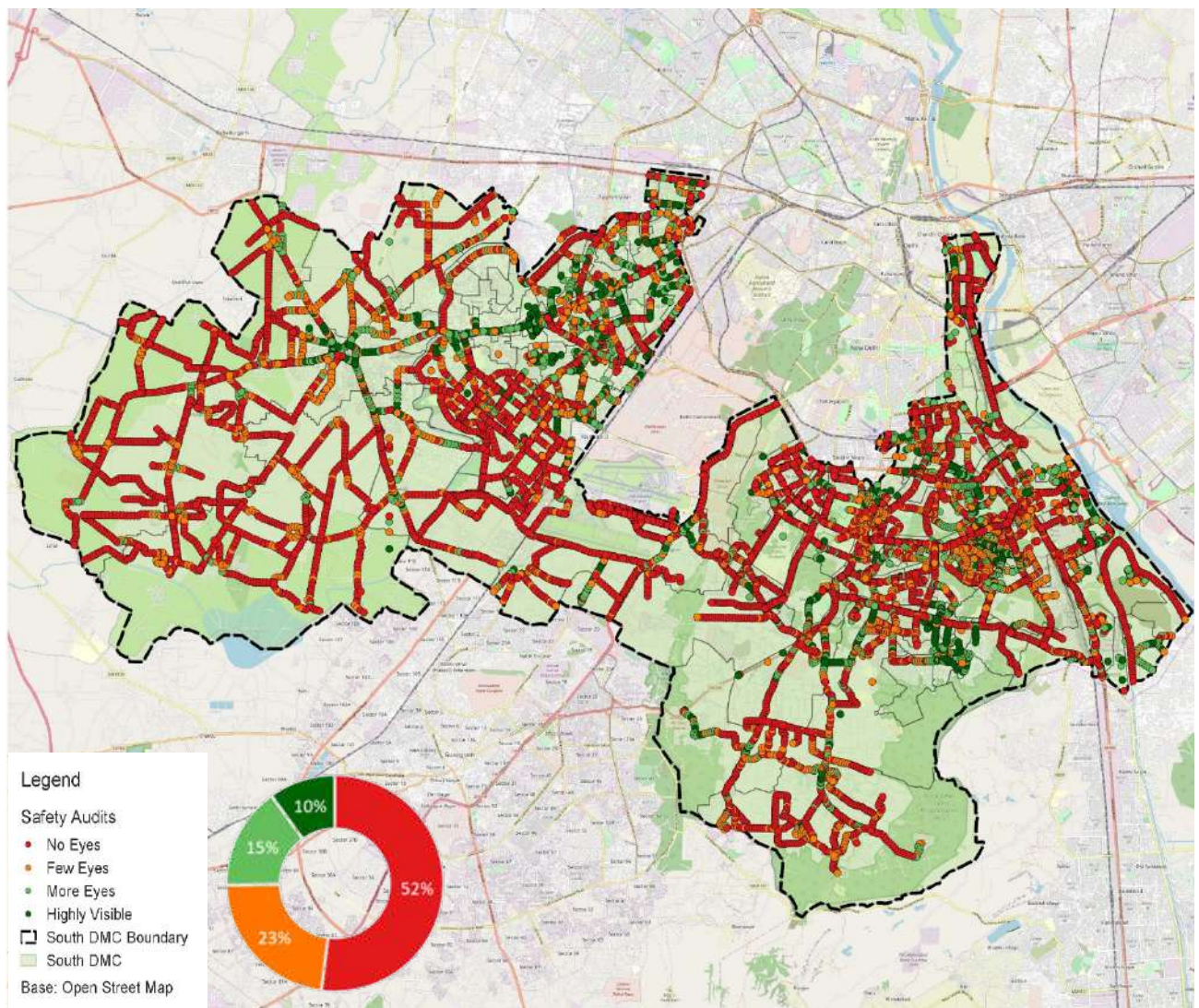
Sr.No.	Walkpath Issues Identified	Street Name	Recommendations
I	Walkpath Unavailable	<ul style="list-style-type: none"> <li>-BL Bhardwaj Charitable Hospital Road</li> <li>-Baba Mohan Ram Mandir (Road)</li> <li>-MH momos hub (Road)</li> <li>-Duniya Diwani Sarangpur Wali ki (Road)</li> <li>-Samjha Mandir (Road)</li> <li>-Swatantrata Senani Rao Kishan Li Marg</li> <li>-Road From Devta Vala Pond to Asalatpur Khadar</li> <li>-Najafgarh Drain (Road)</li> <li>-Panchayat Ghar (Road)</li> <li>-CRB Marg</li> </ul>	Build walkpath at these locations.
II	Unpaved walkpath	<ul style="list-style-type: none"> <li>-Najafgarh Bahadurgarh Road</li> <li>-Elements Farm House GIPL (Road)</li> <li>-Mitraon Forest Park (Road)</li> <li>-Ish Vatika Ctholic Centre (Road)</li> <li>-Laxmi Nagar Temple Road</li> <li>-Kanganheri Road</li> <li>-Main Jhatikra Road</li> <li>-Nala Road</li> <li>-KSM Public School (Road)</li> <li>-Asola (Jolly Mushroom Farm Road)</li> <li>-Dera Mandi Road</li> <li>-Mexx Fram (Road)</li> <li>-Faridabad Road</li> <li>-Triveni Gardens Road</li> </ul>	Pave the walkpath using paver blocks and ensure regular maintenance of these streets.
III	Obstructions due to vehicular parking	<ul style="list-style-type: none"> <li>-Najafgarh Devralla Road</li> <li>-Najafgarh Bahadurgarh Road</li> <li>-Arjun Marg</li> <li>-CR Park Main Road</li> <li>-Hansraj Sethi Marg</li> </ul>	Vehicular parking on the walkpath should be prohibited. Dedicated zones for parking and walking to be marked and maintained.
IV	Other obstructions on walkpath	<ul style="list-style-type: none"> <li>-Samjha Mandir (Road)</li> <li>-Najafgarh Road (Vedanta Greens)</li> <li>-Raghubir Nagar Road</li> <li>-Nala Road (Road Number 236)</li> <li>-Mangal Bazar Road</li> </ul>	Walkpath should be kept free from any obstructions such as construction debris, garbage and inappropriate positioning of signage which may cause inconvenience to the pedestrians and force them to walk on the road instead.

## 6.4 Visibility (0.8/3)

Visibility has been rated 0.8/3 (Poor). 52% (Red points in map 36) of the audit points in South DMC have been rated poorly. These audit points are mostly located in Lado Sarai, Bijwasan, Ghumanhera, Dwarka C wards. 23% (Orange points in map 36) of audit points have been rated Below Average and 15% (Light Green points in map 36) rated Fair. Only 10% (Dark Green points in map 36) of the audit points have been rated Good. These are mostly concentrated in areas like Punjabi Bagh, Subhash Nagar, Malviya Nagar, Chittranjan Park. One of the reasons for high visibility in these areas is the presence of street vendors and hawkers near market places till late evening hours. They act as natural surveillance thus enhancing visibility.



Image 55 showing high boundary walls at Dharmapura Marg



Map 36 indicating Visibility parameter rating in South DMC area

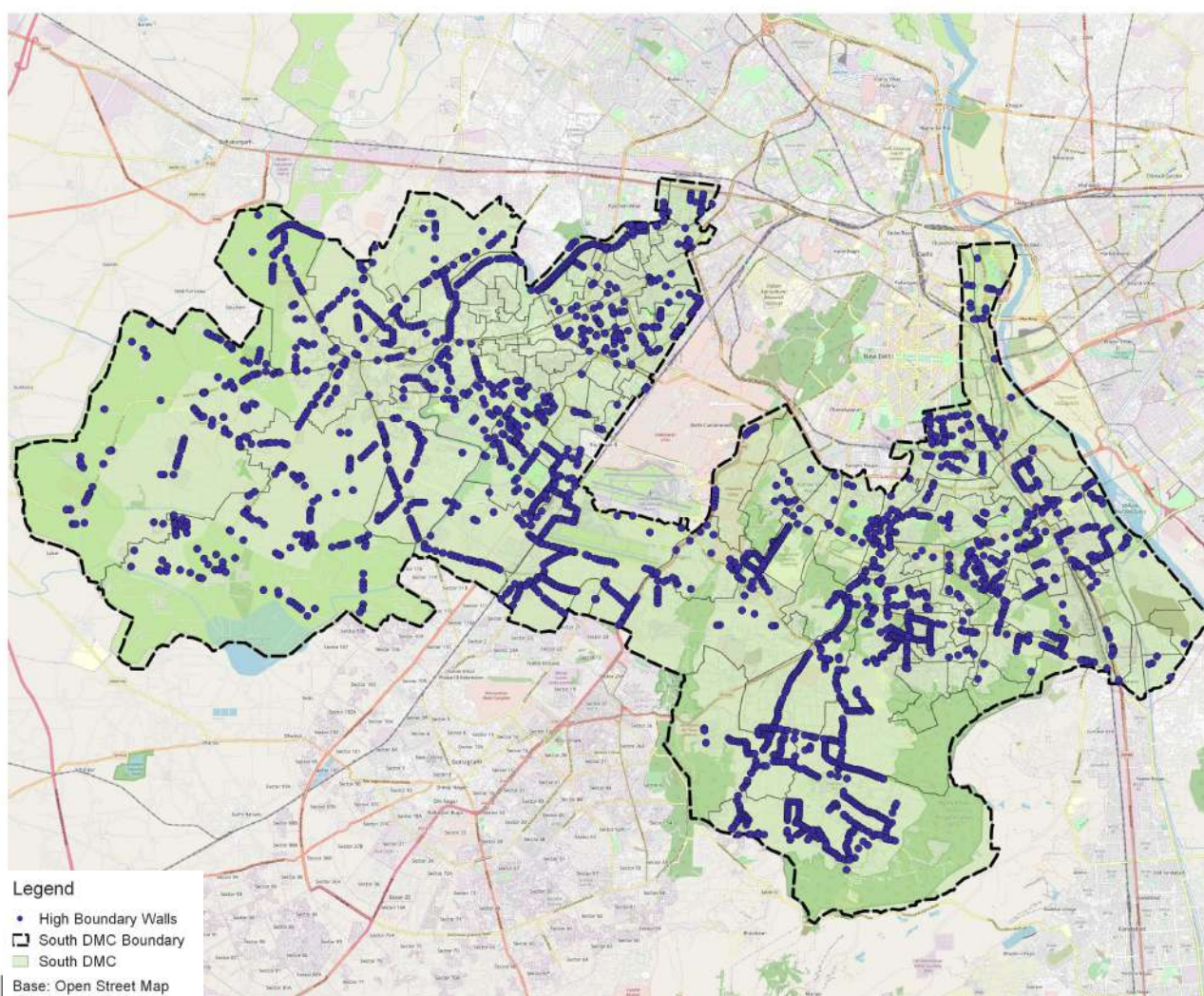


## 6.4.1) Visibility Issues

Majority of the audit points have been rated poorly in terms of visibility in South DMC. The image 53 high solid boundary walls at an audit point in South DMC. Such high boundary walls act as a barrier between the pedestrians and the inhabitants living on the other side of the walls. This results in low visibility in the area. Map 33 indicating audit points with high boundary walls in South DMC has been shown below.



*Image 56 showing high boundary walls at Shahi Road*



*Map 37 showing points with low visibility due to boundary walls in South DMC area*

## 6.4.2) Visibility Recommendations

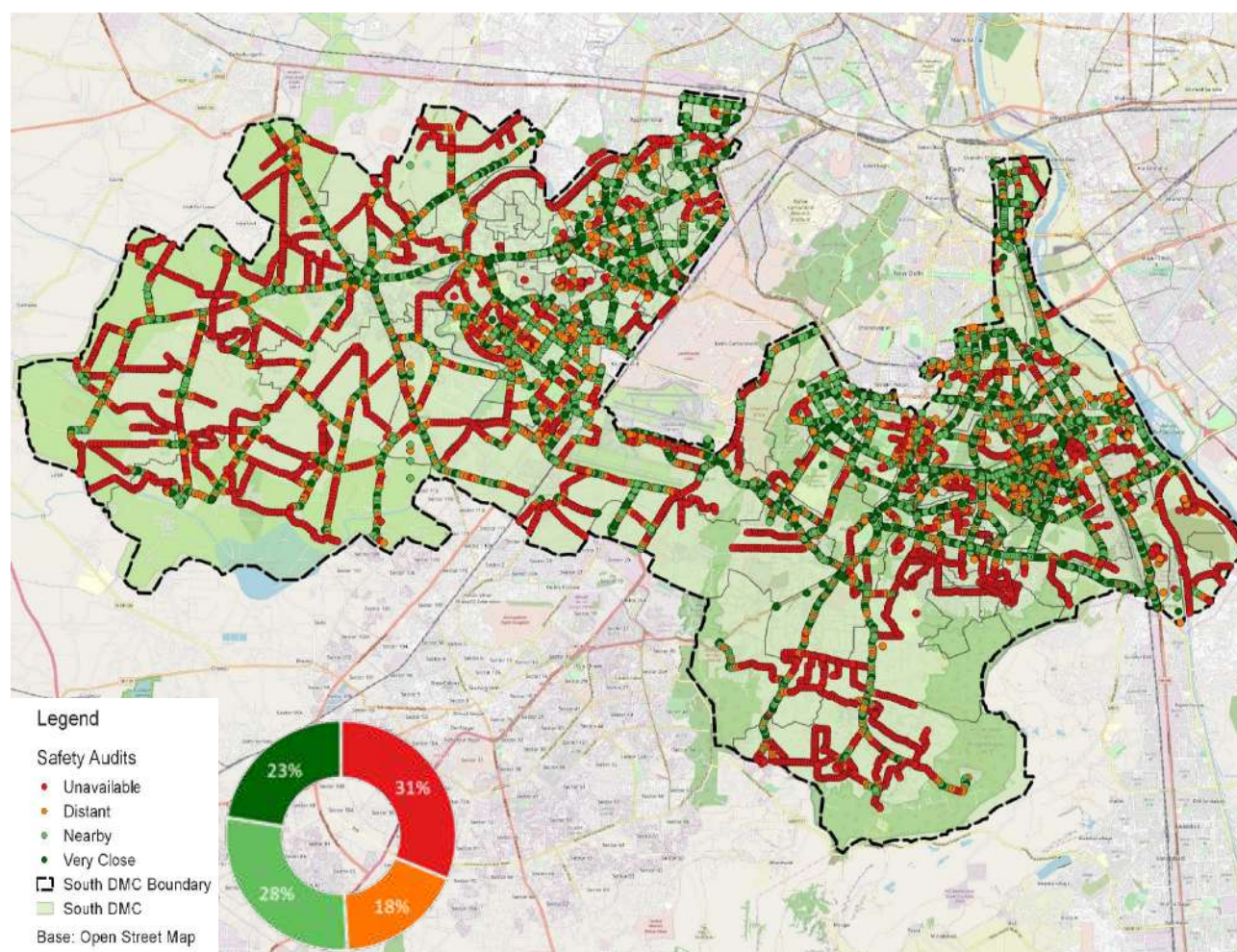
Sr.No.	Visibility Issues Identified	Street Name	Recommendations
I	High boundary walls	<ul style="list-style-type: none"> <li>-SSN Marg</li> <li>-Sheesham Lane</li> <li>-Main Chhatarpur Road</li> <li>-Asola Farm Road</li> <li>-Mandi Road</li> <li>-Anuvrat Marg</li> <li>-Sri Aurobindo Marg</li> <li>-Mehrauli Badarpur Marg</li> <li>-Cariappa Marg</li> <li>-Western Avenue</li> <li>-Deoli Road</li> <li>-Nelson Mandela Marg</li> <li>-Mehrauli Mahipalpur Road</li> <li>-Idgah Road</li> <li>-Chaudhary Dilip Singh Marg</li> <li>-Okhla Estate Marg</li> <li>-Guru Ravidas Marg</li> <li>-60 Feet Road</li> <li>-Valmiki Road</li> <li>-Krishan Road</li> <li>-Kalindi Kunj Mithapur Road</li> <li>-Vishwasj Sadak</li> <li>-Mathura Road</li> <li>-Lodhi Road</li> <li>-Old Railway Road</li> <li>-Gurgaon Delhi Road</li> <li>-Carterpuri Road</li> <li>-Jwala Mill Road</li> <li>-Sub Major Laxmi Chand Road</li> <li>-Shaheed Ripon Katyal Road</li> <li>-Basai Road</li> <li>-205 Delhi Road</li> <li>-Sector 22 Road</li> <li>-Azad Hind Fauji Marg</li> <li>-Nala Road (no. 236)</li> <li>-BL Bhardwaj Charitable Hospital Road</li> <li>-CRB Marg</li> <li>-Aya Nagar Extension</li> <li>-Jonapur Link Road</li> <li>-Mandi Road</li> <li>-Nala Road</li> </ul>	<p>To improve visibility, the height of solid part of the boundary wall should be reduced to 1-1.5 m and the rest of the height can be attained through grills. This would maintain some level of transparency between the streets and the buildings. Also, the street edges can be made active by providing designated space for street vendors/hawkers and street furniture.</p>



## 6.5) Public Transport (1.4/3)

Public Transport parameter has been rated 1.4/3 (Average) in South DMC area. 31% (shown as Red points in map 38) of the audit points in SDMC area recorded no metro station or bus stop within 400 m radius. These audit points are mostly located towards the outer periphery of the South DMC. Few of these areas include Hastal, Hari Nagar, Sadh Nagar, Sangam Vihar.

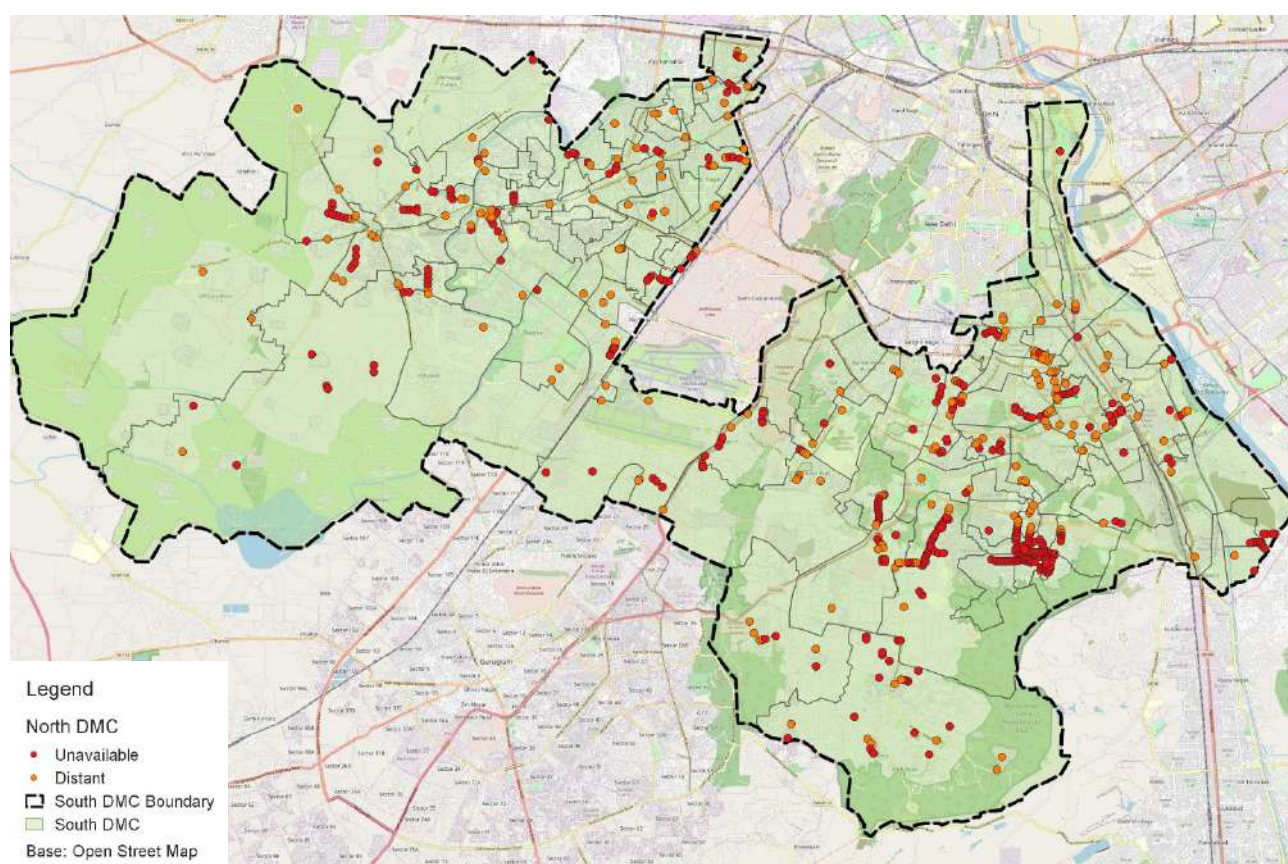
Although, autos are available in most of the areas in South DMC, designated para transit stands are not available. This results in autos waiting at or near the bus stops and metro stations causing traffic congestion on the roads. Designated stands should be set up with proper space for parking autos and rickshaws to avoid congestion on the roads.



Map 38 indicating Public Transport parameter rating in South DMC area

## 6.5.1) Public Transport Issues & Recommendations

Sr.No.	Public Transport Issues Identified	Street Name	Recommendations
I	Following areas have no mode of public transport available within 10 minutes walking distance	Ratiya Marg Nab Sarai Sainik Farms Colony Devli Harijan Basti IGNOU Main Road Captain Gaur Marg GK S Block Main Road Chaudhary Harsukh Marg Main Surakhpur Road Jagdamba Public School Road Tanki Road Jaitpur Kalindi Kunj Road Maidan Garhi Road Main Chattarpur Road Hansraj Gupta Road Shiv Mandir Marg Jangpura Extension Road Kalka Devi Marg	Public transport facilities (bus/ metro) should be extended to all these areas. Also, designated Intermediate public transport stands with provision of public convenience should be provided preferably near the bus stops and metro stations.



Map 39 showing points with People rating (2,3) and Public Transport rating (0,1) in South DMC area







## **7.Delhi Public Places: Safety Audits**

**Transit Stops**  
**Educational Institutions**  
**Recreational Spaces**  
**Public Toilets**  
**Other Public Places**



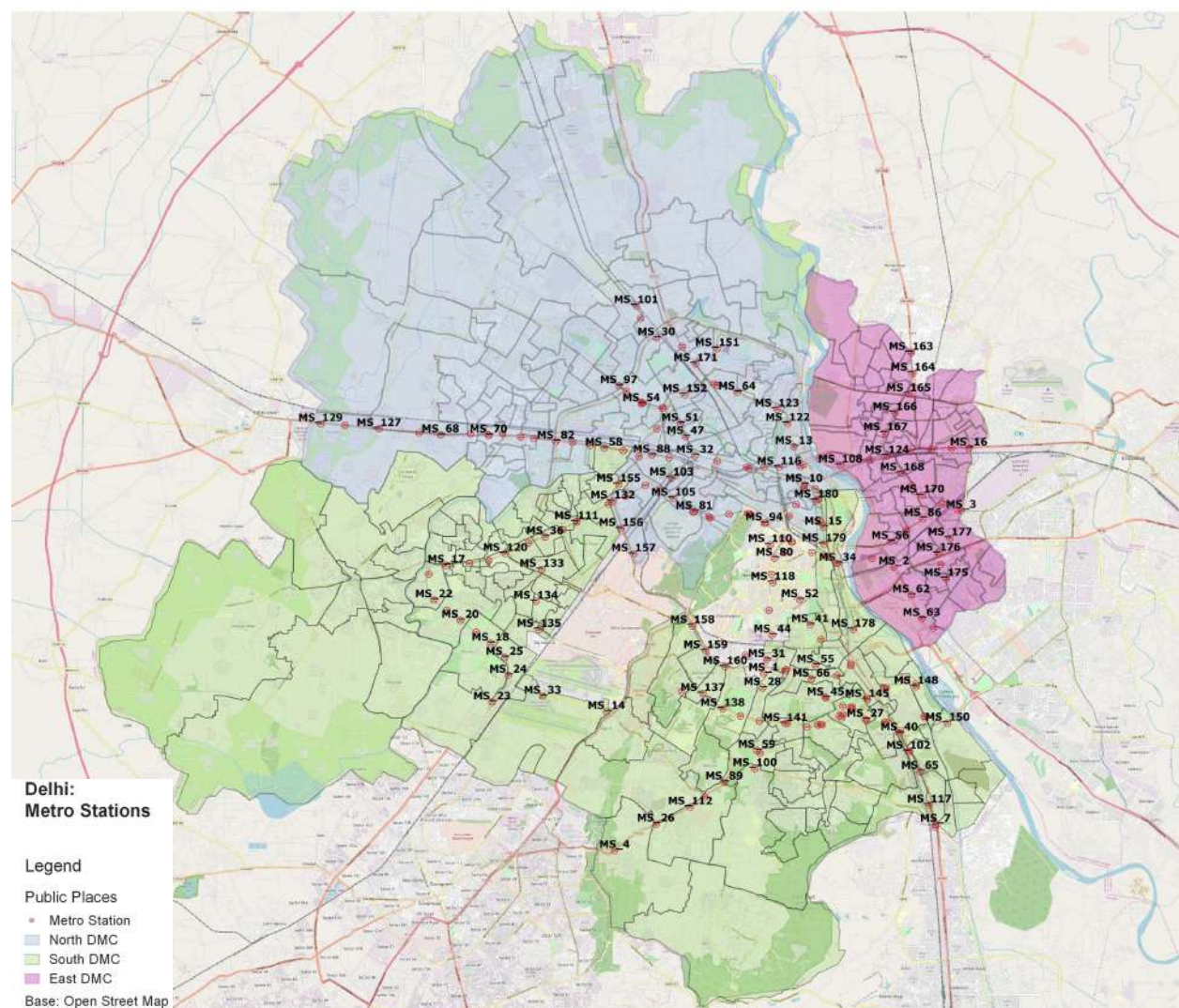
## 7.1) Transit Stops

### Metro Stations

Safety audits were conducted at 182 metro stations across the three Municipal Corporations in Delhi. Overall, the Walkpath parameter has been rated the highest followed by the Public Transport and Lighting. Gender Usage parameter has been rated Above Average. Visibility is the least rated parameter. One of the reasons for a low rating of the Visibility parameter is the absence of any shops or kiosks outside the metro stations. Though, Walkpath was rated the highest, it was found obstructed and broken at few metro stations. Presence of vendors and hawkers outside the metro stations leads to high footfall of commuters and passersby near the Walkpath particularly during the peak hours. This disrupts the walking experience of the pedestrians outside the metro station thus forcing them to walk on the road instead.



Image 57 showing lively space outside Ghitorni Metro station



Map 40 showing locations of Metro Stations in Delhi

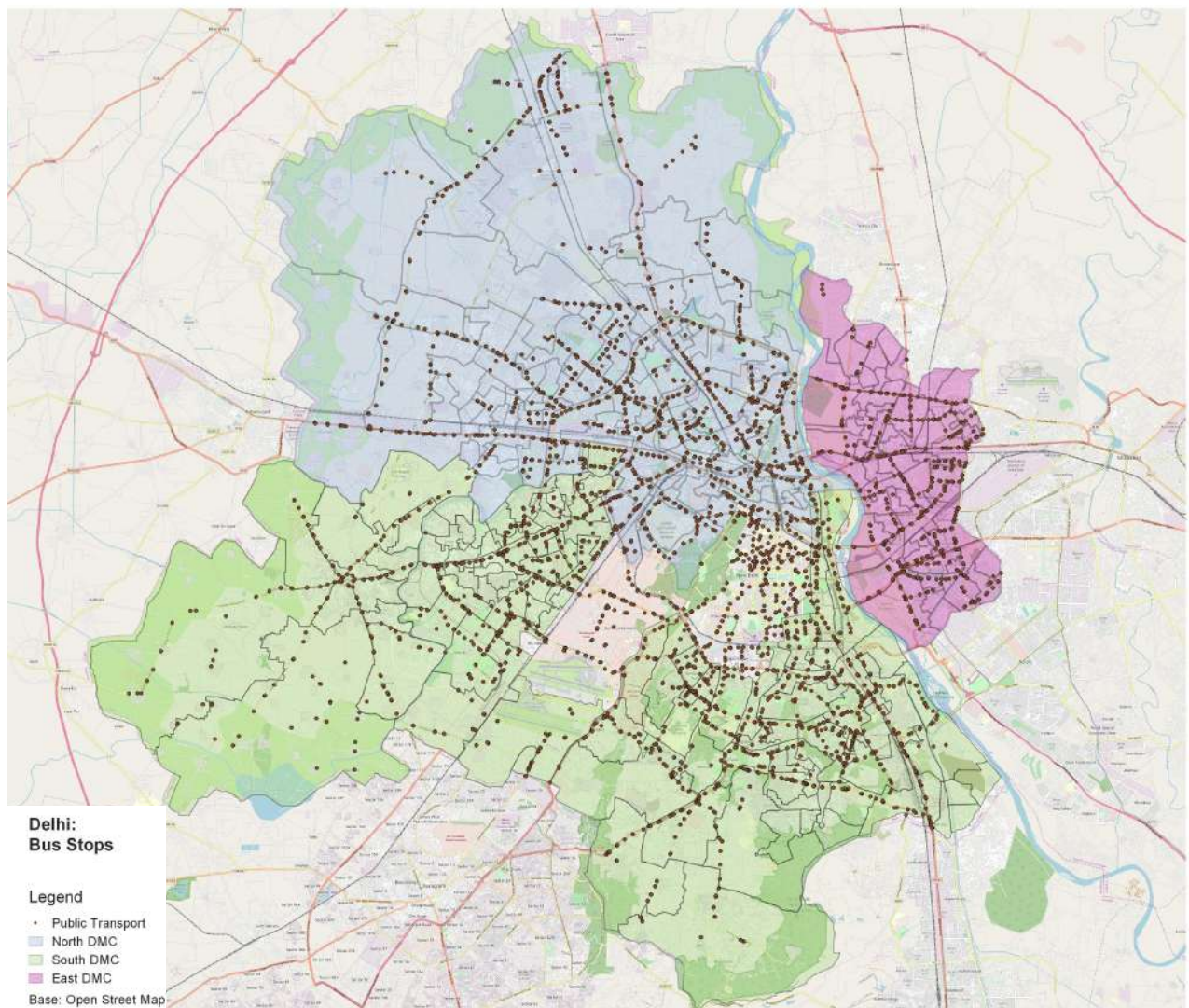


# Bus Stops

Safety audits were conducted at over 3000 bus stops across the three Municipal Corporations in Delhi. Overall, the Lighting parameter has been rated the highest at the bus stops. The Walkpath and Visibility parameters were rated average and below average respectively. Gender Usage at most of the bus stops has been rated Poor indicating low presence of girls and women, especially after evening hours. Low visibility around the bus stops is a major concern for female commuters. About 75% of the bus stops were rated poor or below average in terms of visibility. This can be attributed to inactive streets near the bus stops. As per studies, less pedestrian flow on the streets may cause a sense of fear in women, due to which they tend to avoid using such spaces. Walkpaths were rated below average at about 35% of the audited bus stops. Broken and obstructed Walkpath creates a non conducive walking environment. The Walkpaths should be kept free from all obstructions to promote walking.



Image 58 showing low lighting at Libaspur bus stop



Map 41 showing locations of Bus Stops in Delhi





*Image 59 showing lighting condition at Saket metro station*

### **Poor maintenance of infrastructure**

Image 59 on the left shows lighting condition at Saket metro station. Streetlights need to be installed at all such metro and bus stations to ensure proper illumination. Availability of streetlights is one of the most important factors which affects a person's perception of safety. This is of even higher importance for women. Regular maintenance checks should be carried out to repair any non-functional streetlight. Well paved footpaths should be provided outside all metro stations. Broken footpaths should be repaired regularly along with keeping a check on the activities of encroachment. Vehicular parking on the footpath should be prohibited. Proper level difference needs to be created between footpath and parking space.



*Image 60 showing Intermediate Para Transit facilities outside a Metro Station*

### **Provision of Intermediate Para Transit (IPT) facilities**

Designated well lit IPT stands should be provided outside all metro stations. This service should be properly maintained by authorities. Feeder services from the metro stations should be available as per the metro timings. Public convenience facilities should be located nearby the para-transit stands. Ensuring safe last mile connectivity will encourage people especially women to use public transport.



*Image 61 showing street hawkers outside Jhandewalan Metro Station*

### **Lack of designated vendor zones**

As seen in Image 61, the walkpath outside the Jhandewalan metro station is obstructed by street hawkers thus forcing the pedestrians to walk on the road instead of the walkpath. Provision of well lit and designated hawkers and vendor zones equipped with adequate street furniture can enhance the usage of the walkpath and making the roads free from pedestrian movement.



*Image 62 showing high boundary wall at Jamia Milia Islamia Metro Station*

### **Poor visibility due to high boundary walls**

As seen in image 62, high solid boundary wall of Jamia Milia Islamia metro station reduces visibility. The solid wall acts as an unnecessary barrier between the pedestrians and built environment.

To improve visibility, the boundary wall design needs to be modified. The solid part of the boundary wall should be restricted to 1-1.5m and rest of the height can be attained through grills. This will ensure a visual connection between the pedestrians and the inhabitants of the built environment. The boundary wall design around the Mandi House metro station can be replicated around other metro stations as well so as to increase the visibility and thus enhancing girl's and women's perception of safety.



*Image 63 showing tactile paving at Mandi House metro station*

### **Making universally accessible walking environment**

Walkpath should be conveniently accessible to all. Tactile Paving should be provided from the exit gates of the Metro stations to the nearest bus stops to provide assistance to the visually impaired pedestrians. Such pavings are already provided at Mandi House metro stations. These should be provided at other metro stations and bus stops as well. **“Creating eyes on streets”** by introducing designated hawker and vendor zones will help in creating passive safety due to informal surveillance. Such zones should be planned near the bus stops especially near crowded places like markets, tourist places to create safety walking environment.



*Image 64 showing bus numbers displayed at the bus stops*

### **Providing information about bus routes and timings at the bus stops**

Information on bus numbers, routes, timings along with helpline numbers should be provided at the bus stops. Providing real-time information on the arrival of buses through mobile applications and websites can help in reducing waiting time at the bus stops. It can also improve passengers experience of using public transport. Additionally, provision of helpdesks with a staff /time keeper in areas which are frequently visited by people like markets, tourist places, etc. can help in the accessibility of the bus services in those areas.

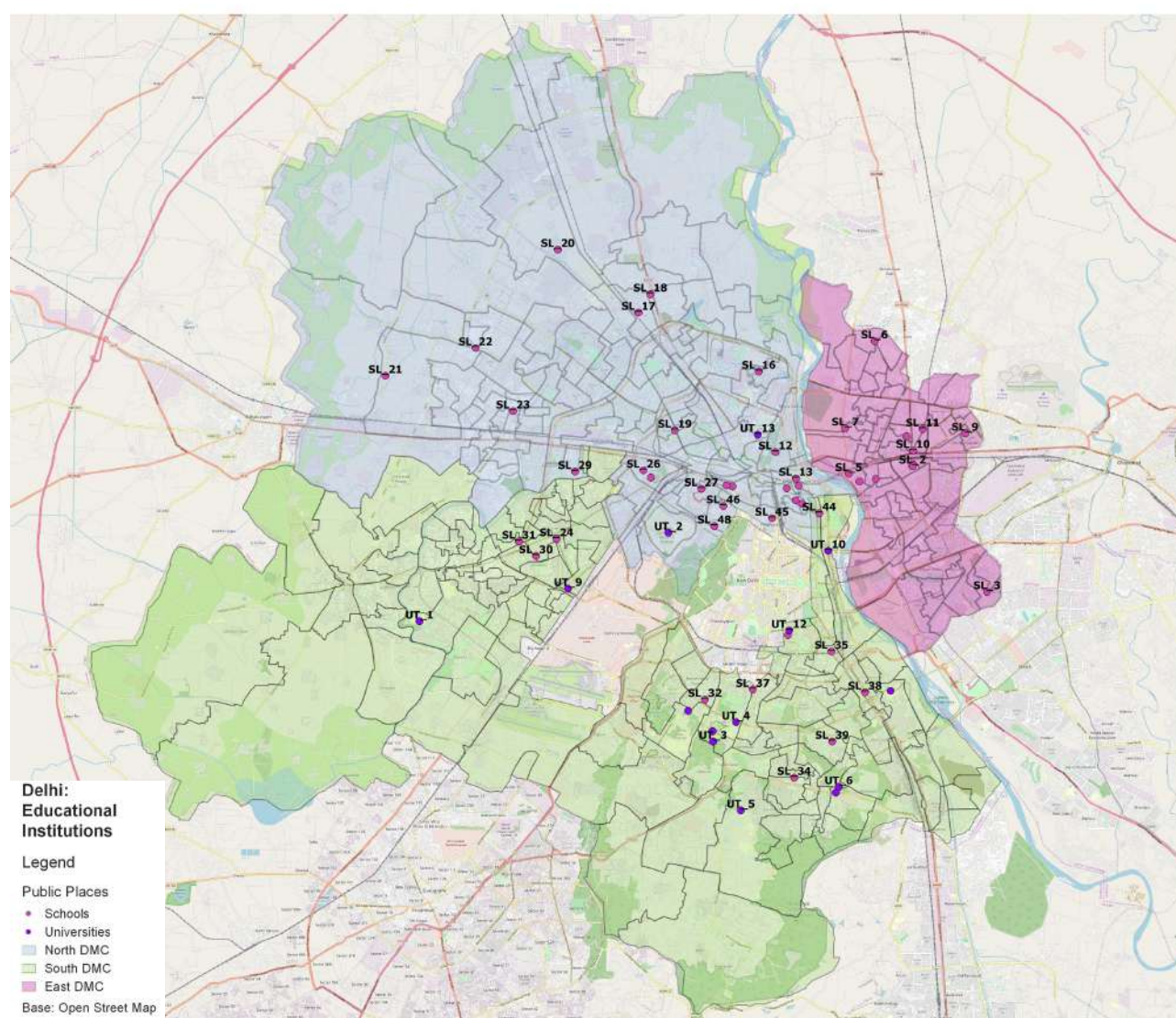


## 7.3) Educational Institutions

Safety audits were conducted at 48 schools and 13 universities across the three Municipal Corporations in Delhi. Overall, Lighting parameter has been rated the highest. Parameters of Visibility, Public Transport recorded low scores indicating need for improvement. About 40% of the audited schools and universities have been rated Poor or Below Average in terms of visibility. The low score of Visibility parameter can be attributed to the presence of high solid boundary walls which acts as a barrier between the pedestrians and the built environment. Public Transport parameter has been rated Poor or Below Average at 50% of the audited schools. Roads outside many of these schools turn deserted after the school timings.



Image 65 showing good infrastructure around an Educational Institution



Map 42 showing locations of Educational Institutions in Delhi

# Issues and Recommendations



*Image 66 showing high boundary walls at Sant Nirankari School, Nirankari*

## **Low visibility due to high boundary walls**

As seen in Image 66, high boundary walls result in poor visibility along the walkpath. The height of the solid part of the boundary wall should be maintained at 1m. Above the solid part, grills can be used for attaining the remaining height.

The walkpath outside the schools should ideally not be broken or obstructed. It should be properly maintained so that people are encouraged to use them more often.



*Image 67 showing well made cycle stand*

## **Lack of Public Transport facilities**

Image 67 on the left shows a well made cycle stand. Such like stands can be made mandatory outside educational institutions to ease the intermediate commute of students from main transport hubs to their destinations where as Public Transport has been rated poor. Less availability of public transport modes is one of the reasons for students especially girls to not participate in the activities organized at school during evening hours. .



*Image 68 showing a poorly lit bus stop near Jawaharlal Nehru University*

## **Lack of infrastructure at Bus Stops**

Image 68 on the left shows a poorly lit bus stop outside a university in Delhi. The bus stop is lit by the lighting of the advertisement boards and does not have a dedicated streetlight for illumination. All bus stops should be well lit by streetlights and stopping of other vehicles at the bus stops should be prohibited. Designated well lit parking space for autos should be provided near the bus stops.

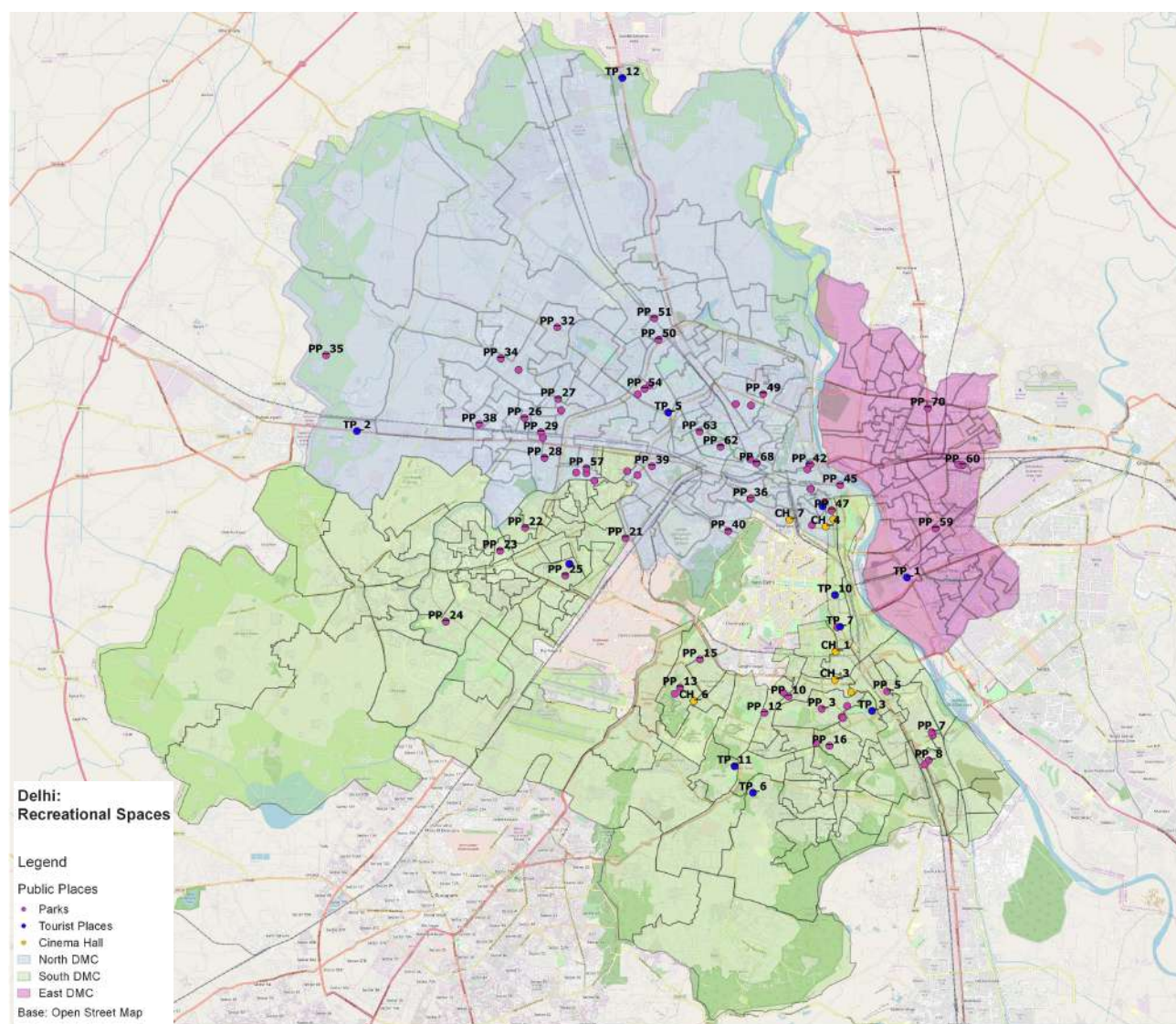


## 7.4) Recreational Spaces

Safety audits were conducted at 70 Public parks, 12 Tourist places and 8 Cinema Halls ( single screen cinemas) in Delhi. Overall, parameters of Lighting, Walkpath and Visibility have been rated Above Average. Public Transport and Gender Usage parameters have been rated Average indicating need for improvement. Out of the total recreational spaces audited, only 39 % were rated good in terms of lighting. Gender Usage parameter was rated good at 28% recreational spaces. Only 19% recreational spaces were rated good in terms of Public Transport parameter. The analysis indicates that there is an urgent need to improve the infrastructure at recreational spaces to ensure that they are used by everyone particularly girls and women.



Image 69 showing lighting at Garden Of Five Senses



Map 43 showing locations of Recreational Spaces in Delhi

# Issues and Recommendations



Image 70 showing low lighting outside Humayun Tomb

## Poor Infrastructure near Recreational Spaces

Proper illumination should be provided both inside and outside the recreational spaces. Streets outside public parks, cinema halls and tourist places should be well lit. Pedestrian scale streetlights should be installed and maintained to ensure that the footpaths are well lit. Theft-proof dustbins ( fixed to the footpath with a metal rod) should be installed near all recreational places to dump litter. Walkpath should be kept free from any obstructions such as garbage, inappropriate positioning of signage or vehicular parking. Dedicated space for hawker zones can be created outside frequently visited tourist places.



Image 71 showing good / bad para transit facilities near a tourist place

## Provision of Intermediate Para Transit facilities (IPT)

Designated well lit IPT stand, preferably near an existing bus stop or metro station should be provided near all tourist places. There should be dedicated space for parking autos, e-rickshaws, taxis at such stands. IPT facilities should be available as per the opening and closing time of the tourist places and public parks. Public convenience facilities should be located nearby the IPT stands.



Image 72 showing children participating in a painting competition

## Public events at Tourist Places and Public Parks

Public events such as flower shows or fairs can be organized by authorities of Delhi Tourism at selected tourist places and public parks. Such initiatives will encourage the use of public place by both the genders especially women. Small scale events like community gathering programmes can also be organized at neighbourhood level parks. Usage of parks for such activities will reduce the chances of crime or an unpleasant experience inside the park and enhance women's perception of safety.

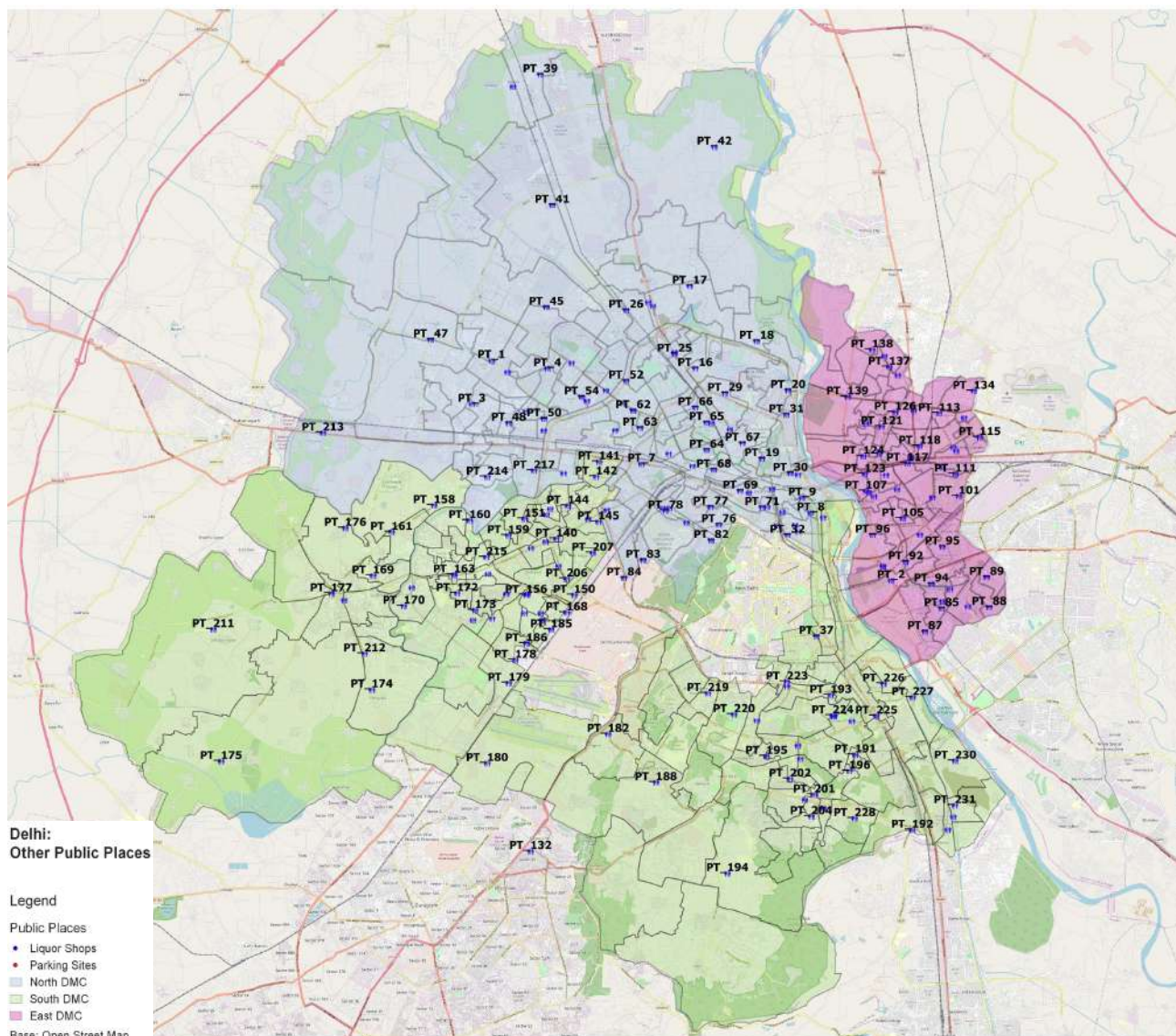


## 7.5) Public Toilets

Safety audits were conducted at 234 public toilets across the three Municipal Corporations in Delhi. In terms of physical infrastructure, Walkpath parameter has been rated the lowest. Parameters of Lighting, Visibility, Public Transport recorded low scores indicating need for improvement. Gender Usage parameter has been rated Average. 57% of the audited public toilets have been rated Poor or Below Average in the Walkpath parameter. 5% of the audited public toilets have been rated Poor in terms of lighting. Another 29% public toilets were rated Below Average in the Lighting Parameter. These low ratings can primarily be attributed to lack of maintenance of infrastructure outside the public toilets.



Image 73 showing a poorly maintained public toilet



Map 44 showing locations of Public Toilets in Delhi

# Issues and Recommendations



Image 74 showing a men's only urinal

## Public Toilets should be universally accessible

Public toilets should be provided for both men and women. They should also be provided for persons with disabilities. Public toilets should be functional for most hours of the day/24hrs. They should be well maintained, hygienic and accessible to everyone.



Image 75 showing poorly designed Toilet blocks

## Design of Public Toilets

Image 57 on the left shows a poorly designed public toilet located on the walkpath which is also encroached by vendors. The such like locations of the public toilet makes pedestrians especially women uncomfortable. Designated space for public toilets should be provided, preferably within 250m from a public transport stop.



Image 76 showing well designed and maintained public toilets located near Qutub Minar

## Infrastructure at Public Toilets

Image 76 on the left shows well designed public toilets for males, females and differently able. These toilets are well lit, properly maintained and hygienic. Other facilities like provision of sanitary napkin vending machine, feeding room should also be provided in public toilets for females. Maintenance of public toilets is very important to ensure that it is usable by everyone especially girls and women.

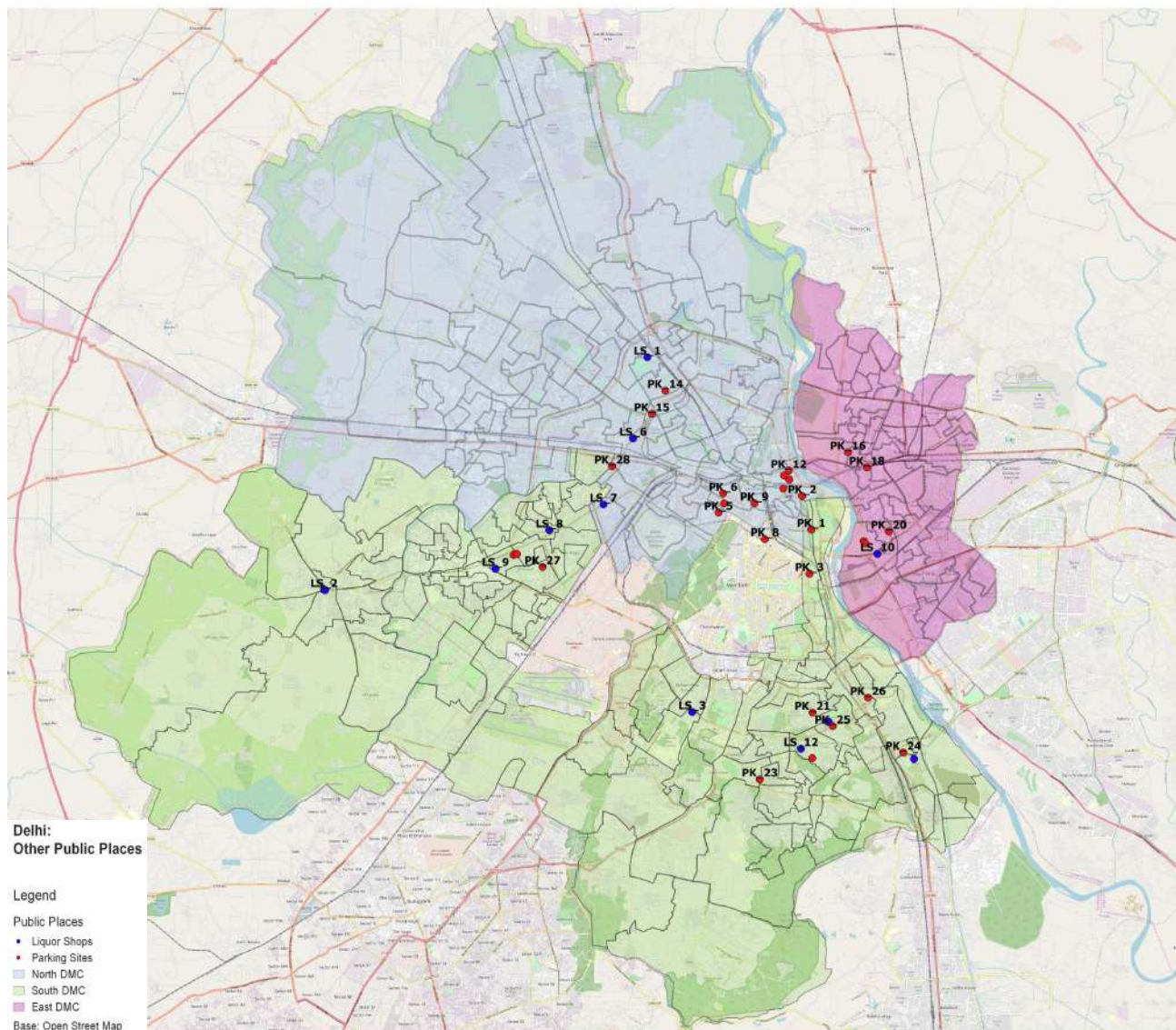


## 7.6) Other Public Places

Safety audits were conducted at 29 parking lots and 12 liquor shops across the three Municipal Corporations in Delhi. In terms of physical infrastructure, Walkpath parameter has been rated the lowest. Parameters of Public Transport and visibility have been rated above average at the audited liquor shops and parking lots. Gender Usage parameter has been rated Average. 24% of the audited liquor shops and parking lots have been rated Below Average in terms of lighting. Public Transport has been rated Poor or Below Average at 27% of parking lots and liquor shops. About 60% of the parking lots and liquor shops were recorded Poor or Below Average in Gender Usage parameter.



Image 77 showing lighting outside a liquor shop



Map 45 showing locations of Other Public Places in Delhi

# Issues and Recommendations



Image 78 showing poor lighting on the streets

## Poor Lighting

Proper illumination should be provided on the streets outside the liquor shops and parking lots. Lack of proper lighting instills a sense of fear in the perception of girls and women and they tend to avoid using such spaces. Regular maintenance checks should be carried out to ensure sufficient illumination.



Image 79 showing broken/poorly maintained walkpath

## Clean and obstruction free walkpath

Efforts should be made to ensure that the walkpath near the parking sites and liquor shops are well maintained. The walkpath should be well paved. Broken walkpaths should be repaired as required. Obstructions like dumping of garbage, vehicular parking on the footpath should be prohibited. Also, the liquor shops should not be located in completely isolated areas. Mixed use activities such as



Image 80 showing poor visibility in Parking lots

## Poor visibility and management at the parking lots

The parking lots should not have high solid boundary walls. This results in very little or no contact between the built environment and the pedestrians walking just outside the boundary wall. This is particularly the case after office hours. The streets tend to become isolated and deserted after late evening. Solid part of the boundary walls should be limited to 1-1.5m height and above that grills can be used.

An efficient parking management system should be devised to ensure safety of the parked vehicles. Parking of non-motorized transport facilities like cycles should be marked separately. The safety of the parked vehicles also should be ensures.



## 8) Conclusion

Safety is of paramount importance for everyone. It is of even higher concern for women as it adversely impacts their social as well as economic mobility. This study conducted in Delhi in 2018-2019 highlights the importance of various parameters such as Lighting, Walkpath, Visibility, Public Transport and Gender Usage in shaping a woman's perception of safety in public spaces. Each city is unique and requires different interventions at regular intervals of time to ensure that it is perceived as safe by all groups of citizens including women, children, elderly and the differently-abled.

The challenge of providing safe public spaces requires a whole slew of measures that address physical and social infrastructure, services as well as awareness raising and education. This requires systematic and planned efforts from all concerned stakeholders in the city. The safety audits conducted by Safetipin provide data and solutions to address both physical and social infrastructure in public spaces.

We are hopeful that the concerned stakeholders will find this study useful towards making Delhi safer and inclusive for all.

*Image 81 showing a good example how a street should look like*

# Annexure

## Annex-1: Safety Audits

The rubric (as seen below) defines the rating for each of these parameters on a scale of 0-3 Except for Feeling all 8 parameters are objective Feeling is the only subjective parameter For rating feeling there is no rule. It can vary from individual to individual.

### The Rubric

	0	1	2	3
1 Light (Night)	<b>None.</b> No street or other lights	<b>Little.</b> Can see lights, but there is low visibility in the area	<b>Enough.</b> Lighting is enough for clear visibility	<b>Bright.</b> Whole area brightly lit
2 Openness	<b>Not Open.</b> Many blind corners and no clear sightline.	<b>Partly Open.</b> Able to see a little ahead and around.	<b>Mostly Open.</b> Able to see in most directions.	<b>Completely Open.</b> Can see clearly in all directions
3 Visibility	<b>No eyes.</b> No windows or entrances of shops or residences overlook this point	<b>Few eyes.</b> Less than 5 windows or entrances overlook the point	<b>More eyes.</b> Less than 10 windows or entrances overlook the point	<b>Highly visible</b> More than 10 windows or entrances overlook this point
4 People	<b>Deserted.</b> No one in sight	<b>Few people.</b> Less than 10 people in sight	<b>Some crowd.</b> More than 10 people visible	<b>Crowded.</b> Many people within touching distance
5 Security	<b>None.</b> No guards or police visible in surrounding area	<b>Minimal.</b> Some private security visible in surrounding area but not nearby	<b>Moderate.</b> Private security within hailing distance	<b>High.</b> Police / reliable security within hailing distance
6 Walk Path	<b>None.</b> No walking path available.	<b>Poor.</b> Path exists but in very bad condition.	<b>Fair.</b> Can walk but not run	<b>Good.</b> Easy to walk fast or run
7 Public Transport	<b>Unavailable.</b> No metro or bus stop, auto/ rickshaw within 10 minutes walk	<b>Distant.</b> Metro or bus stop auto/ rickshaw between 5 -10 mins walk	<b>Nearby.</b> Metro or bus stop, auto/rickshaw between 2 – 5 mins walk	<b>Very Close.</b> Metro or bus stop, auto/rickshaw available within 2 mins walk
8 Gender Usage	<b>Not diverse.</b> No one in sight, or only men	<b>Somewhat diverse.</b> Mostly men, very few women or children	<b>Fairly diverse.</b> Some women and children	<b>Diverse.</b> Balance of all genders or more women and children
9 Feeling	<b>Frightening.</b> Will never venture here without sufficient escort	<b>Uncomfortable.</b> Will avoid whenever possible.	<b>Acceptable.</b> Will take other available and better routes when possible	<b>Comfortable.</b> Can take this route even at night



## Annex-2: Transit Stops

Metro Stations										
UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usage	Feeling
MS_171	Adarsh Nagar Metro Station	2	2	2	3	3	2	3	3	3
MS_1	AIIMS Metro Station	3	3	2	3	3	3	3	3	3
MS_2	Akshardham Metro Station	2	2	1	2	1	2	2	2	2
MS_172	Anand Vihar Metro Station	2	2	1	2	1	2	3	2	2
MS_3	Anand Vihar Metro Station	2	2	1	2	1	2	3	2	2
MS_4	Arjan Garh Metro Station	3	3	3	2	1	3	3	3	3
MS_5	Ashok Park Main Metro Station	2	1	1	2	2	2	1	2	2
MS_173	Ashram Metro Station	2	3	3	2	2	3	2	2	2
MS_173	Ashram Metro Station	3	2	3	1	2	3	3	3	3
MS_6	Azadpur Metro Station	3	3	2	3	3	3	3	2	3
MS_6	Azadpur Metro Station	3	3	2	2	3	3	1	2	3
MS_7	Badarpur Border Metro Station	2	3	2	2	3	3	3	2	2
MS_7	Badarpur Border Metro Station	3	2	0	3	3	3	2	3	3
MS_8	Barakhamba Road Metro Station	3	3	3	3	3	3	3	2	3
MS_8	Barakhamba Road Metro Station	3	3	3	3	3	3	3	1	3
MS_160	Bhikaji Cama Place Metro Station	3	3	2	1	2	3	3	3	3
MS_9	Central Secretariat Metro Station	3	3	2	2	3	3	3	2	2
MS_10	Chandni Chowk Metro Station	3	1	0	3	3	1	1	2	2
MS_10	Chandni Chowk Metro Station	3	1	0	2	3	1	1	1	2
MS_11	Chawri Bazar Metro Station	2	1	3	3	3	3	0	2	2
MS_12	Chhatrapur Metro Station	2	3	3	1	2	3	3	3	2
MS_142	Chirag Delhi Metro Station	3	2	0	2	3	3	2	2	3
MS_13	Civil Lines Metro Station	3	2	2	2	1	2	3	2	2
MS_133	Dabri Mor Janakpuri South	3	3	3	2	3	3	3	3	3
MS_134	Dashrathpuri Metro Station	3	3	3	3	3	1	3	3	3
MS_14	Delhi Aerocity Metro Station	3	3	3	3	3	3	2	3	3
MS_15	Delhi Gate Metro Station	3	2	1	0	2	3	2	0	3
MS_15	Delhi Gate Metro Station	2	2	0	2	2	3	1	2	3
MS_15	Delhi Gate Metro Station	3	3	1	3	0	2	2	0	2
MS_16	Dilshad Garden Metro Station	1	2	2	2	3	2	2	3	3
MS_158	Durgabai Deshmukh South Campus	3	3	3	3	3	3	3	3	3
MS_131	Dwarka Metro Station	3	2	3	3	2	3	3	3	3
MS_17	Dwarka Mor Metro Station	2	2	2	2	0	1	3	2	2
MS_18	Dwarka Sector 10 Metro Station	2	3	3	3	3	3	3	2	3
MS_19	Dwarka Sector 11 Metro Station	2	3	2	2	3	3	3	3	3
MS_20	Dwarka Sector 12 Metro Station	2	2	2	2	2	3	3	3	3

## Metro Stations

MS_21	Dwarka Sector 13 Metro Station	1	3	3	1	3	3	3	3	3	3	3	3	3	3	3	3
MS_22	Dwarka Sector 14 Metro Station	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3
MS_23	Dwarka Sector 21 Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_24	Dwarka Sector 8 Metro Station	2	3	2	2	3	3	3	3	3	3	3	3	3	3	3	3
MS_25	Dwarka Sector 9 Metro Station	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
MS_168	East Azad Nagar Metro Station	2	2	2	2	1	3	3	3	3	3	3	3	3	3	3	2
MS_174	East Vinod Nagar- Mayapuri Metro Station	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	2
MS_155	ESI Basaidarapur Metro Station	3	1	0	1	2	3	3	3	3	3	3	3	3	3	3	2
MS_127	Ghevra Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_26	Ghitorni Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_165	Gokulpuri Metro Station	2	1	0	2	1	3	3	3	3	3	3	3	3	3	3	2
MS_27	Govind Puri Metro Station	3	2	1	2	3	3	3	3	3	3	3	3	3	3	3	2
MS_27	Govind Puri Metro Station	3	3	0	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_143	Greater Kailash Metro Station	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	2
MS_143	Greater Kailash Metro Station	3	3	2	1	3	3	3	3	3	3	3	3	3	3	3	2
MS_143	Greater Kailash Metro Station	3	2	2	1	2	3	3	3	3	3	3	3	3	3	3	2
MS_28	Green Park Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_30	Haiderpur Metro Station	2	2	1	1	0	3	3	3	3	3	3	3	3	3	3	1
MS_77	Harkesh Nagar Okhla Metro Station	3	1	0	2	3	3	3	3	3	3	3	3	3	3	3	2
MS_77	Harkesh Nagar Okhla Metro Station	3	2	0	2	3	3	3	3	3	3	3	3	3	3	3	3
MS_140	Hauz Khas Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_178	Hazrat Nizamuddin Metro Station	3	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3
MS_139	IIT Metro Station	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3
MS_31	INA Metro Station	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_32	Inderlok Metro Station	3	2	2	2	1	3	3	3	3	3	3	3	3	3	3	2
MS_33	Indira Gandhi International Airport Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_34	Indraprastha Metro Station	2	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_34	Indraprastha Metro Station	2	3	1	2	3	3	3	3	3	3	3	3	3	3	3	3
MS_177	IP Extension Metro Station	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2
MS_179	ITO Metro Station	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
MS_167	Jafrabad Metro Station	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
MS_35	Jahangirpuri Metro Station	2	3	2	3	1	3	3	3	3	3	3	3	3	3	3	2
MS_180	Jama Masjid Metro Station	2	3	0	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_180	Jama Masjid Metro Station	3	2	0	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_147	Jamia Millia Islamia Metro Station	3	3	1	2	3	3	3	3	3	3	3	3	3	3	3	3
MS_36	Janakpuri East Metro Station	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	2
MS_37	Janakpuri West Metro Station	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	3



## Metro Stations

MS_38	Jangpura Metro Station	2	2	0	2	3	3	2	1	2
MS_39	Janpath Metro Station	3	3	3	2	3	3	2	2	2
MS_40	Jasola Apollo Metro Station	3	3	0	1	3	3	1	1	2
MS_40	Jasola Apollo Metro Station	3	3	1	2	3	3	2	2	3
MS_149	Jasola Vihar Metro Station	3	3	2	2	3	3	3	2	3
MS_149	Jasola Vihar Metro Station	3	3	2	2	3	3	2	2	3
MS_41	Jawaharlal Nehru Stadium Metro Station	3	2	1	2	3	3	2	2	3
MS_42	Jhandewalan Metro Station	1	2	1	1	1	2	1	1	3
MS_42	Jhandewalan Metro Station	2	2	1	2	1	2	1	0	3
MS_42	Jhandewalan Metro Station	3	3	3	2	1	1	1	1	3
MS_43	Jhilmil Metro Station	2	2	1	2	2	3	3	2	3
MS_164	Johri Enclave Metro Station	2	2	2	1	1	2	2	1	2
MS_44	Jor Bagh Metro Station	3	3	2	2	3	3	3	2	3
MS_45	Kailash Colony Metro Station	3	2	2	3	3	3	2	2	2
MS_45	Kailash Colony Metro Station	2	2	1	2	3	3	2	2	3
MS_150	Kalindi Kunj Metro Station	3	2	0	2	3	3	1	2	3
MS_46	Kalkaji Mandir Metro Station	3	2	2	1	3	3	2	1	2
MS_46	Kalkaji Mandir Metro Station	3	3	1	1	3	3	1	0	2
MS_46	Kalkaji Mandir Metro Station	3	2	0	2	3	3	2	2	3
MS_47	Kanhiya Nagar Metro Station	2	3	2	2	0	3	3	2	2
MS_170	Karkarduma Court Metro Station	2	2	1	2	1	2	2	1	2
MS_48	Karkarduma Metro Station	2	2	1	2	1	2	3	2	2
MS_49	Karol Bagh Metro Station	1	3	2	2	3	2	2	2	2
MS_50	Kashmere Gate Metro Station	3	1	0	3	3	2	3	3	3
MS_50	Kashmere Gate Metro Station	2	1	0	3	3	3	3	1	3
MS_51	Keshav Puram Metro Station	2	2	1	2	0	2	3	2	3
MS_52	Khan Market Metro Station	2	2	1	2	3	3	2	1	3
MS_53	Kirti Nagar Metro Station	2	1	2	2	1	2	2	2	2
MS_54	Kohat Enclave Metro Station	3	3	1	2	3	3	1	1	3
MS_54	Kohat Enclave Metro Station	3	2	3	2	3	2	2	1	3
MS_54	Kohat Enclave Metro Station	1	3	2	2	3	2	1	0	2
MS_169	Krishna Nagar Metro Station	2	2	2	2	1	2	2	1	2
MS_55	Lajpat Nagar Metro Station	3	2	2	3	3	3	3	3	3
MS_181	Lal Qila Metro Station	2	3	2	3	3	3	3	3	3
MS_56	Laxmi Nagar Metro Station	2	2	2	2	1	2	3	2	2
MS_57	Lok Kalyan Marg Metro Station	3	3	2	3	3	3	2	3	3
MS_58	Madipur Metro Station	3	3	3	2	2	3	3	3	3

## Metro Stations

MS_151	Majlis Park Metro Station	3	3	0	2	0	3	1	3	2
MS_59	Malviya Nagar Metro Station	3	2	1	2	3	2	2	3	3
MS_59	Malviya Nagar Metro Station	3	3	3	3	2	3	3	3	3
MS_176	Mandawali- West Vinod Nagar Metro Station	2	2	2	1	1	2	2	1	2
MS_60	Mandi House Metro Station	2	2	2	2	2	2	2	2	2
MS_166	Maujpur Babarpur Metro Station	2	2	3	2	2	3	3	2	2
MS_61	Maujpur Metro Station	2	1	1	2	1	2	2	1	2
MS_156	Mayapuri Metro Station	3	3	3	3	1	3	3	3	3
MS_63	Mayur Vihar Extension Metro Station	1	2	1	2	1	2	3	1	2
MS_62	Mayur Vihar -I Metro Station	2	2	2	2	1	2	3	2	2
MS_64	Model Town Metro Station	2	2	2	2	2	2	3	3	2
MS_65	Mohan Estate Metro Station	3	3	2	2	3	3	3	2	3
MS_66	Moolchand Metro Station	3	3	2	3	3	3	3	3	3
MS_67	Moti Nagar Metro Station	2	1	2	2	1	2	2	2	2
MS_126	Mundka Industrial Area Metro Station	3	3	2	3	3	3	3	3	3
MS_68	Mundka Metro Station	1	2	2	2	2	2	2	3	2
MS_137	Munirka Metro Station	3	3	3	3	2	3	3	3	3
MS_130	Nangloi Metro Station	2	3	3	3	2	1	3	3	2
MS_69	Nangloi Metro Station	2	2	3	3	2	2	1	3	2
MS_70	Nangloi Railway station Metro Station	2	2	2	3	3	3	3	3	3
MS_70	Nangloi Railway station Metro Station	2	2	3	2	3	3	3	3	3
MS_157	Naraina Vihar Metro Station	2	3	3	3	0	3	2	3	3
MS_71	Nawada Metro Station	1	1	2	1	0	2	2	1	1
MS_144	Nehru Enclave Metro Station	2	2	1	1	3	3	3	1	2
MS_144	Nehru Enclave Metro Station	3	3	2	2	3	3	3	3	3
MS_144	Nehru Enclave Metro Station	3	3	1	3	3	3	2	2	3
MS_72	Nehru Place Metro Station	3	3	3	3	3	3	1	3	3
MS_73	Netaji Subhash Place Metro Station	3	3	0	2	2	3	1	1	3
MS_73	Netaji Subhash Place Metro Station	3	1	0	3	3	3	0	1	3
MS_74	New Ashok Nagar Metro Station	2	2	2	2	1	2	3	1	2
MS_75	New Delhi Metro Station	3	3	3	3	3	3	2	3	3
MS_76	Nirman Vihar Metro Station	2	2	2	2	1	2	3	2	2
MS_145	Okhla NSIC Metro Station	3	2	0	1	3	3	2	1	2
MS_145	Okhla NSIC Metro Station	3	3	1	1	3	3	2	0	3
MS_148	Okhla Vihar Metro Station	3	2	3	2	3	3	2	2	3
MS_148	Okhla Vihar Metro Station	3	2	3	2	3	3	2	2	3
MS_135	Palam Metro Station	3	3	3	3	3	3	3	3	3



## Metro Stations

MS_141	Panchsheel Park Metro Station	3	3	2	2	3	3	2	2	3	3	2	3	3	3
MS_141	Panchsheel Park Metro Station	3	3	0	2	3	3	2	2	3	3	2	2	2	3
MS_78	Paschim Vihar East Metro Station	2	2	2	3	2	2	3	3	3	3	3	3	2	2
MS_79	Paschim Vihar West Metro Station	2	2	1	1	0	2	2	2	2	2	2	2	2	2
MS_80	Patel Chowk Metro Station	3	3	3	2	3	3	3	3	3	3	3	2	2	2
MS_81	Patel Nagar Metro Station	1	1	2	3	3	3	2	3	2	3	1	1	3	3
MS_81	Patel Nagar Metro Station	2	2	1	3	3	3	2	3	3	3	2	2	3	3
MS_82	Peera Garhi Metro Station	2	3	3	3	2	2	3	3	3	3	3	3	3	3
MS_83	Pitam Pura Metro Station	3	3	3	3	3	3	3	3	3	3	3	2	2	3
MS_84	Pragati Maidan Metro Station	3	1	0	2	3	3	3	3	3	3	2	2	2	3
MS_84	Pragati Maidan Metro Station	2	1	0	2	3	3	3	3	3	3	2	2	2	3
MS_85	Pratap Nagar Metro Station	2	2	1	2	1	2	1	2	1	3	1	1	2	2
MS_85	Pratap Nagar Metro Station	0	2	1	2	0	2	0	2	3	1	1	1	2	2
MS_86	Preet Vihar Metro Station	2	2	2	2	1	2	1	2	2	2	1	1	2	2
MS_87	Pul Bangash Metro Station	2	2	0	3	2	3	2	3	3	3	3	3	3	3
MS_154	Punjabi Bagh Metro Station	2	1	1	2	2	2	2	2	3	2	2	2	2	2
MS_88	Punjabi Bagh Metro Station	2	1	1	2	2	2	2	2	2	2	2	2	2	2
MS_89	Qutab Minar Metro Station	3	3	2	3	2	3	3	3	3	3	3	3	3	3
MS_138	R.K Puram Metro Station	2	3	1	1	2	2	3	3	3	3	0	0	2	2
MS_90	Rajdhani Park Metro Station	1	2	1	1	0	1	0	1	0	1	1	1	0	0
MS_91	Rajendra Place Metro Station	3	3	3	3	1	2	1	2	2	2	2	2	3	3
MS_91	Rajendra Place Metro Station	2	1	1	3	0	2	0	2	2	2	2	2	3	3
MS_92	Rajiv Chowk Metro Station	2	3	3	2	2	3	2	3	1	2	2	2	3	3
MS_132	Rajouri Garden Metro Station	2	1	1	1	1	2	1	2	2	2	2	2	2	2
MS_93	Rajouri Garden Metro Station	3	3	3	3	0	2	2	3	3	3	3	3	3	3
MS_94	Ramakrishna Ashram Marg Metro Station	2	3	1	3	3	1	0	1	0	2	2	2	3	3
MS_94	Ramakrishna Ashram Marg Metro Station	1	2	3	3	3	3	2	2	0	2	2	2	3	3
MS_95	Ramesh Nagar Metro Station	2	1	1	2	1	2	1	2	2	2	2	2	2	2
MS_97	Rohini East Metro Station	3	3	3	3	2	2	2	3	3	3	3	3	2	2
MS_98	Rohini Sector 18, 19 Metro Station	3	3	3	3	2	3	1	3	1	3	3	3	3	3
MS_99	Rohini West Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_100	Saket Metro Station	3	2	2	3	3	3	3	3	2	3	3	3	3	3
MS_101	Samaypur Badli Metro Station	2	3	3	3	2	2	2	3	3	3	3	3	2	2
MS_102	Sarita Vihar Metro Station	3	3	0	3	3	1	0	2	2	2	2	2	3	3
MS_102	Sarita Vihar Metro Station	3	2	0	2	3	3	3	3	2	2	2	2	3	3
MS_161	Sarojini Nagar Metro Station	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MS_103	Satguru Ramsingh Marg Metro Station	3	2	3	1	3	3	3	3	3	3	3	3	3	1

## Metro Stations

MS_103	Satguru Ramsingh Marg Metro Station	3	2	3	1	3	3	3	3	3	3	1
MS_104	Seelampur Metro Station	2	2	1	2	3	3	3	3	3	2	2
MS_105	Shadipur Metro Station	3	3	3	3	2	2	3	3	3	3	3
MS_106	Shahdara Metro Station	2	2	1	2	1	2	3	3	3	1	2
MS_153	Shakurpur Metro Station	2	3	1	2	0	3	3	3	3	2	2
MS_152	Shalimar Bagh Metro Station	3	3	3	2	2	3	3	3	3	3	3
MS_107	Shastri Nagar Metro Station	2	2	2	2	0	1	2	2	1	1	2
MS_108	Shastri Park Metro Station	2	2	1	1	1	2	2	2	1	1	2
MS_163	Shiv Vihar Metro Station	2	2	1	2	1	2	2	2	2	1	2
MS_109	Shivaji Park Metro Station	2	1	1	2	3	2	2	3	2	2	2
MS_110	Shivaji Stadium Metro Station	3	3	3	3	3	3	3	2	2	2	3
MS_159	Sir Visheshwaraiah Moti Bagh	3	2	3	1	3	3	3	3	3	3	3
MS_162	South Extension Metro Station	2	2	2	1	1	1	1	2	2	2	1
MS_162	South Extension Metro Station	2	3	3	3	2	3	3	3	3	2	3
MS_111	Subhash Nagar Metro Station	2	1	2	1	1	2	2	2	2	2	2
MS_111	Subhash Nagar Metro Station	3	2	2	2	2	2	2	3	3	3	2
MS_146	Sukhdev Vihar Metro Station	3	3	2	2	3	3	3	2	2	1	3
MS_146	Sukhdev Vihar Metro Station	3	3	2	1	3	3	3	3	1	1	3
MS_112	Sultanpur Metro Station	3	3	3	2	1	3	3	3	3	3	3
MS_113	Surajmal Stadium Metro Station	1	2	1	1	2	2	2	1	1	1	1
MS_114	Tagore Garden Metro Station	1	2	2	1	1	3	3	3	1	1	2
MS_114	Tagore Garden Metro Station	2	2	2	1	2	3	3	3	3	2	3
MS_129	Tikri Border Metro Station	1	3	3	3	3	3	3	3	3	2	3
MS_128	Tikri Kalan Metro Station	3	3	3	2	3	3	3	3	3	2	3
MS_115	Tilak Nagar Metro Station	3	3	3	3	3	2	2	3	3	3	3
MS_116	Tis Hazari Metro Station	2	2	2	2	2	2	2	3	2	2	2
MS_175	Trilokpuri- Sanjay Lake Metro Station	2	2	0	1	1	2	2	1	1	1	1
MS_117	Tughlakabad Station Metro Station	3	3	0	3	3	3	3	2	3	3	3
MS_118	Udyog Bhawan Metro Station	3	2	3	2	3	3	3	3	3	3	3
MS_119	Udyog Nagar Metro Station	2	2	3	3	2	2	3	3	3	3	2
MS_120	Uttam Nagar East Metro Station	1	2	2	1	0	2	2	3	2	2	2
MS_121	Uttam Nagar West Metro Station	1	2	2	1	3	2	2	2	2	2	2
MS_136	Vasant Vihar Metro Station	3	3	3	3	3	3	3	3	3	3	3
MS_122	Vidhan Sabha Metro Station	3	3	1	2	3	3	3	3	3	3	3
MS_182	Vinobapuri Metro Station	3	3	2	3	3	3	3	2	3	3	3
MS_123	Vishwa Vidyalyaya Metro Station	2	1	2	1	2	2	2	3	1	2	2
MS_124	Welcome Metro Station	1	2	1	1	1	2	2	2	2	2	2
MS_125	Yamuna Bank Metro Station	2	2	0	1	2	2	2	2	1	1	1



## Annex-3: Educational Institutions

Universities											
	UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usaf	Feeling
A	UT_1	Guru Govind Singh Indraprastha Vishwavidyalaya	2	2	2	2	3	3	3	2	2
	UT_2	Indian Agricultural Research Institute	2	3	3	2	3	3	1	2	3
	UT_3	Indian Institute Of Foreign Trade	3	3	3	3	3	3	2	3	3
	UT_4	Indian Institute of Technology Delhi	2	3	3	3	2	3	3	3	3
	UT_5	Indira Gandhi National Open University	2	3	3	3	3	2	3	3	3
	UT_6	Jamia Hamdard, Hamdard Nagar New	3	3	0	2	2	3	2	3	3
	UT_6	Jamia Hamdard, Hamdard Nagar New	3	3	0	3	2	3	3	3	3
	UT_7	Jamia Millia Islamia	3	3	0	3	3	3	2	3	3
	UT_8	Jawaharlal Nehru University	3	3	3	3	2	3	3	3	3
	UT_9	Rashtriya Sanskrit Sansthana	3	3	3	2	3	3	3	2	3
	UT_10	School of Planning and Architecture	2	1	1	1	1	2	2	1	2
	UT_11	Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeeth	3	3	3	3	2	3	3	3	3
	UT_12	TERI School of Advanced Studies	3	3	3	2	3	3	2	3	3
UT_13	University Of Delhi	2	2	1	2	0	2	3	2	2	

Schools

UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usaf	Feeling
SL_27	Anand Parbat-Ramjas No. -2 Sr. Sec. School	3	2	3	3	2	3	1	3	2
SL_40	Baird Road-D. A. V. No. 2 Sec. School	2	1	2	1	1	1	2	1	2
SL_39	Chitrangan Park, C-489-Raisina Bengali Sr. Sec. School	2	2	1	2	2	2	1	2	2
SL_44	Darya Ganj-Ramjas No. 1 Sr. Sec. School	1	1	1	1	1	2	2	1	2
SL_34	Dr. Ramesh Babu Andhra Edn Society Middle School S-VIII Pushp Vihar	2	2	2	2	1	3	1	2	2
SL_15	Fatehpuri, Bagh Dewan-L. N. Girdhari Lal Sr. Sec. School	1	1	1	2	0	2	2	1	2
SL_4	Gandhi Nagar-Guru Nanak Girs! Sr. Sec. School	1	1	2	1	1	1	2	1	1
SL_37	Green Park Extn.-Jain Girls, Sec School	2	2	3	2	2	3	0	2	2
SL_38	Ishwar Nagar-Kasturba Balika Vidyalaya	2	2	1	1	2	1	2	0	1
SL_24	Jail Road, Fateh Nagar-Sukho Khalsa Sr. Sec. School	2	3	3	3	3	2	3	3	3
SL_42	Jama Masjid-Inderprastha Hindu Girls Sr. Sec. School	0	2	3	3	0	1	1	2	2
SL_30	Janakpuri, Block-B-D. T. E. A. Sr. Sec. School	2	3	3	2	1	3	3	2	3
SL_35	Jungpura-D. A. V. Sr. Sec. School	2	3	0	0	2	2	0	0	2
SL_5	Kailash Nagar, Gli No. 2-Jain Kanya Middle School	1	1	2	2	0	2	1	1	1
SL_21	Kanjhawala-Haryana Shakti Sr. Sec. School	2	3	0	0	0	1	3	0	2
SL_22	Karala-Sri Ram Rishi sanskrit Mahavidyalaya	1	1	1	1	0	1	3	2	2
SL_46	Karol Bagh, Reghar Pura-Arya Girls Sr. Sec. School	2	2	3	3	2	1	2	3	2
SL_6	Karwal Nagar-Alok Punj Sec. School Delhi-94	1	2	1	1	1	2	1	1	2

## Schools

SL_13	Kashmiri Gate-Happy Sr. Sec. School	2	1	3	1	0	1	2	0	1	2	0	1
SL_3	Kerala Education Society Sec. School	1	1	1	1	0	1	1	0	1	1	1	1
SL_19	Keshavpuram, B-3-Manender Shakti Vidyalaya	3	3	0	1	2	0	3	1	1	3	1	2
SL_20	Khera Khurd-St. Joseph Sec. School	2	3	1	0	2	0	0	2	0	1	1	2
SL_14	Kishan Ganj-D. C. M. Boys Sr. Sec. School	3	1	1	1	0	1	0	1	0	1	1	1
SL_18	Libaspur-Adarsh Sr. Sec. School	3	3	3	3	0	2	3	2	2	2	2	2
SL_36	Lodhi Road-D. C. Arya Sr. Sec. School	3	3	2	2	2	3	2	2	2	2	2	2
SL_8	Loni Road, Balbir Nagar-Arwachin Bharti Bhawann Sec. School	1	1	2	2	1	2	2	2	2	2	2	2
SL_41	Mandir Marg-Har Court Butter Sr. Sec. School	2	1	2	2	3	2	2	3	0	2	2	2
SL_43	Nai Sarak-Marwari Sr. Sec. School	2	1	2	3	0	2	1	2	2	2	2	2
SL_48	New Rajinder Nagar-Salwan Boys Sr. Sec. School	3	2	2	1	2	2	2	2	2	2	2	2
SL_47	New Rohtak Road-Nav Hind Girls Sr. Sec. School	2	3	2	2	2	2	3	2	2	2	2	2
SL_7	New Usmanpur-Vijay Jyoti Middle School vijay colony delhi-53	0	1	1	1	0	0	0	3	0	3	1	1
SL_16	Nirankari Colony-Sant Nirankari Boys Sr. Sec. School	2	3	3	3	0	1	1	3	2	2	2	2
SL_45	Pahar Ganj-St. Anthony Girls Sr. Sec. School	2	2	3	2	3	1	1	1	1	1	2	2
SL_29	Paschim Vihar -Sh. Mahavir Vidyapeeth School	3	3	3	3	2	2	1	3	3	3	3	3
SL_26	Punjabi Bagh-Swami Shiva Nand Memo Sr. Sec. School	2	1	2	2	1	0	0	1	1	1	1	1
SL_32	R. K. Puram, S-4-D. T. E. A. Sr. Sec. School	2	2	0	0	1	2	2	0	2	2	2	2
SL_12	Rajpur Road-Beni Parsad Jaipuria Sr. Sec. School	1	2	1	1	2	2	1	2	2	2	2	2
SL_17	Samalpur Badli-Dav Sr. Sec. School	1	2	2	2	0	1	2	2	2	2	2	2
SL_2	Shahadara, Anaj Mandi-Lalita PD Girls Sr. Sec. School	1	2	1	1	1	2	2	1	1	2	2	2
SL_2	Shahadara, Anaj Mandi-Lalita PD Girls Sr. Sec. School	2	2	2	2	1	2	2	1	1	1	1	1
SL_1	Shahadara, Gali Jain Mandir-Jain Sec. School	2	1	1	1	1	1	1	1	1	1	2	2
SL_11	Shahadara, Mandoli Road-Nehru Memo Middle school	2	2	3	3	1	0	3	2	2	2	2	2
SL_10	Shahadara-Moti Ram Memo. Sec. School	3	2	1	1	1	2	2	1	1	1	1	1
SL_9	Shahadara-Mukherjee Memo. Sr. Sec. School	3	2	2	2	2	2	3	2	2	2	2	2
SL_9	Shahadara-Mukherjee Memo. Sr. Sec. School	2	2	2	2	1	2	2	1	1	1	2	2
SL_28	Shivaji Marg-S. B. Mills Sr. Sec. School	1	2	1	1	3	0	0	3	3	2	2	2
SL_25	Subhash Nagar-Kalidhar Khalsa Sr. Sec. School	3	2	2	2	2	2	3	3	3	2	2	2
SL_23	Sultanpuri, J.J. Colony-Geeta S.S. School, No.2	2	3	2	2	0	0	1	2	2	2	2	2
SL_33	Vasant Village-Adarsh Skt Vidyalaya	3	3	3	2	3	2	0	2	2	2	3	3
SL_31	Vikasपुरi, Block-M-Kerala Sr. Sec. School	1	1	2	1	1	2	1	1	1	1	1	1
SL_31	Vikasपुरi, Block-M-Kerala Sr. Sec. School	2	2	2	2	2	2	1	2	2	2	2	2



## Annex-4: Recreational Spaces

### Tourist Places

UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usaf	Feeling
TP_1	Akshardham temple	3	2	3	1	3	3	3	2	3
TP_2	Azad Hind Gram	1	3	1	1	0	2	2	1	1
TP_4	Dilli haat janakpuri	2	2	2	2	3	3	3	2	3
TP_4	Dilli haat janakpuri	2	3	3	1	3	3	2	2	3
TP_5	Dilli haat Pritampura	3	3	0	3	3	3	0	0	3
TP_6	Garden of five senses	3	3	2	1	2	3	0	2	2
TP_12	Guru Tegh Bahadur Memorial	2	3	3	2	2	2	2	3	2
TP_7	Humayun Tomb	3	3	3	1	3	2	3	0	2
TP_8	Iskon temple	3	2	2	3	3	2	3	3	3
TP_9	Jama Masjid	2	2	1	3	2	2	2	2	3
TP_3	Lotus temple	3	3	0	1	2	3	0	1	2
TP_10	Purana Qila	3	3	3	3	3	3	3	3	3
TP_11	Qutub Minar	3	3	2	3	3	3	3	3	3

### Public Parks

UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usaf	Feeling
PP_37	Ajmal Khan Park (Ordinary Portion)	3	3	3	3	3	2	3	3	2
PP_36	Ajmal Khan Park, Karol Bagh	1	2	0	1	0	3	1	0	0
PP_36	Ajmal Khan Park, Karol Bagh	2	3	3	3	2	2	3	3	3
PP_50	Ambedkar Park in J.Puri	2	3	3	3	0	0	1	3	2
PP_27	Avantika Udyaan, Y Block Mangolpuri	1	3	2	1	1	2	2	2	1
PP_43	Azad Park Town Hall	0	2	0	1	0	3	0	0	1
PP_43	Azad Park Town Hall	0	2	0	1	0	3	1	0	1
PP_57	B-2/20 Paschim Vihar Jain Mandir	3	0	3	3	1	3	1	3	3
PP_55	B-2/211 Paschim Vihar	3	3	3	3	1	3	2	3	3
PP_31	Bapu Park in Mangolpuri	2	2	2	2	2	2	2	2	2
PP_53	BD,FD Blk. Park Pitam Pura	3	2	2	2	1	2	1	2	2
PP_66	C-Block Park, Model Town III	3	3	3	2	2	0	3	2	3
PP_9	Central Park Gautam Nagar	3	3	3	3	2	3	1	3	3
PP_70	Central Park, Behind Jal board, Loni Road	1	1	1	2	1	3	3	1	1
PP_69	Central Park, Janta Flat , mayur vihar phaseIII	1	1	1	1	1	2	1	1	2
PP_17	Chirag Delhi near Barat Ghar	2	2	0	3	1	3	1	3	2
PP_56	Dashera Park near WZ-23 Jwala Heri Village	2	2	3	3	1	2	0	3	3
PP_1	District Park Nand Nagri	1	2	1	1	1	1	1	1	2
PP_40	Dushera Park, Old Rajinder Nagar	3	3	2	2	0	2	2	3	2
PP_67	E-Block Nani Lake, Model Town-II Park	1	2	2	1	0	2	1	1	2
PP_45	Electric Crematorium Bela Road	0	2	1	1	0	1	1	1	1

## Public Parks

PP_8	Flyover alongwith Road No. 13 A at Sarita Vihar	2	3	2	2	2	2	3	1	1	2
PP_8	Flyover alongwith Road No. 13 A at Sarita Vihar	2	2	0	1	2	2	2	1	1	2
PP_22	G Block Store Wala Park Vikas Puri	1	3	3	1	0	0	0	1	2	2
PP_58	Green Belt Opp.H.No.B-28, Near Ring Road	1	2	2	2	3	0	0	2	2	2
PP_20	Herbal Garden Punjabi Bagh	2	3	1	1	2	2	3	0	0	2
PP_26	Indira Park, B-2 Block Sultanpuri	2	3	2	2	2	2	3	3	3	2
PP_46	Maharaja Agresain Park, near ISBT	2	3	0	2	0	0	2	3	0	3
PP_59	Mahavir Swami Park	1	2	2	1	1	1	2	2	1	1
PP_2	Mallanium Park 1	2	1	2	2	1	1	2	1	1	2
PP_21	Maya Puri Phase-1 Park	1	2	1	2	0	2	2	2	2	2
PP_32	NH Park near Pkt 8 Sec-25 Rohini	1	3	3	2	0	0	1	0	1	1
PP_33	NHP near R.D. Public School, Pkt-13 sec-21	2	3	2	1	1	1	2	1	2	1
PP_34	NHP Park Nahar Wala Pkt.13 , Sec.22, Rohini	3	3	3	2	0	0	1	2	2	2
PP_44	Pared Ground near Cycle Market	1	2	0	2	0	0	1	1	0	1
PP_6	Park & Pocket 1 at Jasola	2	2	3	2	2	2	3	0	1	2
PP_7	Park & Pocket 2 at Jasola	3	2	3	2	2	2	3	0	2	3
PP_15	Park 5/1, Shanti Niketan	3	3	1	1	2	2	3	0	1	3
PP_19	Park at Opp. 63 A B-Block Paschim Puri	1	3	2	2	0	0	2	3	2	2
PP_23	Park at SLF Site Hastal	1	3	3	1	0	0	0	2	1	1
PP_11	Park B-4, Club, Chaudhary Harsukh Park, Safdarjung Enclave	2	2	2	1	1	3	1	2	2	2
PP_12	Park C-1/43, SDA (Safdarjung Development Area)	3	3	1	1	3	3	2	3	2	2
PP_14	Park D-7/2, Vasant Vihar	3	3	3	2	2	3	2	2	3	3
PP_13	Park E-7, Gali Club, Vasant Vihar	2	2	3	2	2	2	2	3	2	2
PP_38	Park Gaushala Wala, Prem Nagar(1-Portion water exist)	0	0	0	0	0	0	0	0	0	1
PP_49	Park in I.D. Hospital & Nursery	1	1	1	0	2	1	0	0	0	1
PP_35	Park in Nizampur Village	0	3	0	2	0	0	0	1	2	1
PP_62	Park in Seed Bed Nimri Colony	3	3	0	0	0	1	0	0	0	0
PP_63	Park in Teachers Park Nimri Colony	3	3	2	1	0	3	1	2	3	3
PP_4	Park Kailash Colony Main Mkt	1	3	2	1	2	3	1	0	0	1
PP_4	Park Kailash Colony Main Mkt	1	1	2	1	1	3	0	0	0	1
PP_10	Park near B-114, Niti Bagh Club	3	3	3	3	3	2	1	3	3	3
PP_29	Park near B-1201 Mangolpuri Industrial Area	1	2	1	1	1	1	1	1	2	1
PP_24	Park Near Bargodia public School Sec-4 Dwarka	1	3	3	1	0	0	0	1	1	1
PP_30	Park near Railway Crossing Mangolpuri Industrial Area	1	3	0	1	1	2	2	1	1	1
PP_54	Park Near Su Blk. Man park Pitam Pura	2	3	1	2	0	3	1	1	1	3
PP_5	Park opp. D-830 (Shahid Abdul Hamid Park) New Friends Colony	1	3	2	1	2	1	1	1	1	1



## Public Parks

PP_61	Park Opp. H.No.46, B3-Block Ashok Vihar Ph-II	2	1	2	2	1	1	1	2	2	2	2
PP_60	Park Opp. H.No.53-114 A-Block Ashok Vihar Ph-II	1	2	2	2	1	1	2	2	2	2	1
PP_3	Park opp. W-41 near Mahavir Mandir G.K-I	3	3	2	3	3	2	3	1	3	3	3
PP_39	Park Shahid Dhingra park East Punjabi Bagh	3	3	3	3	3	2	3	1	3	3	3
PP_64	Priyadarshni Park, Gujarawala Town	3	3	3	3	2	0	3	0	2	3	3
PP_52	PU,LU Bk. Park Pitam Pura	2	3	3	3	1	0	3	0	1	3	3
PP_42	Qudesiya Bagh	1	3	1	1	1	0	1	1	0	3	3
PP_42	Qudesiya Bagh	2	3	0	1	1	0	2	2	0	2	2
PP_28	R Block Jawala Puri	3	3	1	3	3	0	3	3	3	3	3
PP_48	Ramila Ground	3	3	3	3	3	2	3	3	3	3	3
PP_41	Roshanara Bagh (Nursery)	2	0	0	0	0	0	0	0	0	0	0
PP_68	Roshnara Bagh	2	3	0	1	1	0	0	1	1	1	1
PP_65	Shalimar Park, Model Town	2	2	1	2	2	0	1	2	2	2	2
PP_25	SLF Site Ghumman Hera	3	3	3	3	3	2	2	0	2	2	2
PP_51	SLF Site Sanjay Gandhi Transport Nagar.	1	2	1	1	1	0	0	0	2	2	2
PP_47	Subhash Park, Jama Masjid	1	2	1	2	2	1	2	2	1	2	2
PP_18	Veer Sawarkar Park (P.B)	3	3	3	3	2	3	3	3	3	3	3
PP_16	W-Block, Central Park, GK-II	1	2	2	2	1	2	2	0	0	2	2

## Cinema Halls

UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transpender	Usag	Feeling
CH_3	3C's	3	3	2	3	2	3	2	3	3
CH_2	Abhishek Cineplex (kumar talkies)	2	1	2	3	1	1	1	0	1
CH_4	Delite	3	2	3	3	3	3	2	2	3
CH_1	Eros Cinema	3	3	1	2	2	3	1	2	3
CH_5	Golcha	2	1	3	2	0	2	2	0	2
CH_6	PVR Priya	3	3	3	3	3	3	3	3	3
CH_7	Shiela (first 70mm screen in India)	3	1	0	2	0	3	1	1	2
CH_8	Vishal	2	2	2	3	1	0	2	3	2

## Annex-5: Public Toilets

Public Toilet Units										
UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usag	Feeling
PT_16	Adarsh Nagar	3	3	3	3	0	0	1	3	3
PT_222	Adnisganj	2	2	1	2	2	3	2	0	1
PT_41	Alipur	1	1	1	1	0	0	2	2	2
PT_193	Amar Colony	2	2	3	3	2	3	1	2	2
PT_201	Ambedkar nagar	2	2	3	3	1	1	0	2	2
PT_101	Anand Vihar	1	2	2	1	1	2	1	1	2
PT_105	Anarkali	2	1	1	2	1	1	1	3	2
PT_140	Ashok Nagar	3	3	3	3	0	1	1	3	3
PT_11	Ashok Vihar	2	2	3	3	0	0	1	3	2
PT_129	Babarpur	1	1	1	2	1	1	2	1	2
PT_234	Badarpur	2	3	2	2	2	1	0	1	2
PT_42	Bakhtawarpur	2	3	1	1	0	0	0	1	2
PT_78	Baljit Nagar	2	3	3	3	0	2	3	3	2
PT_36	Ballimaran	3	2	3	3	2	2	2	3	3
PT_40	Bankner	2	3	3	3	0	0	3	3	2
PT_161	Bapraula	1	2	2	0	0	2	3	1	1
PT_46	Bawana	3	3	2	3	0	1	3	3	1
PT_34	Bazar Sita Ram	2	2	2	3	0	0	2	1	2
PT_1	Begumpur	1	2	1	2	0	1	3	2	2
PT_125	Bhajan Pura	1	1	2	2	1	1	2	1	1
PT_27	Bhalswa	3	3	0	2	0	1	2	1	2
PT_14	Bhalswa Jahangirpuri	3	3	3	3	0	0	2	3	3
PT_180	Bijwasan	2	2	1	1	2	3	1	2	2
PT_165	Bindapura	2	3	3	1	0	0	0	0	1
PT_4	Budh Vihar	3	2	2	0	0	0	0	0	1
PT_13	Burari	3	3	3	3	0	0	1	3	3
PT_9	Chandni Chowk	2	3	3	3	0	0	2	3	2
PT_194	Chattarpur	2	2	3	2	2	1	1	2	2
PT_122	Chauhan Banger	1	1	1	1	1	1	2	1	2
PT_174	Chhawla	1	3	3	1	0	3	3	0	1
PT_196	Chitranjan Park	3	3	2	3	1	2	3	1	2
PT_166	Dabri	2	3	3	1	1	0	2	1	2
PT_90	Dallupura	1	1	1	1	0	1	1	1	1
PT_38	Daryaganj	2	2	2	1	1	2	2	1	2
PT_70	Deputy Ganj	3	2	3	3	2	1	1	2	2



## Public Toilet Units

PT_77	Dev Nagar	3	2	3	3	1	2	3	1	2	1	3	3	3
PT_23	Dhirpur	1	2	2	1	0	2	2	1	2	1	1	2	2
PT_176	Dichaon Kalan	0	1	1	0	0	1	1	1	1	1	1	1	1
PT_110	Dilshad Colony	2	2	2	2	1	2	2	2	2	2	2	2	2
PT_116	Dilshad Garden	3	2	2	3	2	2	2	2	2	2	2	2	2
PT_171	Dwarka - A	1	2	2	0	3	2	2	3	2	3	0	0	0
PT_173	Dwarka - B	2	2	3	3	2	3	3	2	3	3	2	2	2
PT_179	Dwarka - C	1	0	1	0	0	0	0	0	0	0	0	0	0
PT_198	East of Kailash	3	3	0	2	1	3	1	1	3	1	1	2	2
PT_80	East Patel Nagar	3	2	3	3	3	2	3	3	2	3	3	3	3
PT_107	Gandhi Nagar	2	1	2	2	1	1	1	2	1	2	1	2	2
PT_124	Gautam Puri	2	1	1	1	1	1	1	1	1	1	1	1	1
PT_106	Geeta Colony	1	1	2	2	1	1	1	1	1	1	1	1	1
PT_89	Gharoli	1	2	1	1	0	1	1	0	1	0	1	1	1
PT_127	Ghonda	1	1	2	2	1	1	1	1	1	3	1	2	2
PT_175	Ghuman Hera	1	3	2	1	0	0	0	3	0	3	0	0	0
PT_132	Gokal Puri	1	2	1	2	0	1	1	2	1	2	1	1	1
PT_224	Greater Kailash I	1	1	3	3	2	2	2	2	2	2	2	2	2
PT_224	Greater Kailash I	1	3	1	1	1	2	2	1	2	1	1	2	2
PT_224	Greater Kailash I	3	3	3	2	2	2	2	1	2	1	2	2	2
PT_197	Greater Kailash II	2	2	3	3	2	3	3	2	3	1	3	3	3
PT_22	GTB Nagar	3	2	2	1	3	3	3	3	3	3	0	3	3
PT_217	Gurukrishna Nagar	2	3	3	3	0	3	3	3	3	3	3	3	3
PT_207	Hari nagar	1	2	2	3	1	1	1	3	1	3	0	1	1
PT_134	Harsh Vihar	1	1	1	2	0	1	1	1	1	1	1	2	2
PT_160	Hastsala	1	1	1	0	0	1	1	0	1	0	0	1	1
PT_221	Hauz Khas	1	3	2	2	3	3	3	2	3	2	3	3	3
PT_102	I.P. Extension	1	2	2	2	2	2	2	2	2	2	3	2	2
PT_71	Idgah Road	2	2	3	2	0	1	2	2	1	2	1	3	3
PT_6	Inderlok	2	2	3	1	1	2	2	2	2	2	1	2	2
PT_83	Inderpuri	2	3	3	3	0	1	1	0	1	0	3	3	3
PT_25	Jahangirpuri	1	3	3	3	3	1	3	3	1	3	3	2	2
PT_25	Jahangirpuri	2	1	1	2	0	0	0	3	0	3	3	2	2
PT_231	Jaitpur	2	2	2	1	1	0	0	0	0	0	0	1	1
PT_8	Jama Masjid	2	1	2	1	1	1	1	2	1	2	2	2	2
PT_206	Janakpur II	2	1	2	2	2	3	3	3	3	3	2	2	2
PT_155	Janakpuri South	2	2	2	1	2	2	2	3	2	3	1	2	2
PT_205	Janakpuri South	3	3	3	3	2	2	2	0	2	0	2	2	2

## Public Toilet Units

PT_208	Janakpuri west	1	2	2	2	2	2	1	2	3	1	2
PT_154	Janakpuri West	3	3	3	3	2	2	1	3	3	2	3
PT_130	Janta Colony	1	1	1	1	1	1	1	1	2	1	2
PT_18	Jharoda	1	3	3	3	3	3	0	0	1	3	3
PT_112	Jhilmil	1	2	2	2	1	1	0	3	1	1	1
PT_131	Joharipur	2	2	2	2	2	2	1	1	2	1	2
PT_170	Kakraula	0	3	1	1	0	0	0	0	0	0	0
PT_191	Kalkaji	2	3	2	2	2	2	1	1	2	0	1
PT_91	Kalyan Puri	2	1	1	1	1	1	1	1	1	1	2
PT_67	Kamla Nagar	3	3	3	3	3	3	0	2	3	3	3
PT_108	Kanti Nagar	1	1	1	1	2	1	1	2	1	1	1
PT_181	Kapashera	3	2	3	3	2	2	0	0	2	1	3
PT_47	Karala	1	2	3	3	1	1	0	1	3	2	2
PT_136	Karawal Nagar- East	1	2	1	1	1	1	1	2	1	1	1
PT_138	Karawal Nagar- West	2	2	1	1	2	1	1	1	2	1	2
PT_128	Kardam Puri	1	1	1	1	2	2	2	2	2	1	2
PT_76	Karol Bagh	2	2	2	2	2	2	0	1	3	2	2
PT_30	Kashmiri Gate	2	1	0	2	2	2	3	3	3	2	3
PT_30	Kashmiri Gate	2	1	2	2	2	2	2	2	3	2	2
PT_151	Keshopur	3	3	3	3	3	3	0	2	2	3	2
PT_139	Khajoori Khas	1	3	3	3	3	3	3	1	3	3	1
PT_203	Khanpur	2	1	2	2	2	2	1	2	2	0	2
PT_211	Khera	0	2	2	2	0	0	0	2	2	0	0
PT_148	Khyala	2	3	3	3	3	3	3	1	2	3	3
PT_3	Kirari Suleman Ngr.	3	3	2	2	3	3	0	0	2	2	1
PT_69	Kishan Ganj	2	1	2	2	2	2	0	1	2	3	1
PT_96	Kishan Kunj	1	2	1	1	1	1	0	1	2	1	1
PT_10	Kishanganj	2	3	3	3	3	3	2	2	3	3	3
PT_188	Kishangarh	2	3	2	2	2	2	2	1	2	2	1
PT_62	Kohat Enclave	2	1	0	1	1	2	2	2	3	2	2
PT_88	Kondli	1	2	2	2	1	1	1	2	2	1	2
PT_223	Kotla Mubarakpur	3	3	3	3	3	3	2	0	1	1	2
PT_104	Krishna Nagar	2	2	2	2	2	2	1	2	2	1	2
PT_33	Kucha Pandit	3	3	3	3	3	3	0	1	2	2	2
PT_97	Lakshmi Nagar	2	2	1	1	1	1	1	2	2	1	2
PT_190	Larence Road Industrial Area, MAFE	2	2	3	3	3	3	0	0	2	3	3
PT_15	Libaspur	1	3	1	1	1	1	0	0	1	1	1
PT_113	Nand Nagri, village Mandoli	2	1	1	1	1	1	0	2	1	1	1



## Public Toilet Units

PT_230	Madanpur Khadar	2	3	2	2	1	0	1	0	1	0	2
PT_141	Madipur	2	2	3	2	0	2	2	3	2	3	2
PT_184	Mahavir Enclave	2	3	3	1	2	0	3	1	2	1	2
PT_153	Mahavir Nagar	3	3	3	2	1	3	3	2	3	2	3
PT_182	Mahipalpur	2	3	3	3	0	2	3	3	3	3	2
PT_31	Majnu Ka Tilla	1	3	3	3	2	1	1	3	3	3	2
PT_19	Malkaganj	3	3	1	2	0	1	1	3	3	3	3
PT_92	Mandawali	1	2	1	2	1	1	2	1	2	1	2
PT_187	Manglapuri	1	3	3	1	3	2	3	3	3	3	3
PT_187	Manglapuri	2	3	3	1	0	0	0	0	0	0	1
PT_51	Mangolpuri	0	1	0	1	0	1	2	1	2	1	2
PT_50	Mangolpuri East	1	1	3	3	2	1	1	3	3	3	2
PT_49	Mangolpuri North	3	2	0	2	0	3	3	3	3	3	3
PT_172	Matiala	0	0	1	0	0	0	0	0	0	0	0
PT_209	Matiala	1	0	0	0	0	2	0	1	1	1	1
PT_121	Maujpur	2	2	3	2	1	2	2	3	2	3	2
PT_86	Mayur Vihar Phase-I	2	1	1	1	1	2	1	1	1	1	1
PT_94	Mayur Vihar Phase-II	2	2	2	1	1	1	1	1	1	1	2
PT_157	Milap Nagar	1	0	0	0	0	2	0	1	1	1	1
PT_32	Minto Road	3	3	3	3	1	2	3	1	1	1	1
PT_75	Model Basti	2	3	2	2	2	2	2	3	2	3	2
PT_29	Model Town	2	2	3	3	2	3	0	2	2	3	3
PT_162	Mohan Garden- South	1	2	2	1	0	2	2	2	2	2	2
PT_232	Molarband	3	2	2	2	1	3	0	1	1	2	2
PT_21	Mukherjee Nagar	2	2	1	0	1	2	3	1	2	2	2
PT_17	Mukund Pur	1	3	3	2	0	0	1	2	2	2	2
PT_213	Mundaka	3	3	2	2	3	3	2	0	2	2	2
PT_137	Mustafabad	0	1	1	2	1	1	2	1	2	1	2
PT_54	Naharpur	2	3	3	3	1	1	3	2	3	3	3
PT_177	Najafgarh	3	3	3	2	3	0	3	0	3	0	1
PT_150	Nangal Raya	3	3	3	2	2	3	2	1	2	2	2
PT_212	Nangli Sakrawati	2	2	0	1	0	3	0	1	1	2	2
PT_169	Nangli Sakrawati	2	1	0	1	1	3	0	1	1	1	1
PT_84	Naraina	3	3	1	2	0	1	3	2	2	2	2
PT_39	Narela	1	3	3	3	0	1	3	3	3	3	2
PT_163	Nawada	2	3	2	2	2	3	3	3	3	3	2
PT_183	Near Madhu Vihar	1	1	0	0	1	1	2	2	2	2	1
PT_167	Near Sagarpur- West	2	2	2	2	2	3	0	1	1	2	2

## Public Toilet Units

PT_81	New Ranjit Nagar	2	3	3	3	3	0	1	3	3	3	2
PT_115	New Seemapuri	1	2	3	3	2	1	2	2	2	2	2
PT_214	Nilothi	1	2	3	3	3	0	0	2	3	3	3
PT_64	Nimri Colony	1	2	3	3	2	0	0	1	3	3	2
PT_2	Nithari	2	2	2	2	2	1	2	2	2	2	2
PT_37	Nizamuddin	3	3	2	2	3	2	3	2	3	3	3
PT_227	Okhla	2	3	2	2	1	1	0	2	0	2	2
PT_74	Paharganj	2	2	2	2	3	3	2	1	2	2	3
PT_186	Palam	3	3	3	3	3	3	2	3	1	3	3
PT_99	Pandav Nagara	2	2	2	2	2	1	2	2	2	2	2
PT_218	Paschim Vihar South	1	1	1	1	2	0	1	2	3	2	2
PT_95	Patpar Ganj	2	2	2	2	2	1	1	2	1	2	2
PT_56	Pitampura North	3	2	3	3	3	1	3	1	2	2	3
PT_55	Pitampura South	2	0	2	2	1	0	1	2	1	2	2
PT_44	Pooth Kalan	2	3	2	2	3	0	1	3	2	2	2
PT_103	Preet Vihar	1	2	1	1	2	1	2	2	2	2	2
PT_192	Pul Pehlampur	3	2	2	3	3	1	0	0	1	2	2
PT_142	Punjabi bagh	3	3	3	3	3	0	3	3	3	3	3
PT_202	Push Vihar	3	2	0	2	2	1	3	0	2	2	2
PT_73	Qasabpura	3	2	3	2	2	0	1	3	3	3	2
PT_109	Raghubarpura	1	2	2	1	1	1	1	2	1	2	2
PT_144	Raghubir Nagar	3	3	3	3	3	0	0	2	3	2	2
PT_178	Raj Nagar	2	2	2	2	2	2	3	1	2	2	2
PT_143	Raja Garden	1	2	1	1	1	0	1	3	0	0	0
PT_82	Rajinder Nagar	2	3	3	3	3	1	3	3	3	3	3
PT_145	Rajouri Garden	2	3	3	3	2	0	0	2	3	3	3
PT_118	Ram Nagar	2	2	2	2	2	1	2	3	2	2	2
PT_72	Ram Nagar	1	1	3	3	3	0	0	0	1	1	1
PT_7	Rampura	3	3	3	3	2	3	3	3	2	3	3
PT_28	Rana Pratap Bagh	3	3	2	3	3	0	1	3	3	2	2
PT_158	Ranholi	3	3	3	3	2	2	0	3	2	3	3
PT_59	Rani Bagh	2	2	3	3	3	1	2	1	3	3	3
PT_43	Rithala	2	2	3	3	3	2	2	3	3	2	2
PT_219	RK puram	3	3	3	3	3	2	2	3	3	3	3
PT_52	Rohini Central	3	2	2	1	1	0	0	2	2	3	3
PT_53	Rohini East	3	3	3	3	3	2	3	3	3	3	3
PT_5	Rohini South	2	3	3	3	2	1	1	2	2	2	2
PT_119	Rohtash Nagar	2	2	3	3	2	1	2	3	2	2	2



## Public Toilet Units

PT_210	Roshanpura	1	3	3	2	0	2	3	0	0	0
PT_133	Saboli	2	1	1	1	1	1	1	1	1	1
PT_185	Sadh Nagar	1	2	2	0	3	2	3	2	2	2
PT_220	Safdarjang enclave	1	3	2	1	0	2	0	3	1	1
PT_168	Sagarpur- East	3	2	2	2	2	2	3	1	2	2
PT_45	Sahibabad Daulat Pur	3	3	2	2	0	1	3	2	2	2
PT_26	Samaypur Badli	2	3	3	3	2	1	3	3	2	2
PT_12	Sangam Park	3	3	2	3	0	1	3	3	2	2
PT_228	Sangam Vihar East	1	3	1	1	0	0	0	0	1	1
PT_24	Sarai Pipal Thala	3	3	2	3	0	1	2	0	1	1
PT_60	Saraswati Vihar	2	2	2	1	1	1	1	1	1	1
PT_229	Savita vihar	2	3	3	3	0	0	2	3	2	2
PT_65	Sawan Park	3	3	3	2	0	1	1	3	2	2
PT_123	Seelampur	2	1	2	2	1	1	2	1	1	1
PT_117	Shahdara	1	2	1	2	1	2	2	2	2	2
PT_199	Shahpur jat	3	2	3	1	2	0	0	0	1	1
PT_98	Shakarpur	0	2	1	2	1	1	2	1	1	1
PT_98	Shakarpur	0	2	1	1	1	1	2	1	1	1
PT_63	Shakurpur	3	3	3	3	0	1	2	3	2	2
PT_57	Shalimar Bagh North	1	3	3	3	1	1	3	3	2	2
PT_58	Shalimar Bagh South	2	3	2	2	2	2	3	1	2	2
PT_68	Shastri Nagar	2	2	2	2	0	2	2	2	2	2
PT_135	Shiv Vihar	1	2	1	1	1	1	2	1	2	2
PT_156	Sitapuri	3	1	0	3	1	0	1	0	2	2
PT_225	Srinivaspuri	3	3	3	2	1	3	2	2	2	2
PT_149	Subhash Nagar	2	1	2	1	1	2	2	2	2	2
PT_48	Sultanpuri South	3	3	1	3	0	3	2	3	3	3
PT_114	Sunder Nagri	1	1	2	2	0	1	1	1	1	1
PT_146	Tagore Garden	1	1	2	1	3	1	3	1	2	2
PT_204	Tigri	1	2	2	3	0	0	2	3	2	2
PT_152	Tilak Nagar	1	2	2	1	0	1	1	1	2	2
PT_20	Timarpur	2	3	1	3	2	1	3	3	2	2
PT_61	Tri Nagar	2	1	2	3	0	0	2	3	2	2
PT_85	Trilokpuri East	2	1	1	1	1	1	1	1	2	2
PT_87	Trilokpuri West	1	1	1	1	1	1	2	1	1	1
PT_200	Tughlakabad extn	2	2	1	2	1	1	1	1	1	1
PT_35	Turkman Gate	2	2	1	1	2	2	3	0	1	1
PT_164	Uttam Nagar	3	3	3	3	1	0	2	2	3	3

## Public Toilet Units

PT_189	Vasant Vihar	2	2	2	2	1	3	3	3	1	1	1	3
PT_159	Vikaspuri	3	2	2	2	2	2	2	2	3	1	1	3
PT_215	Vikaspuri	1	3	3	3	1	0	0	0	0	0	0	0
PT_195	Village hauz rani	0	2	2	2	2	1	1	1	1	2	2	1
PT_93	Vinod Nagar	1	1	1	1	1	1	1	1	2	1	1	2
PT_147	Vishnu Garden	2	2	2	2	2	0	1	1	2	2	2	2
PT_100	Vishwas Nagar	2	2	2	1	2	2	2	2	2	1	1	2
PT_111	Vivek Vihar	2	2	2	2	2	1	2	2	2	1	1	1
PT_66	Wazirpur	1	1	1	1	2	2	0	0	0	3	2	2
PT_120	Welcome Colony	1	1	1	1	1	0	1	1	1	1	2	2
PT_79	West Patel Nagar	0	2	3	3	3	0	1	2	2	3	2	2
PT_126	Yamuna Vihar	2	2	2	2	2	1	2	3	1	1	2	2
PT_226	Zakir Nagar	0	1	1	1	2	2	1	1	1	2	2	2



## Annex-6: Other Public Places

### Liquour Stores

UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usage	Feeling
LS_5	DSIIDC Shop 1	1	3	1	3	0	1	1	1	2
LS_6	DSIIDC Shop 2	3	3	3	3	3	2	3	2	2
LS_7	DSIIDC Shop 3	2	0	2	2	1	2	2	2	1
LS_8	DSIIDC Shop 4	3	3	3	3	2	1	2	3	3
LS_9	DSIIDC Shop 5	2	2	2	1	3	0	2	1	1
LS_10	DSIIDC Shop 6	2	2	2	2	1	2	2	1	1
LS_11	DSIIDC Shop 7	3	3	0	3	2	3	1	3	3
LS_12	DSIIDC Shop 8	2	2	2	1	2	2	1	1	2
LS_1	DTTDC Shop 1	1	1	1	2	0	0	0	1	0
LS_2	DTTDC Shop 2	1	2	2	2	1	2	3	2	2
LS_2	DTTDC Shop 2	2	3	3	3	3	2	3	0	2
LS_3	DTTDC Shop 3	3	3	3	2	0	2	3	1	2
LS_4	DTTDC Shop 4	2	2	3	2	1	0	2	2	2

### Parking Spots

UID	Name	Lighting	Openness	Visibility	People	Security	Walkpath	Public Transponder	Usage	Feeling
PK_3	Appu Ghar	2	3	2	1	2	2	3	3	2
PK_4	Around Ajmal Khan park	1	2	2	1	2	1	1	1	1
PK_5	Arya Samaj Road I	1	2	2	1	1	2	1	1	2
PK_8	Basant Lane, Paharganj	3	1	3	2	3	0	2	1	3
PK_28	Central Market Punjabi Bagh	2	3	3	3	2	2	1	3	3
PK_15	DTC Bus Depot Wazirpur, Behind Netaji Subhash Place	2	2	1	0	0	2	3	0	2
PK_14	Everbake Resturant to Prabhu dayal School, Shalimar Bagh	3	3	3	3	2	2	3	3	3
PK_22	GK-II, M-Block Market	3	3	3	2	2	3	1	2	2
PK_24	H-Block Market, Sarita Vihar	3	3	3	3	2	3	1	3	3
PK_9	Idgah, Sadar Pahar Ganj	3	3	3	3	2	1	1	0	3
PK_16	Jag Prवेश Chandra Hospital	2	1	1	1	1	2	2	1	2
PK_29	Janakpuri District Centre - On the Deck	1	3	3	1	1	0	2	0	0
PK_29	Janakpuri District Centre - On the Deck	3	3	3	1	3	0	2	0	2
PK_23	J-Block Market, Saket	3	3	2	3	3	3	2	3	3
PK_6	Jeewan Mala Hospital	3	3	3	3	2	2	3	3	3
PK_21	Kailash Colony Market	1	2	2	2	1	1	0	1	2
PK_11	MCD Old Hindu College Building to Wine Shop, Kashmere Gate	3	2	3	3	0	1	2	0	2

Parking Spots																
PK_12	Mori Gate Bus terminal Parking	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PK_20	Near BSES Vikas Marg, Laxmi Nagar	2	2	2	2	2	2	1	2	2	2	2	1	2	2	2
PK_25	Nehru Place - MTNL	1	2	2	1	3	2	2	3	2	2	2	2	3	3	3
PK_26	New Friends Colony	2	3	2	2	2	2	2	2	2	2	2	1	2	2	2
PK_2	Old Lajpat Rai Market	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2
PK_18	Old Seelampur Village Parking	2	1	1	1	2	1	1	2	2	2	2	1	1	1	1
PK_27	Opposite Tihar Jail	3	3	3	3	1	3	3	3	3	3	3	1	2	2	2
PK_1	Opposite Sanjeevan Hospital Darya Ganj	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PK_10	Police Station to GPO Chowk, Kashmere Gate	2	3	3	0	3	1	1	2	2	3	3	0	3	3	3
PK_7	Qutub Road Near Lohari Gate Sadar Bazar	1	2	2	2	2	3	3	2	2	2	2	2	1	1	1
PK_19	Ramesh Park, Laxmi Nagar	1	2	2	1	1	1	1	1	2	2	2	1	2	2	2
PK_19	Ramesh Park, Laxmi Nagar	2	2	2	1	1	1	1	2	2	2	2	1	2	2	2



## Notes

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