Delhi

A Safety Assessment

"There is no chance of the welfare of the world unless the condition of women is improved. It is not possible for a bird to fly on one wing."

-Swami Vivekananda

Executive Summary

Delhi, or the National Capital Territory (NCT) of Delhi, is a city and Union Territory of India. It is also one of the five mega cities of India i.e. it has a population of more than 10 million. Having an average density of 225pph the city spans over 1483 square kilometers. Along with huge socio-economic development the city has also gained the title of "Rape Capital' of India owing to the high rate of crimes especially those against women and girls. According to the National Crime Records Bureau's *Crime in India 2015* statistics, Delhi is the second most unsafe city in India with a crime rate of 1066.2. Of the five mega cities, Delhi has the highest rate of crimes registered under murder, rape and insulting the modesty of women. This perception of Delhi affects the how and to what extent women access public space.

To assess the perception of safety at night by women, safety audits were conducted throughout the city using the Safetipin apps. Safetipin, is a map-based mobile phone and online application, which works to make communities and cities safer by providing safety-related information collected by users and by trained auditors. At the core of the app is the Women's Safety Audit. A Women's Safety Audit (WSA) is a participatory tool for collecting and assessing information about perceptions of urban safety in public spaces. The audit is based on nine parameters – Lighting, Openness, Visibility, Crowd, Security, Walkpath, Availability of Public Transport, Gender Diversity and Feeling. Each parameter is rated 0/1/2/3 with 0 being Poor rating and 3 being Good. All parameters except Feeling are completely objective and are rated on the basis of a well defined rubric. Based on the ratings for each of the parameters, an aggregate Safety Score is generated. The Safety Score of a point is thus a reflection of the perception of safety at that particular location. The Safety Score of a city is the aggregate of all the audit pins in it.

Data was also collected using the Safetipin Nite app. This app (not available in app stores) collects photographs which are geotagged and also have time stamps. Phones with this app installed were mounted on the windshield of cars. As the car moves, photographs are continuously taken of the footpath side of the road. These photographs are then coded by a trained in-house team of professionals to generate the audits. Additional data is also recorded for the parameters of Lighting, Walkpath, Visibility, Security and Public Transport.

Delhi has a Safety Score of 3.3/5.

Safety audits indicate that Delhi's Safety Score is 3.3/5. A total of 44,396 safety audits have been collected. Of these 5,296 audits were conducted by app users and 39,100 were generated using the Safetipin Nite app covering 3,910 kilometers of road length.

Audits indicate that 50% of the area audited has a Safety Score of 4.0 or above. 6% of the audit locations have been given a Safety Score of less than 1.0. Another 9% of the audit points have a Safety Score ranging between 1.0 to 1.9 and 14% have a score from 2.0 to 2.9. 21% of the audit pins have a Safety Score from 3.0 to 3.9.

Percentage Distribution of Safety Score

Poor 6%
Fair 9%
Good 14%
Very Good 21%
Excellent 50%
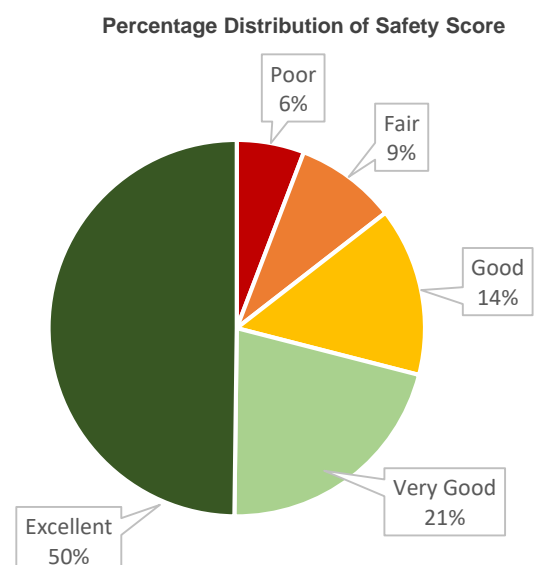
Shown in the graph on right are the average parameter ratings for each of the nine parameters. Of the nine parameters, Security and Gender Usage have been given a poor rating. Visibility and Crowd parameters have been rated Below Average. Access to Public Transport facilities has been rated as Average. Lighting, Openness and Walkpath have been rated Above Average. The Feeling of safety has been rated as Average for the city.

The stacked bar chart on the right below shows good points as positive and poor points as negative numbers. This indicates both the pin distribution of the four ratings within each parameter and also the relative performance of each parameter.

In terms of jurisdiction, of the eleven Revenue Districts the North District has the lowest Safety Score of 2.6/5 and the North East District has the highest Safety Score of 3.9/5. Of the thirteen Police District, the Rohini District has the lowest rating of 2.8/5 and the North East district has the highest rating of 3.9/5. of the 70 Constituencies, Babarpur constituency ahs been rated the highest Safety Score of 4.3/5 and Bawana has the lowest Safety Score of 2.1/5. of the four Municipal Corporations, the East Delhi Municipal Corporation has the highest score of 3.6/5 and North the lowest of 3.1/5.

Data analysis indicates that the parameter of Lighting has the maximum impact on the perception of safety followed by Gender Usage and Visibility. Also, each parameter has a different impact potential on the overall perception of safety. Improving the parameter with greater impact potential would result in a higher increase of the Safety Score.

The Gap Impact bar on the right indicates the extent of influence and the relative impact that each parameter has on the perception of safety. The combined length indicates the impact potential of the parameter. The parameters with the maximum combined length have the highest impact on the perception of safety and vice versa i.e. Lighting has the maximum impact and Transportation the least. The positive length (in green) indicates the extent of provision that has already been made on ground. The negative length (in red) indicates the (remaining) amount of improvement needed to increase the Safety Score.

Average Parameter Ratings
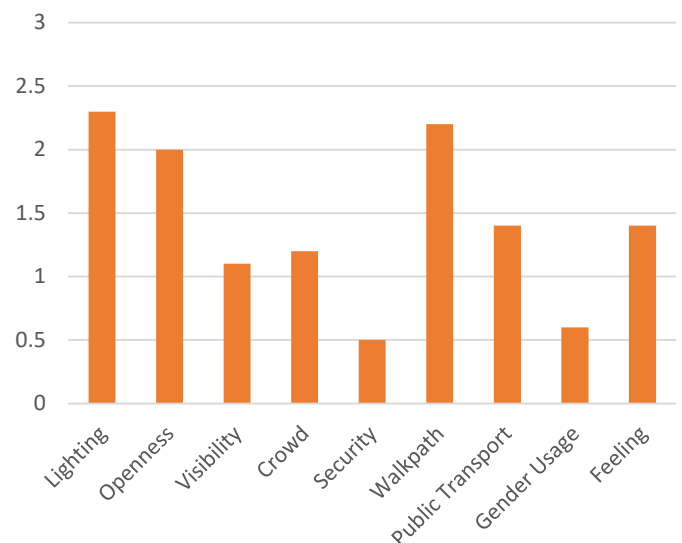
Pin Distribution Graph
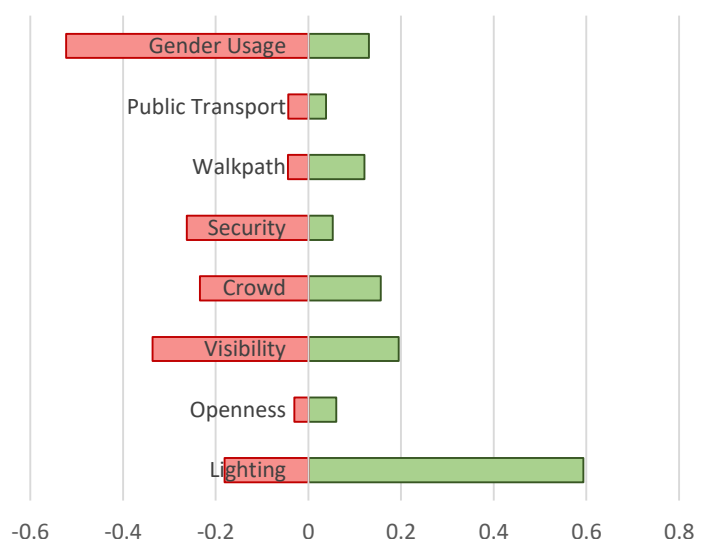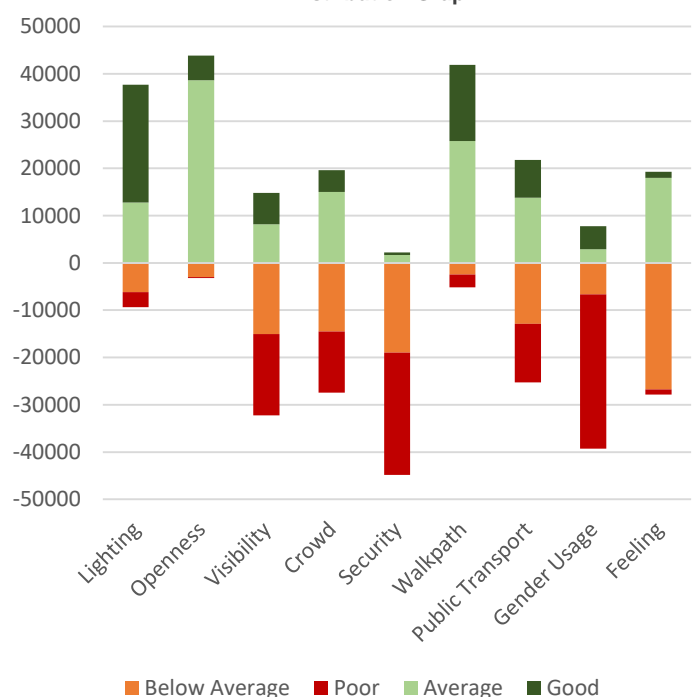
The safety ratings varies largely on account of the infrastructure provision and planning typology of the area. Areas which are well lit, have proper footpaths, has access to public transportation and are active, tend to be safer. The Feeling parameter is directly impacted by the other eight parameters. Lighting, Walkpath, Security, Public Transportation and Visibility are infrastructural parameters and can be improved upon. This improvisation would result in more people especially women using public places at night.

Recommendations

- Enhance Illumination along Walkpath – The existing streetlights found un-operational need to be energized. Also regular checks are necessary to ensure that all streetlights are operational at all times. Many streetlights were found to be hidden behind tree leaves. Regular pruning of leaves is needed. Streetlights need to installed along areas identified as dark spots i.e. at these locations there is no illumination at present. Streetlights also need to be installed in areas having poor levels of illumination. These are roads where the distance between consecutive streetlights is high resulting in dark patches in between. Also along the main roads having four lanes or more, streetlights are provided only on one side or along the central median of the road. Along such stretches streetlights need to be installed along the footpath. Pedestrian scale streetlights should be installed focused towards the walkpath and not the vehicular carriageway.

- Construct Pavement and Repair existing ones – at certain locations the pavement was found to be broken. This damage needs to be repaired and a proper paved surface needs to be created. Along certain roads either no footpath exists or space has been left for one but it hasn't been constructed. A proper footpath needs to be constructed free from any obstruction. Street furniture etc should be provided clear of the footpath. Also provision should be made to ensure smooth movement of people with any form of disability.

- Improve Security – Many areas do not have any form of security – private guards or Police. Regular police patrolling needs to be ensured in all areas.

- Improve Visibility – many roads in Delhi have their edge defined by a high boundary wall. This results in poor visibility of the pedestrian making one feel unsafe. The height of the solid surface of the boundary wall should be limited to 1m and the remaining height if needed should be achieved using a metal grill. Also, hawkers and vendors add to one's visibility. Currently, they do not have a dedicated space for them. This results in their eviction and harassment. Proper Hawker Zones need to be created for them. These should be provided with Public Convenience facilities along with Street Furniture. Creating such zones throughout the city will help activate the public realm making one feel safer.

- Improve Public Transport facilities – the public transportation network of the city needs to be expanded to cover the entire city. The bus and metro network needs to span each locality. Also, in the current areas where the bus and metro connectivity exists, there is lack of last mile connectivity. Autos, taxis and cycle-rickshaws are available outside these stops but not in the secondary and tertiary roads away from the main roads. Para-transit stands need to created for these to be parked and from where they can be hailed. They need to be installed in the residential areas and outside markets for one to reach the metro/bus stop. These should be equipped with Public Convenience facilities and street furniture.

The safety audit data and findings can be shared as Data Files (csv/excel) as well as in the form of Maps. Following is a basic List of Maps that can be provided. Besides these, customized Maps can also be generated based on the requirement.

1. Safety Score Ratings Map
2. Lighting Parameter Rating Map (indicates ratings 0/1/2/3 for Lighting)
3. Openness Parameter Rating Map
4. Visibility Parameter Rating Map
5. Crowd Parameter Rating Map
6. Gender Usage Parameter Rating Map
7. Security Parameter Rating Map
8. Public Transport Parameter Rating Map
9. Walkpath Parameter Rating Map
10. Feeling Parameter Rating Map
11. For each Parameter, Map can also be generated for any one/multiple ratings.
12. Map indicating Dark Spots
13. Map indicating Spots with Un-operational Streetlights
14. Maps indicating locations where Streetlights are covered by Tree Leaves
15. Maps indicating locations where installed streetlights are too far from the footpath.
16. Map indicating locations with No Footpath
17. Map indicating locations with Broken Footpath
18. Map indicating locations with Kachcha Walkpath
19. Map indicating locations with Obstruction on Walkpath – Trees/Cars/Houses extending etc.
20. Map indicating locations served by different modes of Public Transport – Bus/MRTS etc.
21. Map indicating areas with Boundary Walls.
22. Map indicating areas with Roadside Vendors and Temporary Stalls.

Customized Reports can also be provided for each Constituency, Revenue District, Police District and Municipal Corporation. This would cover the safety audit information along with detailed recommendations for improvement. Reports or Data if needed can be generated for a specific area or neighbourhood as well.

5 GENDER EQUALITY

11 SUSTAINABLE CITIES AND COMMUNITIES

Overview

Cities today are rapidly expanding with more than half the world's population expected to reside in them by 2030. The rate of provision of proper social and economic infrastructure to support the growing population is low. As a result the quality of life of most residents is poor. One of the main challenges that city government's face is of ensuring safety of all citizens especially the vulnerable groups like women, children, elderly, and those who are differently abled.

Ensuring safety of all women and girls continues to be a challenge for most cities. An unsafe environment restricts their mobility and access to education and employment opportunities. This results in considerable loss to the country's GDP. The fear of violence affects not only the way a woman accesses public space but also her daily decision making. The simple daily activities of buying groceries and picking children from school are governed by a fear of assault and hence the need to safeguard oneself.

Ensuring safety of all vulnerable groups is specified as one of the targets to be achieved as defined in The New urban Agenda adopted at Habitat-III in Quito last year. The agenda specifies 17 Sustainable Development Goals for countries to achieve. Goal 5 talks about achieving gender equality and empowering all women and girls. One of its targets is to eliminate all forms of violence against all women and girls in the public and private spheres, including trafficking and sexual and other types of exploitation. Another is to enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women. Goal 11 is to make our cities inclusive, safe, resilient and sustainable. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Urban Design, Planning and Management is defined as one of the three pillars for achieving a Safer City, the other two being Social Prevention Actions Aimed at Groups at Risk, and Law Enforcement. This entails designing streets, buildings, parks etc. to reduce opportunities for crime- support street layout, improve street lighting, reorganize markets and bus terminals, establish recreational areas for children and youth, and encourage community management of public spaces.

UNSAFE DELHI

Two 5-yr-old girls raped in west Delhi

Children in ICU; rape bid on another girl; no arrests yet

Precautions to take...

- Explain the concept of personal space without making the child overcautious to an extent that it impedes his/her natural behavior. It is important your child learns to say 'no' politely and without feeling guilty
- Teach your child the names of different body parts. Take this step further by specifying the private parts. Tell the child these parts should not be touched by anyone, not even close friends

- More than 70 per cent of the rape victims in the past two years were minors, according to Delhi Police records
- In 2006, 473 of the 599 victims were minors; in 2005, the figure was 481 out of 660
- The police say in most cases the accused were known to the victims
- Clearly instruct your child to tell you whenever he/she feels uncomfortable. Tell him/her to tell you when even close relatives/friends try to touch them in odd places.

New Delhi continues to shock, as NCRB data shows the city tops in terms of number of reported rapes last year proportionate to its female population

INDIA:
- NO. OF RAPES PER 1 LAKH WOMEN (2014): 6.1
- IN 2013: 33,707
- IN 2014: 36,735

	KOLKATA	CHENNAI	BENGALURU	HYDERABAD	MUMBAI	DELHI
Per lakh	0.5	1.5	2.5	3.3	7.1	23.9
2013	36	65	104	126	607	1813
2014	75	83	80	101	391	1441

GENDER VIOLENCE ON THE RISE IN THE CAPITAL

THE DELHI POLICE REGISTERED 41 CASES OF CRIME AGAINST WOMEN EVERY DAY THIS YEAR

Total cases of such crimes registered by the Delhi Police from **January 1 to November 15, 2014**	13,230		Cases of rape	1,879
Assault or criminal force to woman with intent to outrage her modesty	3,832		Word, gesture or act intended to insult the modesty of a woman	1,145
Kidnapping/Abduction	3,589	Cruelty by husband/in-laws 2,632	Dowry death 141	Dowry prohibition 12

Total cases of crimes against women registered by the Delhi Police from **January 1 to November 15, 2013** — 11,479

Registered cases witness jump of **15.25 %** over the previous year
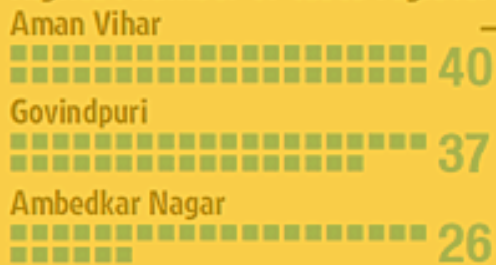

SHAME OF THE RAPE CAPITAL

Any discussion on women safety ends with a question mark
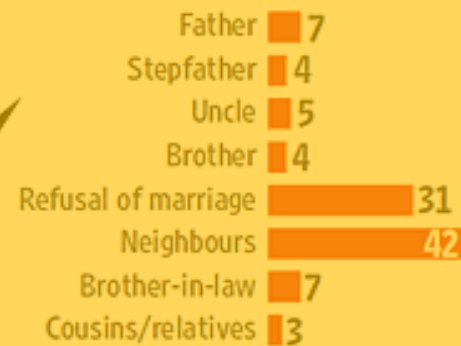
2,069 Rapes in Delhi in 2014

1,571 Rapes in Delhi in 2013

Highest number of cases registered

- **Aman Vihar** — 40
- **Govindpuri** — 37
- **Ambedkar Nagar** — 26

Except Jama Masjid, every police station in Delhi had at least one or more cases of rape. Police stations in which only one rape case was registered in 2014 are Parliament Street, Karol Bagh, Barakhamba Road and Kamala Nagar

Total cases: 103 DATA FOR 2014
Relationship of victim with accused

- Father — 7
- Stepfather — 4
- Uncle — 5
- Brother — 4
- Refusal of marriage — 31
- Neighbours — 42
- Brother-in-law — 7
- Cousins/relatives — 3

Age of the minor victims
- 0-10 years — 15
- 11-15 years — 23

24.9% of Delhi households live in rented houses without any written contract

10% of Delhi households don't have toilets

11% of Delhi households live in slums

In **18.8%** of Delhi homes, married couples do not have separate rooms

SOURCE: NSS 2012

DELHI TOPS THE DUBIOUS LIST

The national capital remains the most unsafe city for women and children
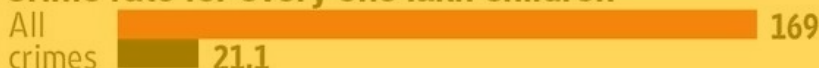
- Delhi
- National average

Crime rate for every one lakh residents

	Delhi	National average
Violent crimes	97.4	26.7
Vehicle theft	156.8	15.8

Crime rate for every one lakh women

	Delhi	National average
All crimes	184	53.9
Rape	23.7	5.7

Crime rate for every one lakh children

	Delhi	National average
All crimes	169	21.1

SOURCE: NCRB

City Shamed: Girl gangraped in bus in South Delhi at 9.30pm

3 Arrested; 23-Yr-Old Battles For Life

NIGHTMARE RIDE

More rapes than other metros in...

AM I SAFE IN DELHI

Introduction

Delhi, or the National Capital Territory (NCT) of Delhi, is a city and Union Territory of India. It is also one of the five mega cities of India i.e. it has a population of more than 10 million. Having an average density of 225pph the city spans over 1483 square kilometers. Being the political capital of the largest democracy in the world, the city is gaining eminence among the major cities of the world. As per Census of India 2011, it currently has a population of 16,349,831 which makes it the most populous urban agglomeration of India and the third largest urban area in the world. The United Nations World Cities Report 2016 says that 9.6million people are expected to move to Delhi by 2030.

Delhi has been continuously inhabited since the 6th century BC. Through most of its history, Delhi has served as a capital of various kingdoms and empires. It has been captured, ransacked and rebuilt several times, particularly during the medieval period. Later it was the capital of the British Empire as well. The various layers of development are visible in the city's urban fabric which consists of the Old City of Shahjahanabad, Lutyen's Delhi, post-independent development, urbanized villages, slums, re-settlement colonies and the agricultural area along the city fringes. Each area has it's unique set of infrastructural issues.

The city also has a rich cultural background. Delhi boasts of three UNESCO's World Heritage Sites – Red Fort, Humayun's Tomb and Qutab Minar along with many other heritage sites. The city thus sees a huge number of tourists throughout the year and is in India amongst the most visited cities by foreign tourists.

Being a union territory, the political administration of the NCT of Delhi today more closely resembles that of a state of India, with its own legislature, Lieutenant Governor, Legislative Assembly and an executive council of ministers headed by a Chief Minister. Delhi has been divided into 11 revenue districts. Members of the legislative assembly are directly elected for each of the 70 territorial constituencies in the NCT. The three Municipal Corporations – North, South and East handle civic administration for the city along with the New Delhi Municipal Council and the Delhi Cantonment Board. The Delhi Development Authority is responsible for the development of Delhi and has acquired the title of the "*9th Builder of the Grand City of Delhi*".

Along with huge socio-economic development the city has also gained the title of "Rape Capital' of India owing to the high rate of crimes especially those against women and girls. According to the National Crime Records Bureau's *Crime in India 2015* statistics, Delhi is the second most unsafe city in India with a crime rate of 1066.2. Of the five mega cities, Delhi has the highest rate of crimes registered under murder, rape and insulting the modesty of women. This perception of Delhi affects the how and to what extent women access public space.

As Delhi continues to grow and expand, while meeting the rising infrastructural demand owing to population growth, reducing crime and ensuring safety of each citizen is a must.

Methodology

Safety assessment for the city of Delhi has been done using the Safetipin applications. Safetipin, is a map-based mobile phone and online application, which works to make communities and cities safer by providing safety-related information collected by users and by trained auditors. At the core of the app is the Women's Safety Audit. A Women's Safety Audit (WSA) is a participatory tool for collecting and assessing information about perceptions of urban safety in public spaces. The audit is based on nine parameters – Lighting, Openness, Visibility, Crowd, Security, Walkpath, Availability of Public Transport, Gender Diversity and Feeling. Each parameter is rated 0/1/2/3 with 0 being Poor rating and 3 being Good. All parameters except Feeling are completely objective and are rated on the basis of a well defined rubric. The app is available in the app stores for free and was used by trained volunteers in collaboration with NGO partners to conduct audits. The audits were conducted post sunset till 10pm at night.

Data was also collected using the Safetipin Nite app. This app (not available in app stores) collects photographs which are geotagged and also have time stamps. Phones with this app installed were mounted on the windshield of cars. As the car moves, photographs are continuously taken of the footpath side of the road. These photographs are then coded by a trained in-house team of professionals to generate the audits. Additional data is also recorded for the parameters of Lighting, Walkpath, Visibility, Security and Public Transport.

Light(Night)	Lighting measures the amount of illumination at a place and ranges from Dark to Bright. A place can be lit by street lighting or from other sources.
Openness	Openness refers to whether a person has a good line of sight in all directions.
Visibility	Visibility refers to how visible is one to others. It is based on the principle of 'eyes on the street'.
People	Crowd indicates the number of people around. This increases as a consequence of usage opportunities.
Security	Security refers to visible security offered either by the police or private security.
Walk Path	Walkpath indicates whether a person can comfortably walk at a place. This could refer to the quality of a pavement or space along a road.
Public Transport	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 Usage	Gender is about diversity i.e. the percentage of women and children amongst the crowd
Feeling	Feeling indicates how safe one feels at a place. It is the only subjective parameter.

The aggregate of all nine parameter ratings is used to generate a Safety Score for a particular location point.
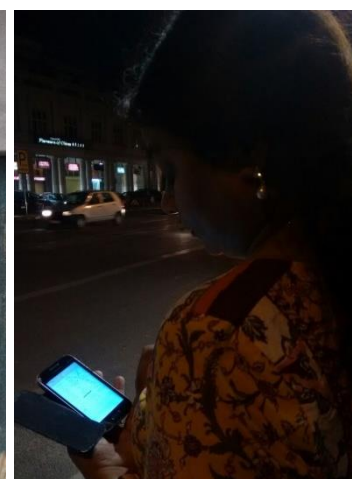
Analysis & Findings

Delhi has been given a Safety Score of 3.3 on 5 based on the safety audits collected. A total of 44,396 safety audits have been collected. Of these 5,296 audits were conducted by app users and 39,100 were generated using the Safetipin Nite app covering 3,910 kilometers of road length.

Audits indicate that 50% of the area audited has a Safety Score of 4.0 or above. 6% of the audit locations have been given a Safety Score of less than 1.0. Another 9% of the audit points have a Safety Score ranging between 1.0 to 1.9 and 14% have a score from 2.0 to 2.9. 21% of the audit pins have a Safety Score from 3.0 to 3.9.

Of the nine parameters, Security and Gender Usage have been given a poor rating. Visibility and Crowd parameters have been rated Below Average. Access to Public Transport facilities has been rated as Average. Lighting, Openness and Walkpath have been rated Above Average. The Feeling of safety has been rated as Average for the city.

The safety ratings varies largely on account of the infrastructure provision and planning typology of the area. Areas which are well lit, have proper footpaths, has access to public transportation and are active, tend to be safer. The Feeling parameter is directly impacted by the other eight parameters. Lighting, Walkpath, Security, Public Transportation and Visibility are infrastructural parameters and can be improved upon. This improvisation would result in more people especially women using public places at night.

Data analysis indicates that the parameter of Lighting has the maximum impact on the perception of safety followed by Gender Usage and Visibility. Also, each parameter has a different impact potential on the overall perception of safety. Improving the parameter with greater impact potential would result in a higher increase of the Safety Score.
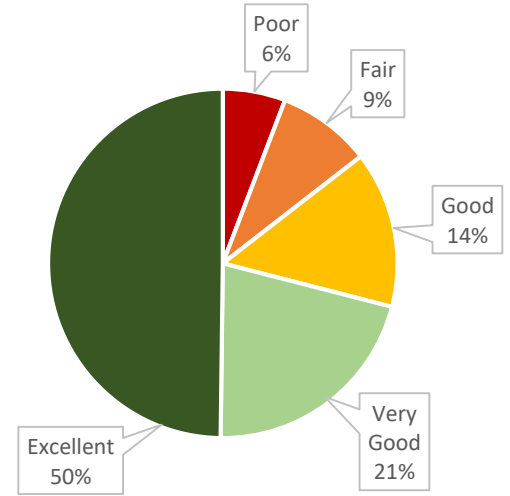
Lighting has the maximum impact on the perception of safety followed by Gender Usage and Visibility.
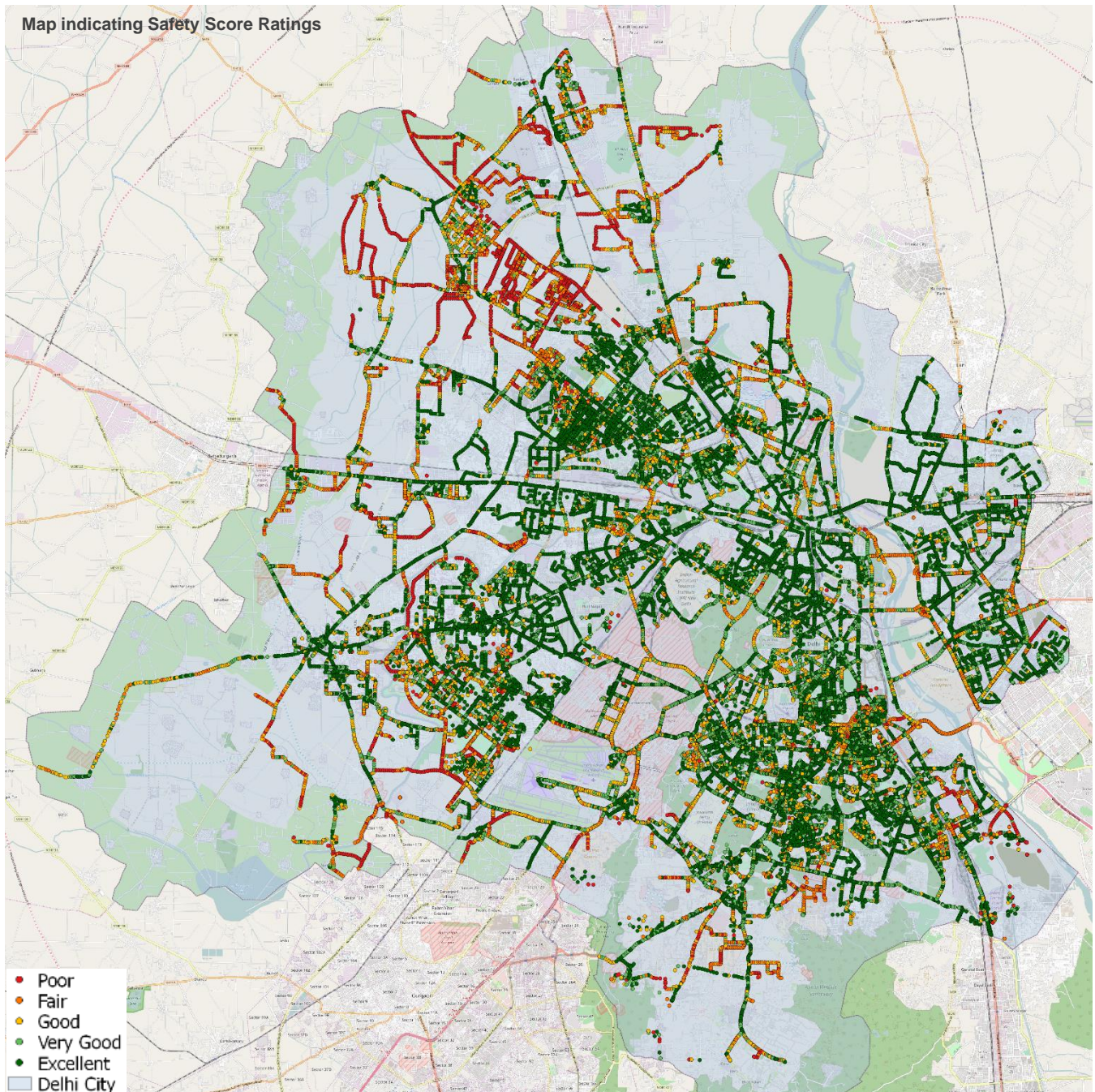
Average Parameter Ratings
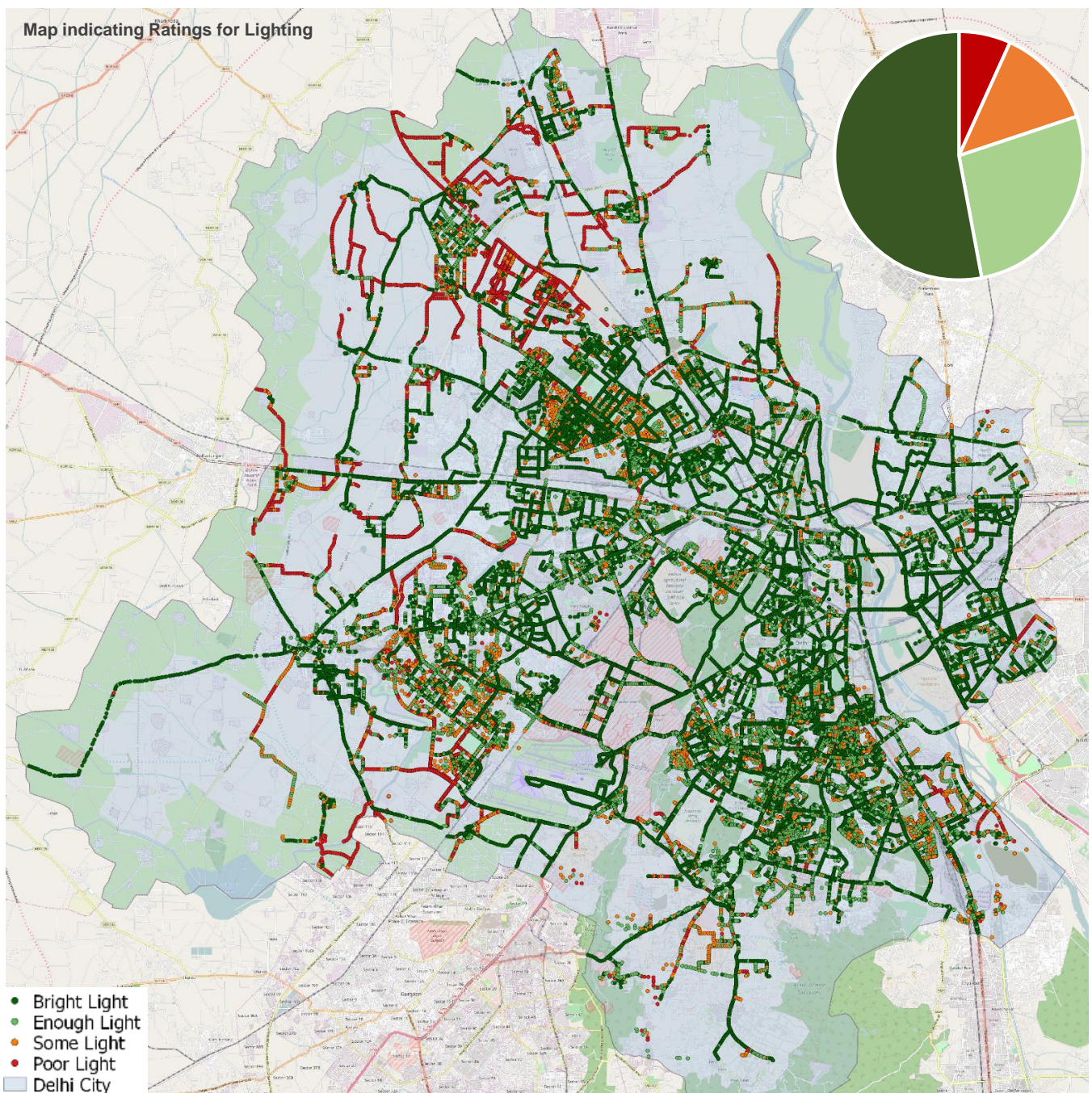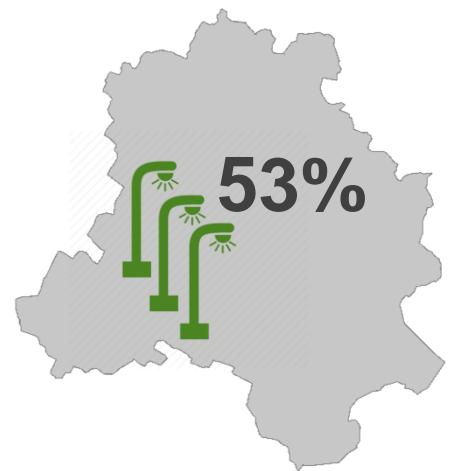

Percentage Distribution of Safety Score

Poor 6%
Fair 9%
Good 14%
Very Good 21%
Excellent 50%
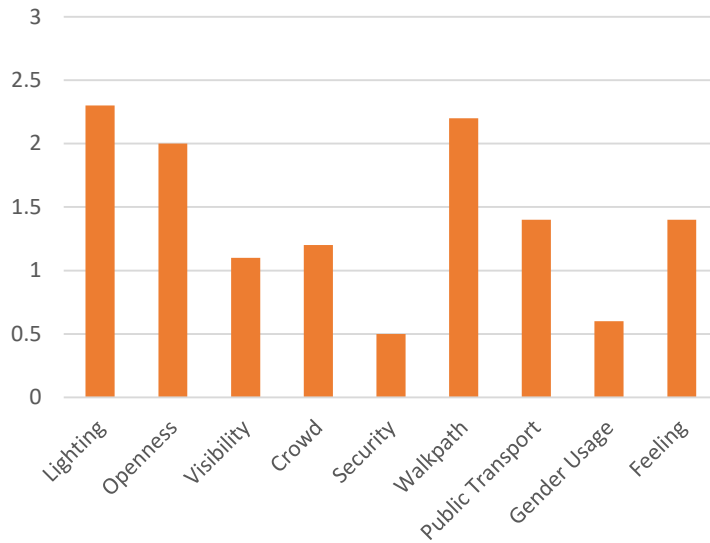
Map indicating Safety Score Ratings


Poor
Fair
Good
Very Good
Excellent
Delhi City

Lighting

The Lighting parameter has been rated 2.3/5 i.e. Above Average. 53% of the audit area was found to be brightly lit while another 27% was adequately lit. 7% of the audited locations were found to be completely dark i.e. there was no illumination from any source at these points. 13% of the audit locations were found to be poorly lit. It was found that streetlights installed only along central median resulted in well-lit roads but dim lit footpath.

53%

Map indicating Ratings for Lighting

- Bright Light
- Enough Light
- Some Light
- Poor Light
- Delhi City

Shown in the map below are the identified dark spots and points having poor lighting. The dark spots have been identified in areas where there was no source of illumination, i.e. no streetlights or any other ambient source like shops or hawkers. Poor lighting was observed on account of non operational streetlights or along roads where the spacing between consecutive streetlights is more resulting in dark spots in between. At many places illumination was mostly from the vendor stalls. Along certain wide roads (i.e. four lanes or more), streetlights have been provided only on one side of the road. As a result the footpath on the other side of the road remains unlit or poorly lit. The footpath was found to be poorly lit also because the streetlights have been provided only along the central median. Streetlights were also found to be shielded by tree leaves casting dark shadows on the footpath making it poorly lit.

Map indicating Poor Lighting Areas

• Poor Light
• Dark Spots
▢ Delhi
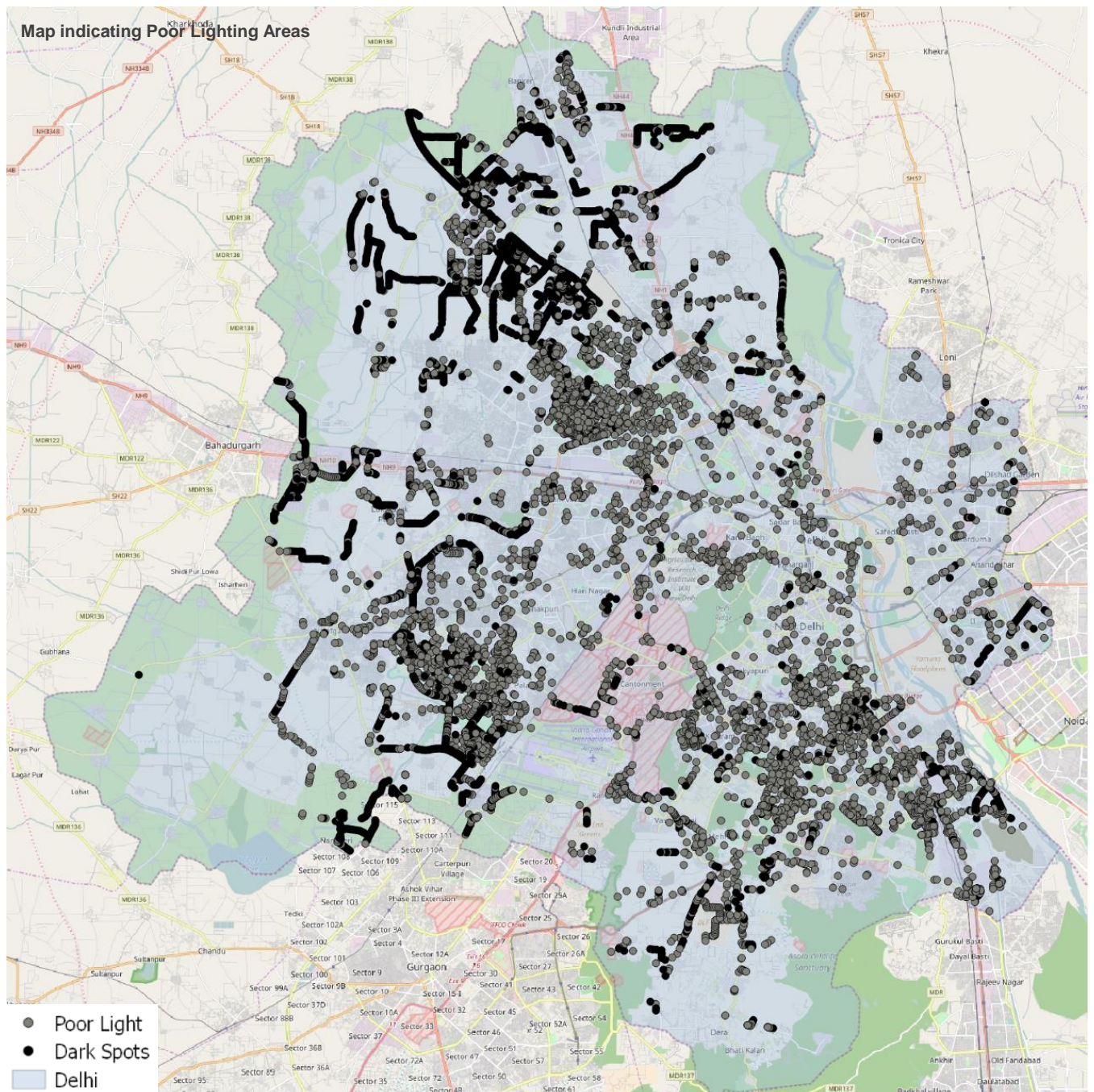
Safety audits indicate that 5.5% of the audit locations do not have streetlights installed. These places (indicated in black in the map below) become extremely unsafe. In market places despite an absence of lights, there was illumination from shops. However, the area becomes dark after the shops close. 32% of locations have streetlights but these were found to be non-operational at the time of the audit. Regular maintenance checks are necessary to ensure that the streetlights are operational at all times. At 7% of audit locations the streetlights were found to be hidden behind tree leaves. This results in poorly lit footpath despite operational streetlights. Regular pruning needs to be done to ensure that the light fixture is un-obstructed at all times. In 4% of the locations the streetlights were found to be located too far from the footpath. This happens along wide roads where the streetlights are located along only one side resulting in the footpath on the other side being poorly lit.

Map indicating Issue in Poor Lighting Areas

- No SL
- Off SL
- leaves covere SL
- Delhi
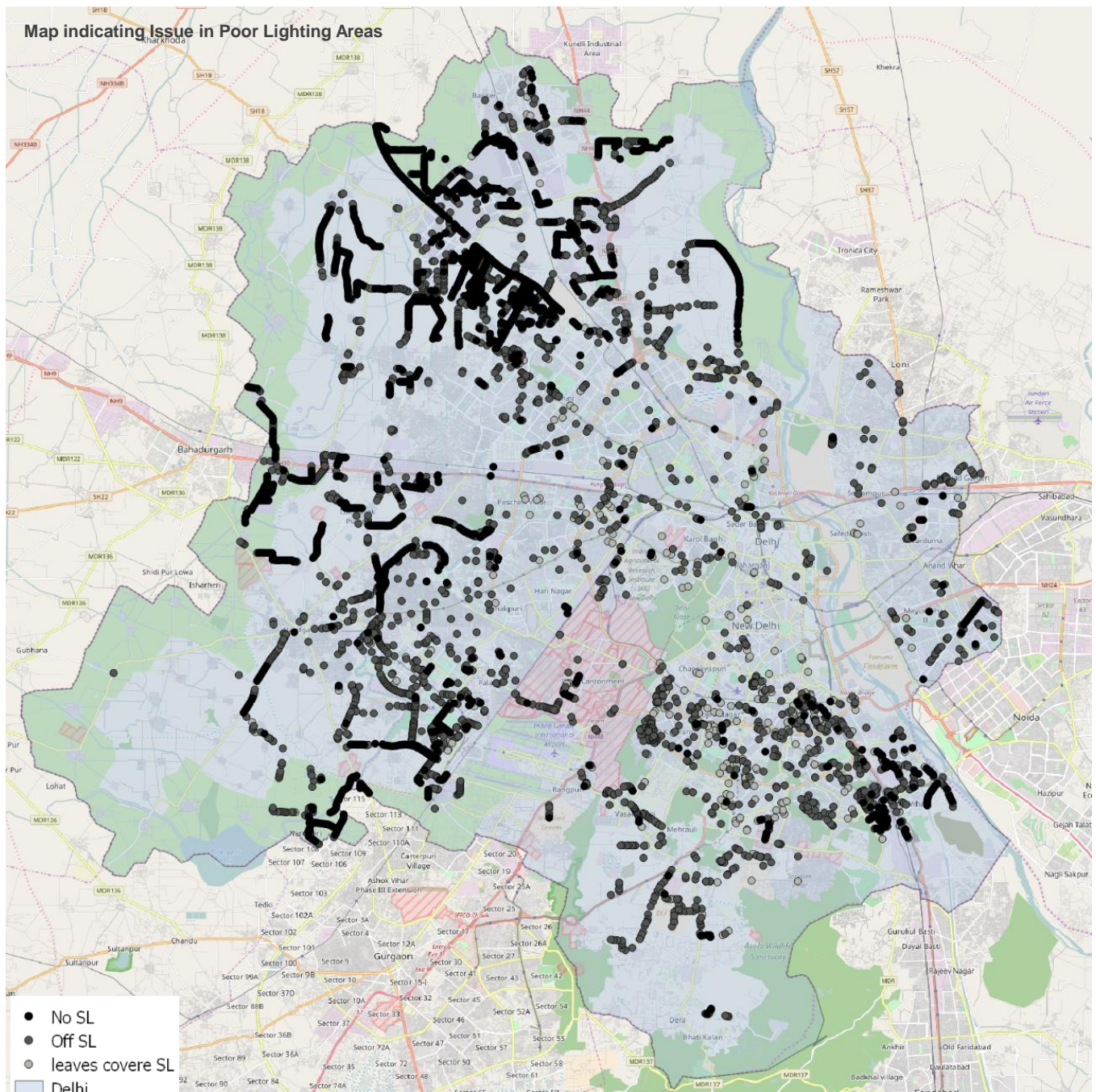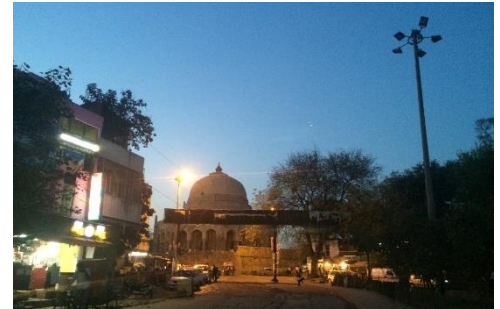
Recommendation

Shown in the map below are locations where the new streetlights need to be installed. These are either dark spots or points where the streetlights are insufficient resulting in poor lighting along the footpath. Indicated in red are locations in residential areas where either the streetlights haven't been provided or if they do exist, they are too less in number to ensure adequate illumination throughout. Hence, streetlights need to be installed at these points. In Green are location points which along main roads having six lanes or more where the illumination is poor. This is because the streetlights are too high, or only on one side of the road resulting in other side being poorly lit, or the lights are installed along the central median and not along the footpath. Indicated in Blue are points along main roads having four lanes where the streetlights have been provided only on one side of the road resulting in the footpath on the other side being dark. In all these locations, pedestrian scale streetlights should be installed focused towards the footpath.
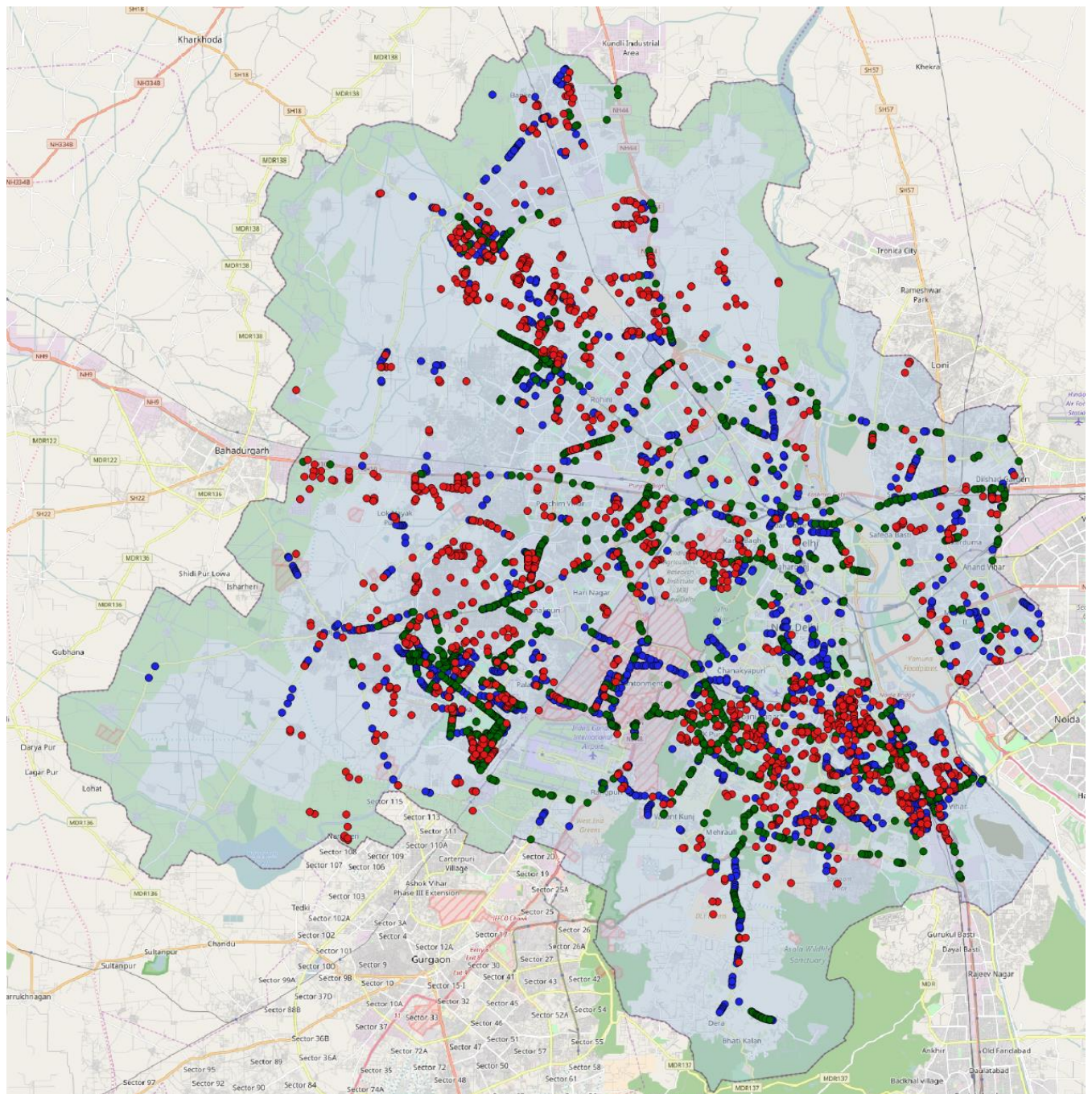
Walkpath

Safety audits indicate that only 34% of the audit locations have a walkpath in good condition. 55% locations have a walkpath in mostly fair condition for one to walk on but if one needs to escape they cannot run comfortably. In 6% of locations there is no walkpath for people to walk on and in another 5% while the walkpath is there it is in a poor condition making it difficult for people to actually walk on it. Overall the walkpath parameter has been rated 2.2/3 i.e. Above Average.

34%

Map indicating Ratings for Walkpath

- Good
- Fair
- Poor
- None
- Delhi City
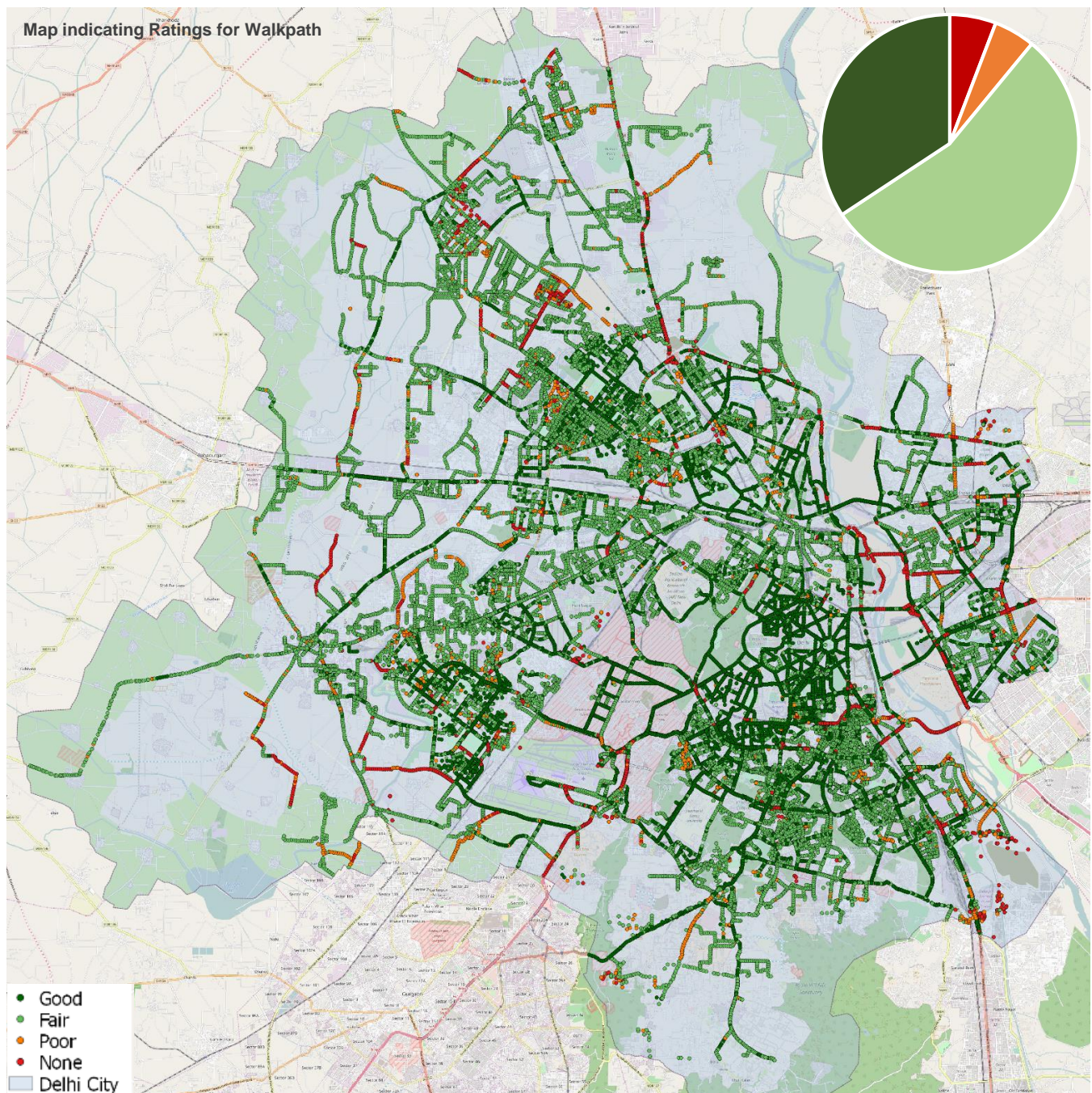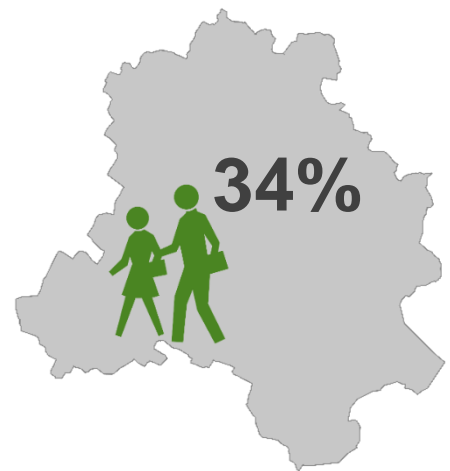
Shown in the map below are the areas where no walkpath exists along with locations where the walkpath is broken. Also shown are the areas where space has been left for a pavement but it is yet to be constructed i.e. the walkpath is still unpaved. 14% of the locations audited do not have any provision for pedestrians i.e. there is no walkpath and another 13% locations have an unpaved walkpath. As a result people are forced to walk along the vehicular carriageway resulting in added risk to their safety. The footpath was found to be broken at 2% of audit locations. Various obstructions have also been observed. In residential areas, the houses extend onto the footpath encroaching it. Guard houses, gardens, and driveways are extended onto the public right-of-way forcing people to walk along the vehicular carriageway. In the absence of proper Hawking Zones, some vendors were also seen occupying the footpath. Proper Hawker Zones need to be created for them clear of the footpath. In markets, the footpath gets blocked by the shops' display extending onto it.

- • No Walkpath No Walkable
- • Kachcha Pavement
- ○ Broken Pavement
- ▫ Delhi
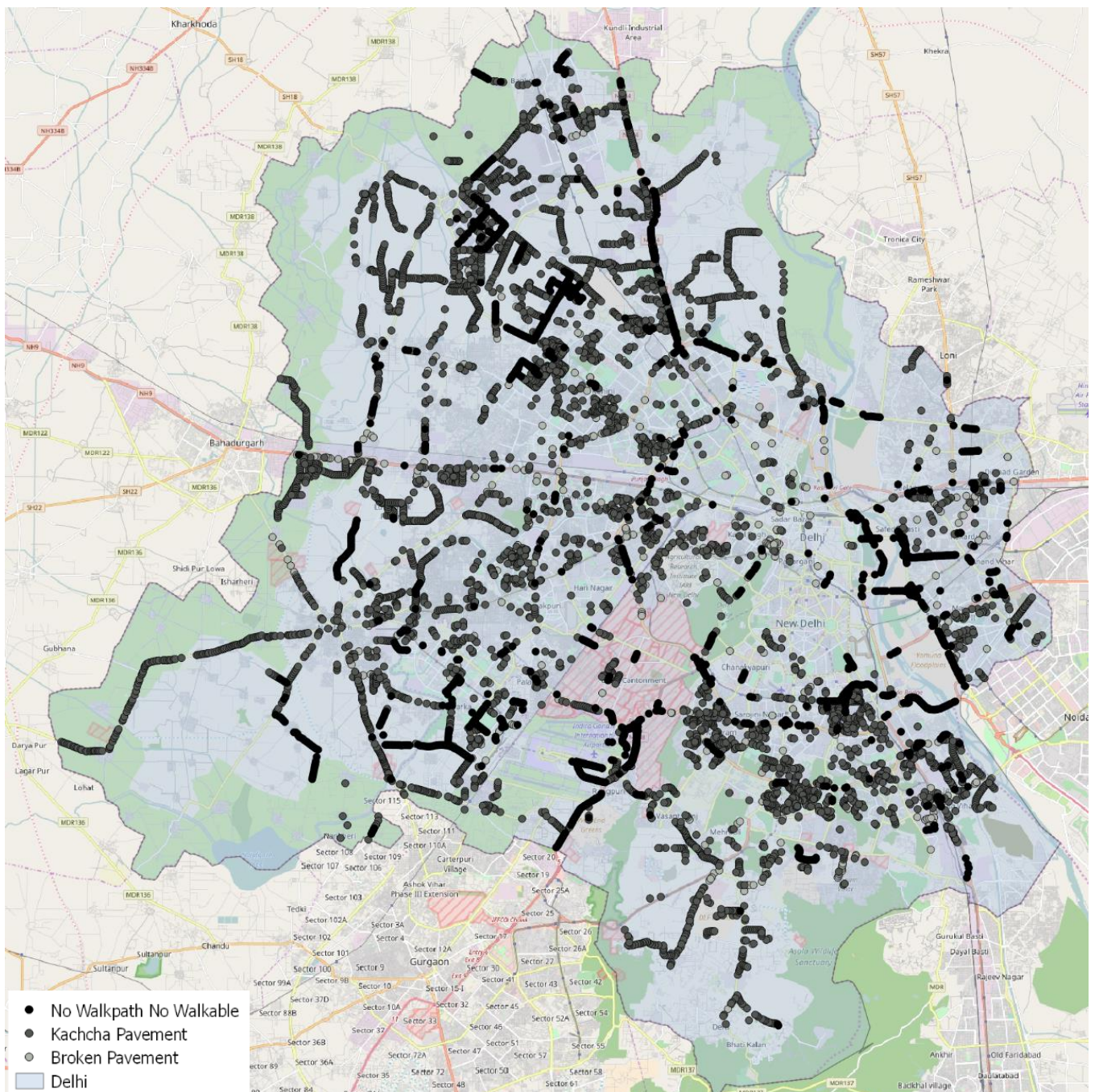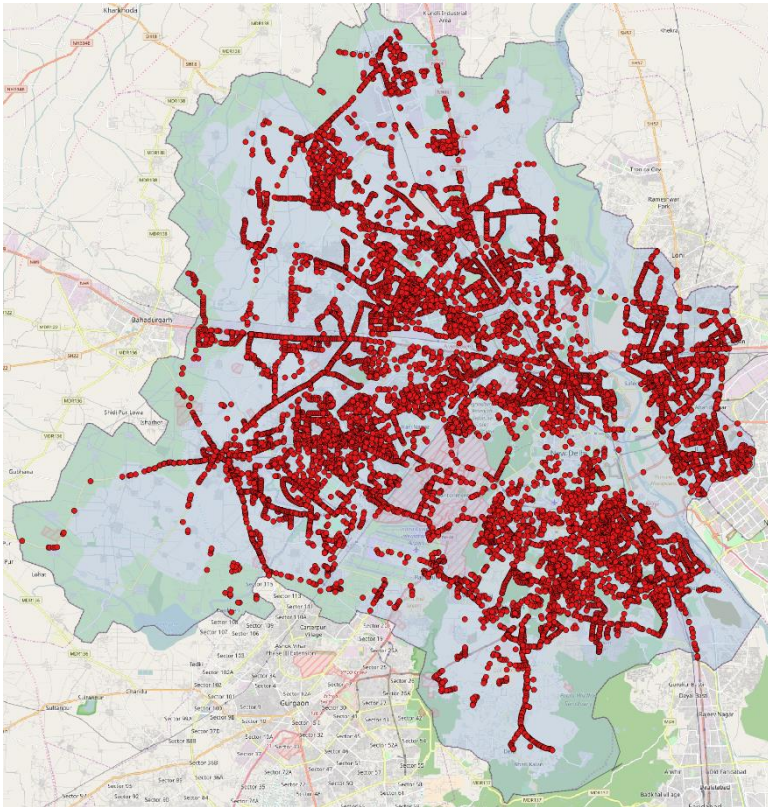
Shown in the map above are locations where the footpath is obstructed due to various reasons like streetlights, electric units, manhole covers, built structures like public toilets, police booths, Mother Dairy booths etc. In 40% of the locations audited, the walkpath was found to be obstructed.
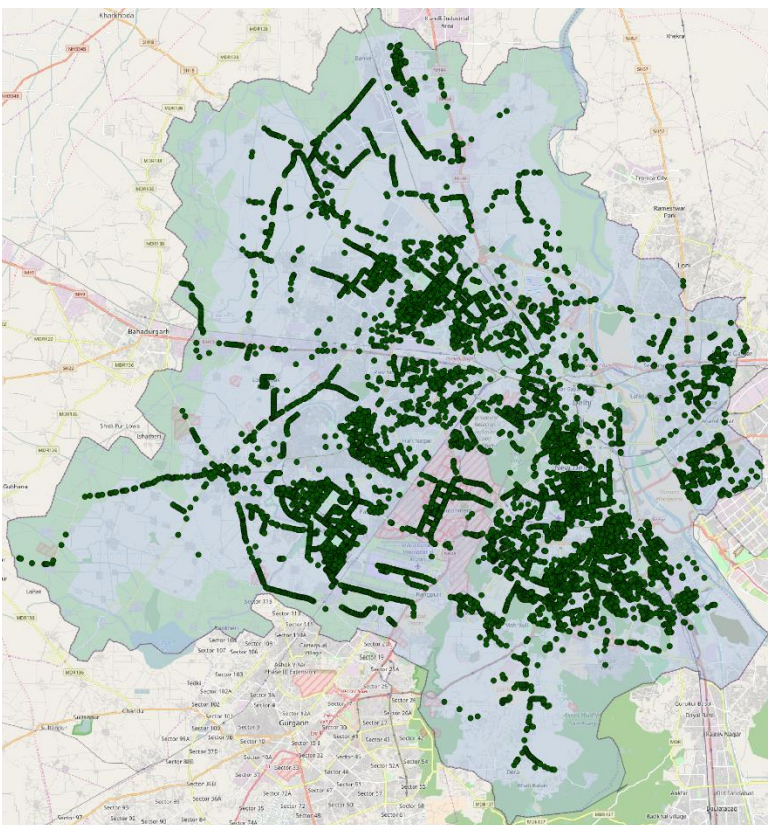
Shown in the map above are locations where the footpath is obstructed due to trees. This was noted in 22% of audit locations. In some cases the footpath was built with the tree in the centre. However, along many roads the width of the footpath was reduced for widening the vehicular carriageway resulting in the tree now causing obstruction to pedestrian movement.
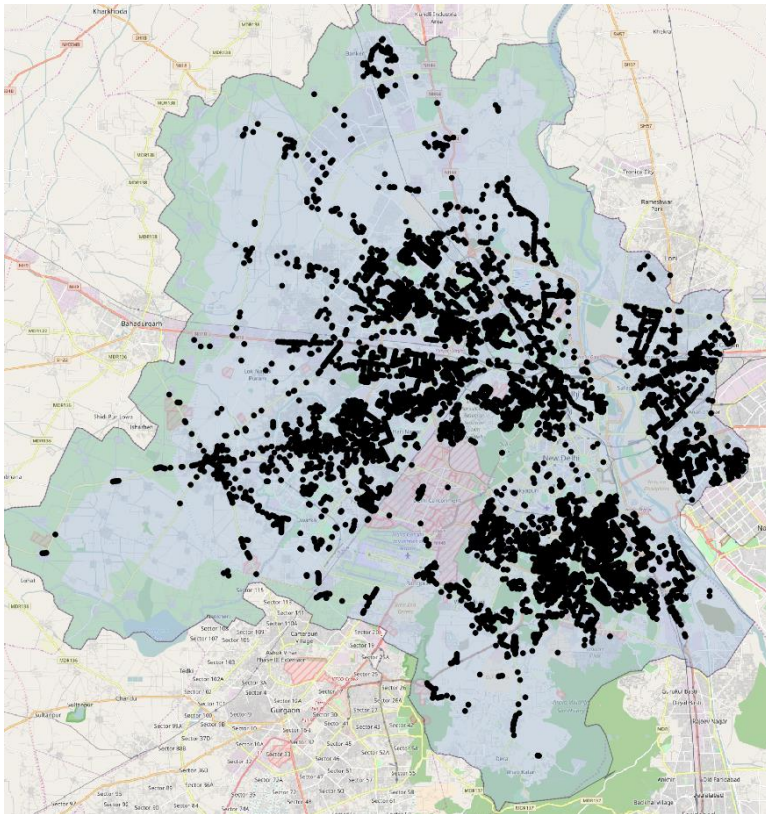
Shown in the map above are locations where the footpath is obstructed due to motorized vehicles being parked on it. This further causes damages the paving along with forcing people to walk on the road. 24% of the footpaths audited were obstructed by vehicles.
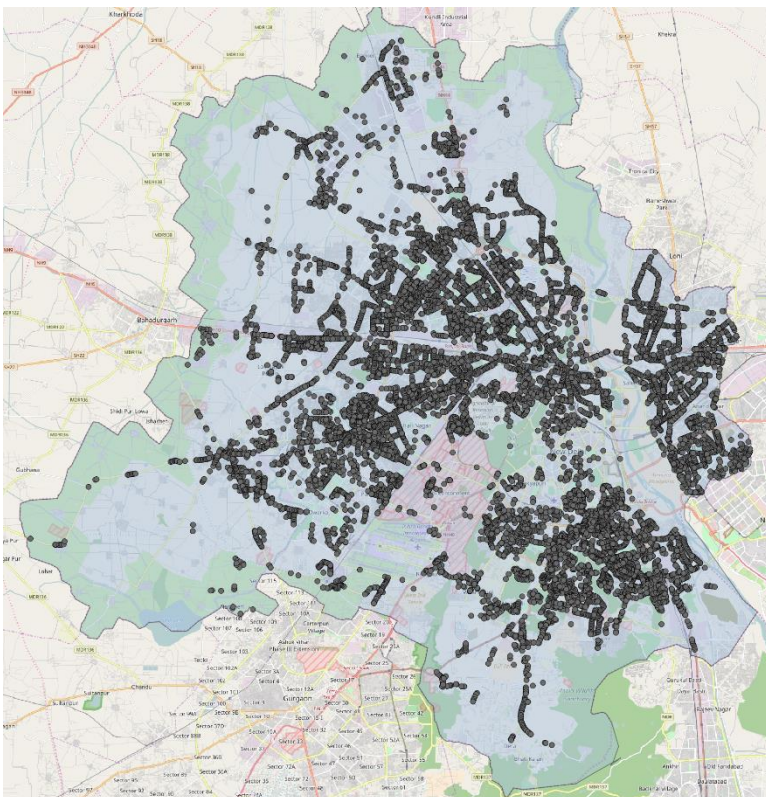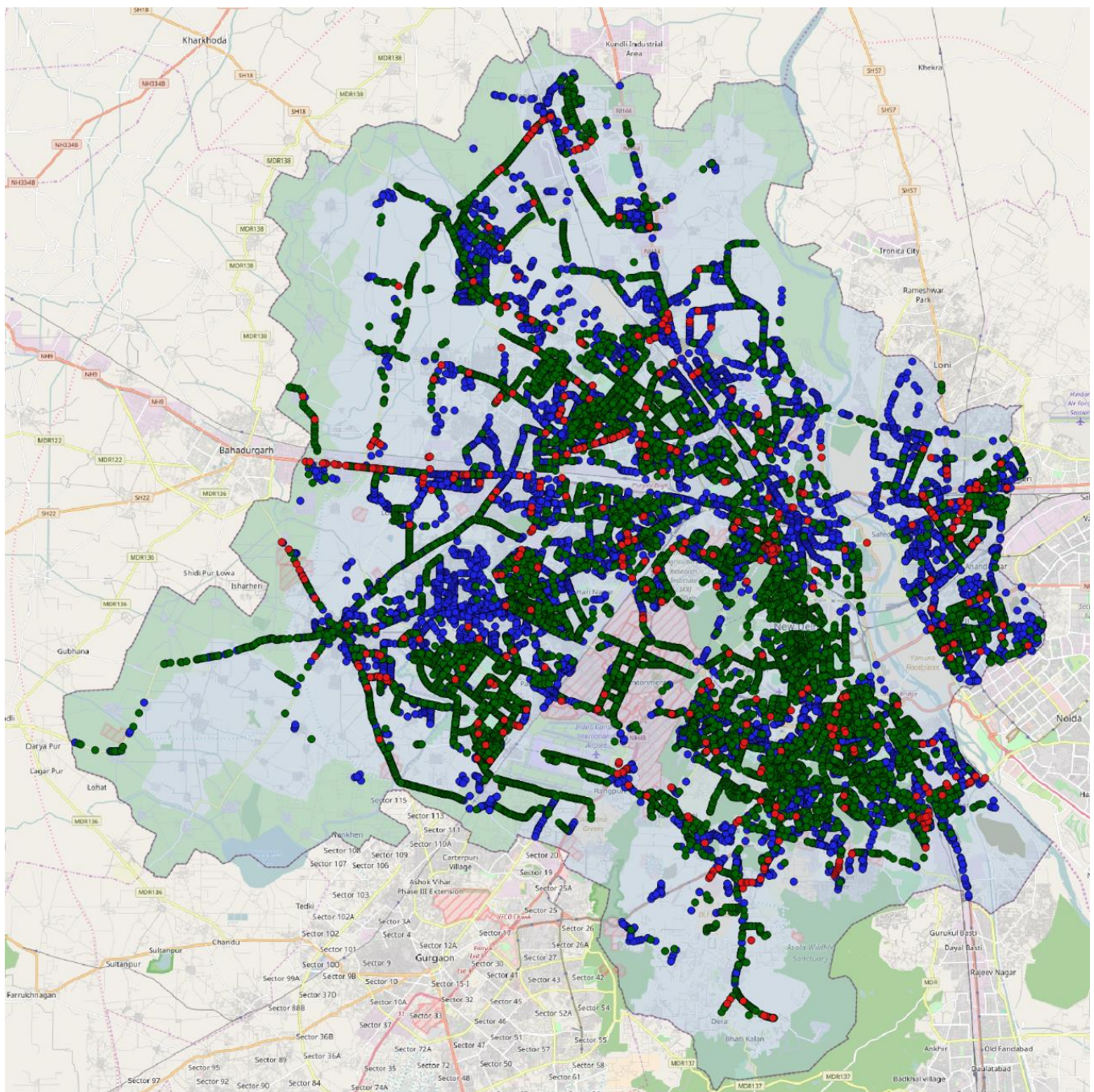

Shown in the map above are locations where the vehicles are being parked on the road along the footpath. This was recorded in 37% of locations where parking is not charged by the Municipalities. As a result this also tends to encroach onto the footpath as can be seen in the map at the top.

Recommendation

Shown in the map below are locations where the footpath exists. However, it is not being maintained resulting in the paving being obstructed or damaged. The footpath in these locations needs to be repaired and regularly maintained. Indicated in Red are locations where the pavement is broken and needs to be repaired. Indicated in green are the locations where the pavement is obstructed by a tree or foliage resulting in reduction of effective width of walking space. The footpath needs to be widened to ensure a uniform width. Shown in Blue are locations where the footpath is obstructed due to cars or because of houses encroaching on the footpath. This needs to be checked and prevented by the local authorities. At places where vendors are seen occupying the footpath, they need to be provided a proper Hawking Zone.

Shown in the map below are locations where the footpath needs to be constructed. These are locations in non-residential areas. Residential lanes have low traffic volume and the inner lanes are comfortable to walk on. However, the main roads need to have a proper footpath along the vehicular carriageway. Indicated in Red are locations along main roads which witness heavy pedestrian movement but do not have space for a footpath or it is unpaved. In Green are locations again on main roads having six lanes or more having either no pavement or a kachcha pavement. In Blue are the locations along the main roads having four lanes where the footpath needs to be constructed. These new footpaths should be wide enough for the movement of a wheelchair along with having tactile paving for the visually impaired. The ingress and egress from these should be ramped.

Visibility

14%
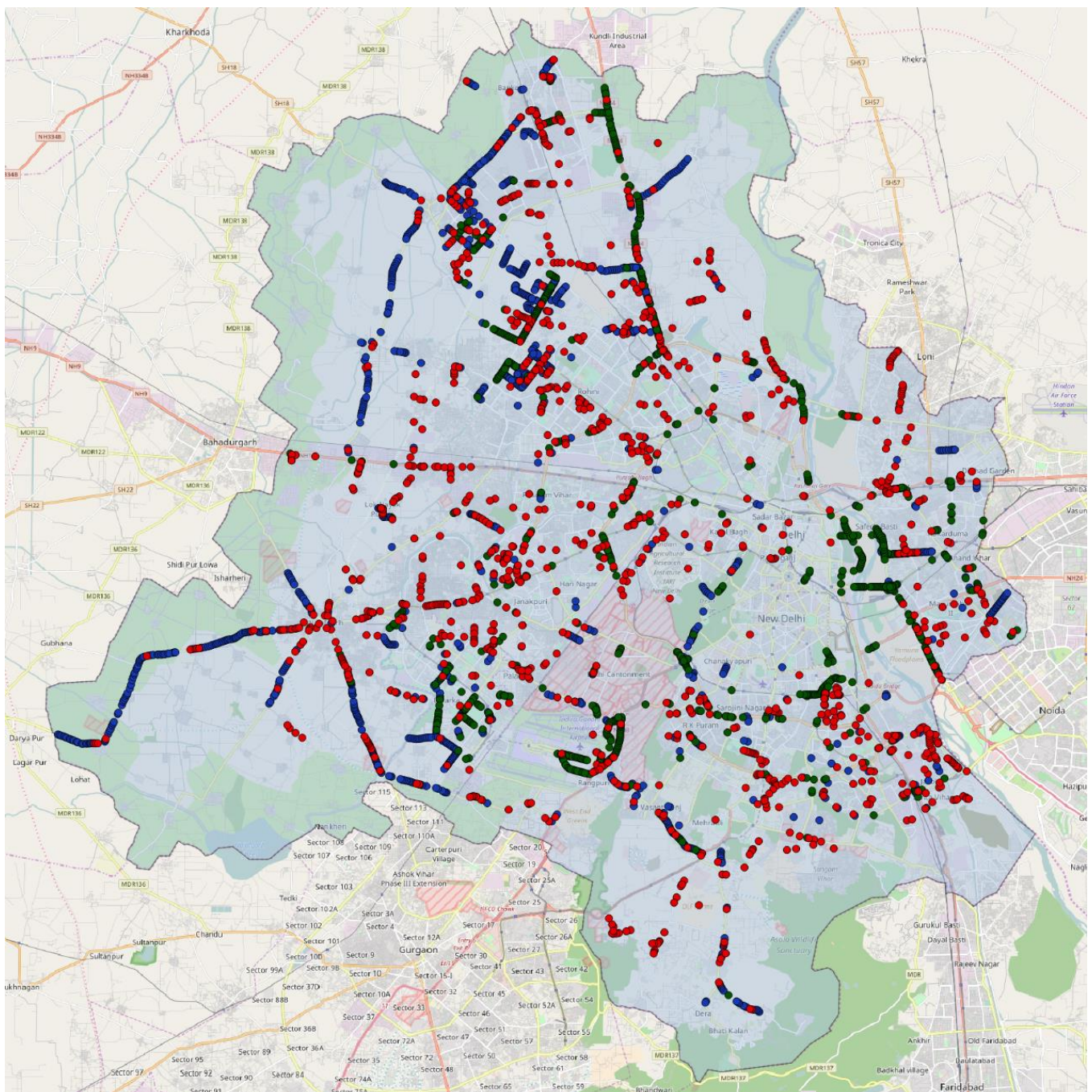
The visibility parameter has been rated below average with a rating of 1.1/3. Only 14% of the city offers good visibility to a pedestrian out at night. 17% of audit locations offer some visibility. 32% of the city audited has few eyes on the street whereas 37% of the locations do not offer any visibility at night. This is predominant in the central New Delhi area where the street edge is defined by a boundary wall. The residential areas and areas with mixed-use offer good visibility.

Map indicating Ratings for Visibility

- Highly Visible
- More Eyes
- Few Eyes
- No Eyes
- Delhi City
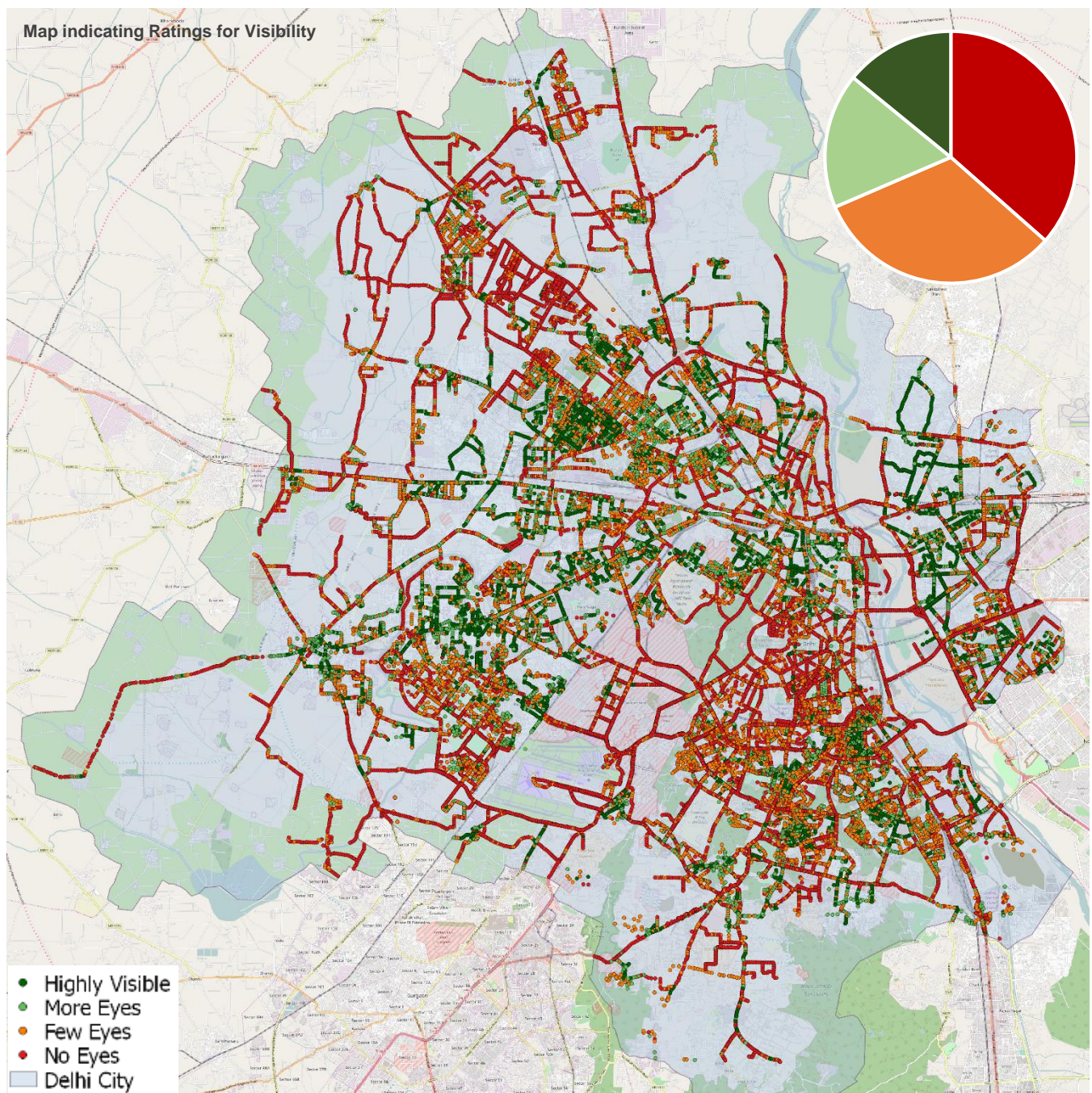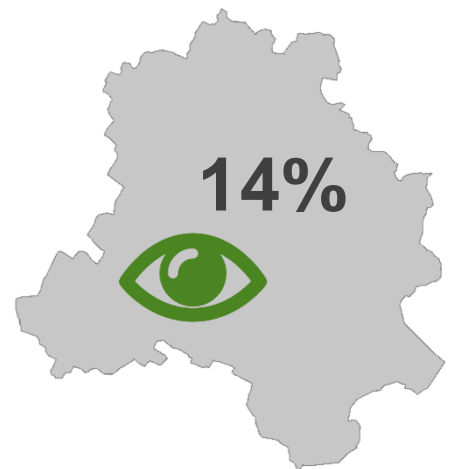
Shown in the map below are the areas where the interface between the road and the private plot is defined by a blank boundary wall, either throughout or in some parts, but overall resulting in no or poor visibility. Also indicated are areas where visibility is low on account of unused land. Certain areas especially in the outskirts are yet to be completely developed and habituated. Certain areas within the developed part of the city too have pieces of undeveloped land. Total 20% of the audited locations were found to be undeveloped. 5.5% of the locations audited are completely flanked by boundary walls while another 51% have a significant percentage of boundary walls. This results in obstructed or no line of sight making one feel unsafe. The opaque part of the boundary walls needs to be limited to a height of 1m and the remaining height need should be achieved by grills. This will help ensure safety inside the premises while still providing visibility to the pedestrian on road.
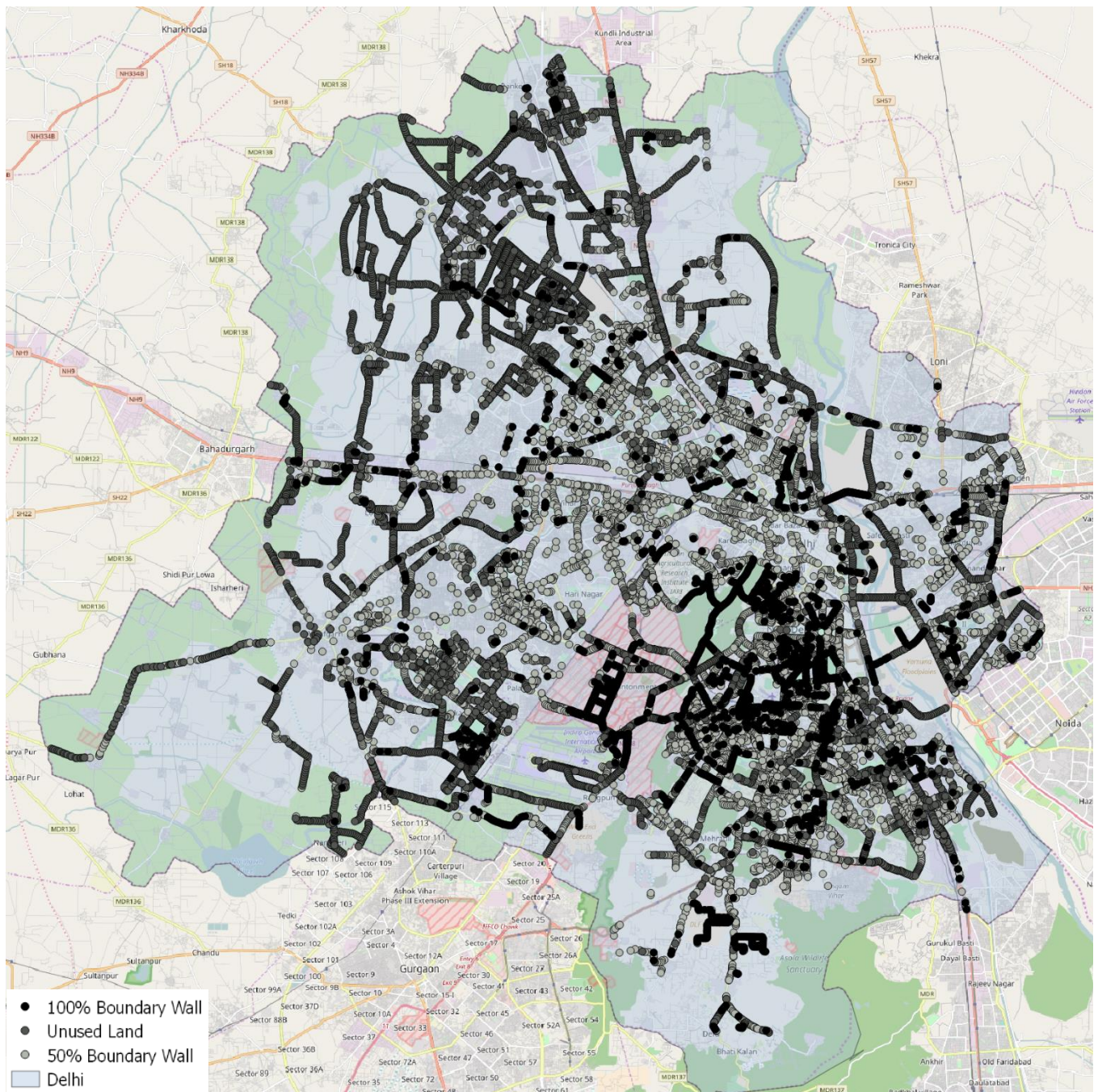
Shown in the map below are the areas offering some visibility due to houses, shops and the presence of roadside vendors and temporary stalls. Shops and windows of houses overlooking the road make one feel safer. While houses provided the much needed *eyes on the street* in 44% of audit locations, shops contributed in 25%. In residential areas often there are houses overlooking the street but they have a boundary wall as well. Yet some visibility does get offered in locations where the residences are two or more storey structures. Indicated in Red are areas with shops or having mixed use i.e. shops on the ground floor and residences above. Indicated in yellow are purely residential areas. The presence of road side vendors and hawkers also adds to visibility, but only 12% of the locations sees their presence. These have been indicated in Orange. They are also observed to be present along shops and along some residential streets.
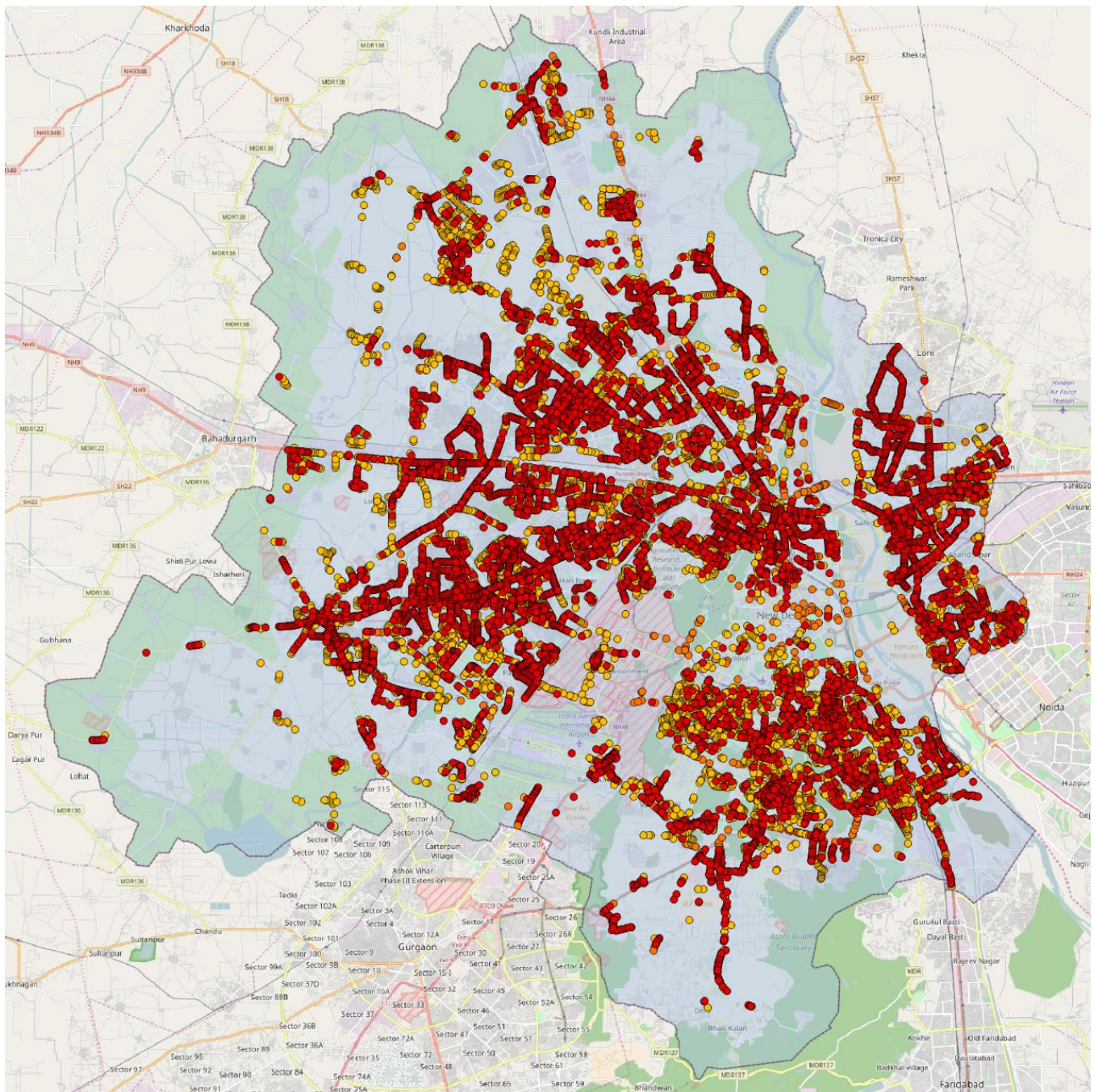
Recommendation

Roadside vendors and hawkers play a critical role in ensuring visibility. However due to lack of proper policy and dedicated hawking space, they face eviction and harassment. Proper designated Hawker Zones need to be provided for them. These should be clear of the footpaths and be equipped with Public Convenience facilities and street furniture.

Shown in the map below are the proposed locations for these zones. Shown in Red are main roads in residential areas where vendors and stalls are present but currently as an informal activity. Shown in green are locations along the main roads in other areas where they are present and need proper facilities.

Public Transport

17%
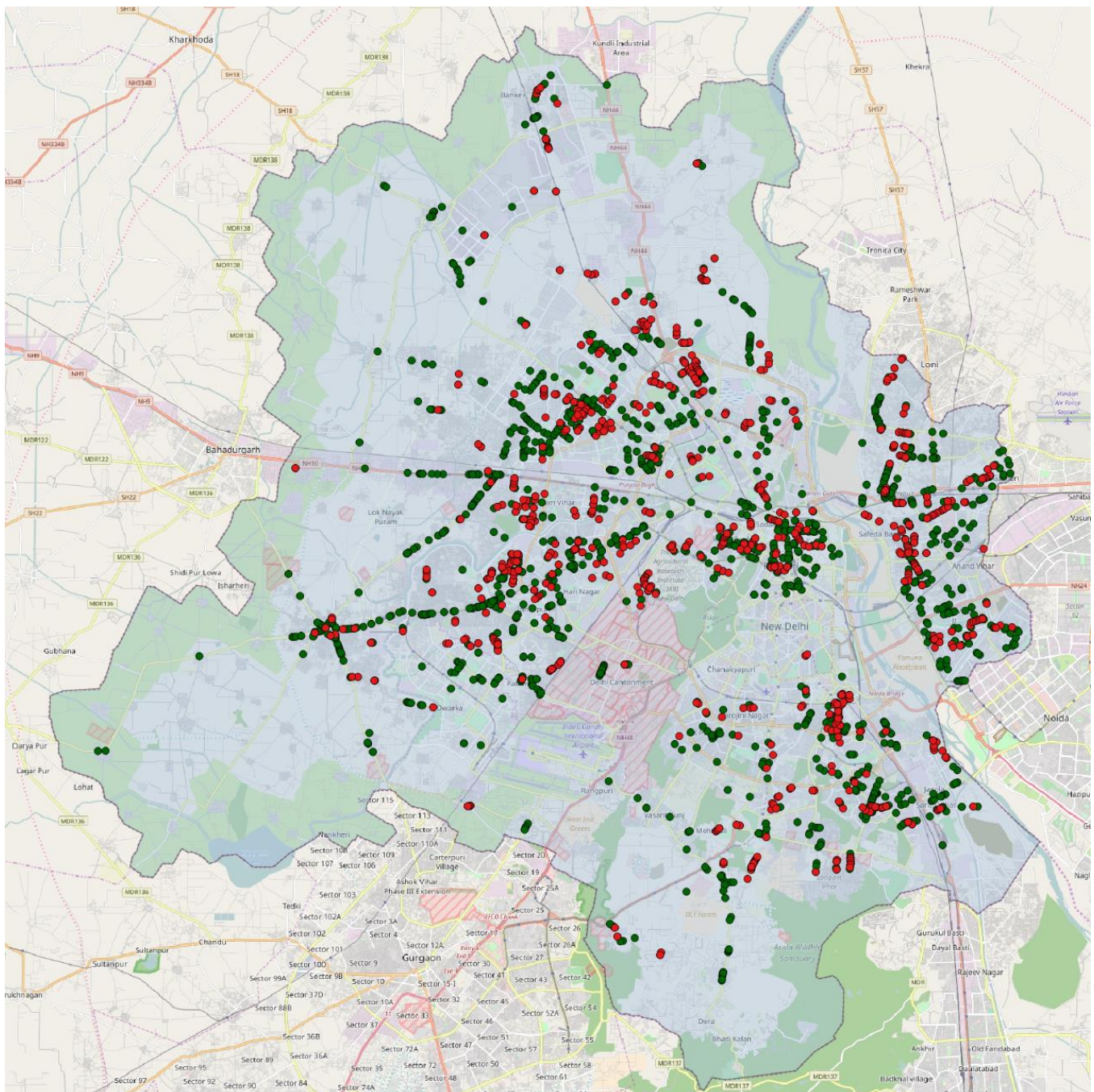
The Public Transport parameter has been rated 1.4/3 i.e. Average. Only 17% of the city audited offers access to any form of public transport facility within a distance of 50m i.e. within a 2 minutes walk. 29% of locations are accessible by a source within 50m-150m and 28% between 150m-400m. 26% of the total locations audited do not offer access to any form of public transport within 400m i.e. within a 10minutes walking distance. While 69% of the city is served by the bus network only 7.5% is accessed by metro stations.

Legend:
- Very Close
- Nearby
- Distant
- Unavailable
- Delhi City
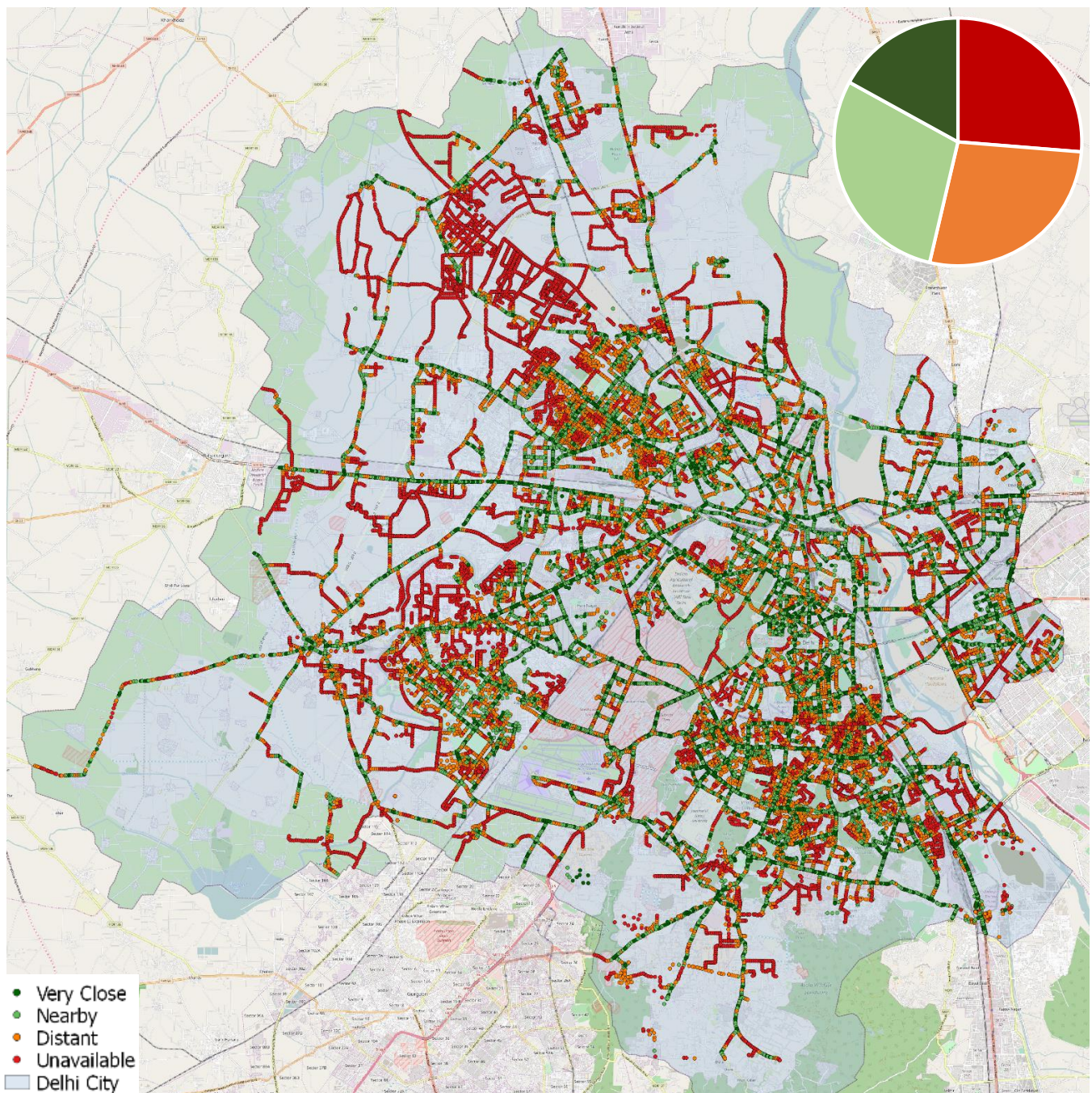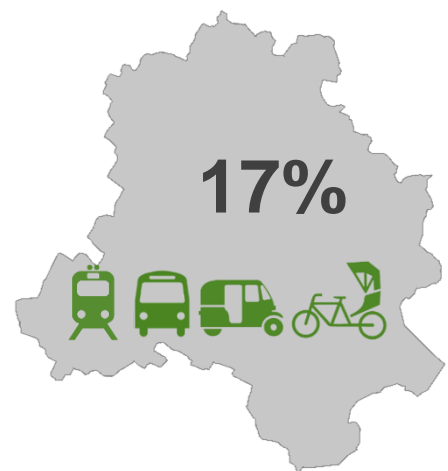
Recommendation

The public transport network needs to be expanded to cover the entire city. However, bus and MRTS can be provided along the main roads. But to connect these to secondary and tertiary roads is important and can be achieved by formalizing the para-transit facilities namely autos, cycle-rickshaws, shared autos, taxis etc. Proper stands need to be created equipped with Public Convenience facilities for passengers and drivers. Shown in the map below are areas where these para-transit facilities need to be provided. Indicated in Red are the roads in residential areas where currently there is no mode of public transport available within a 400m radius. These roads witness moderate to heavy pedestrian movement. Shown in green are main roads in shopping areas where autos etc are present at times and proper facilities need to be provided. In blue are the points along the bus stops on main roads where para-transit facilities are critical for last mile connectivity.
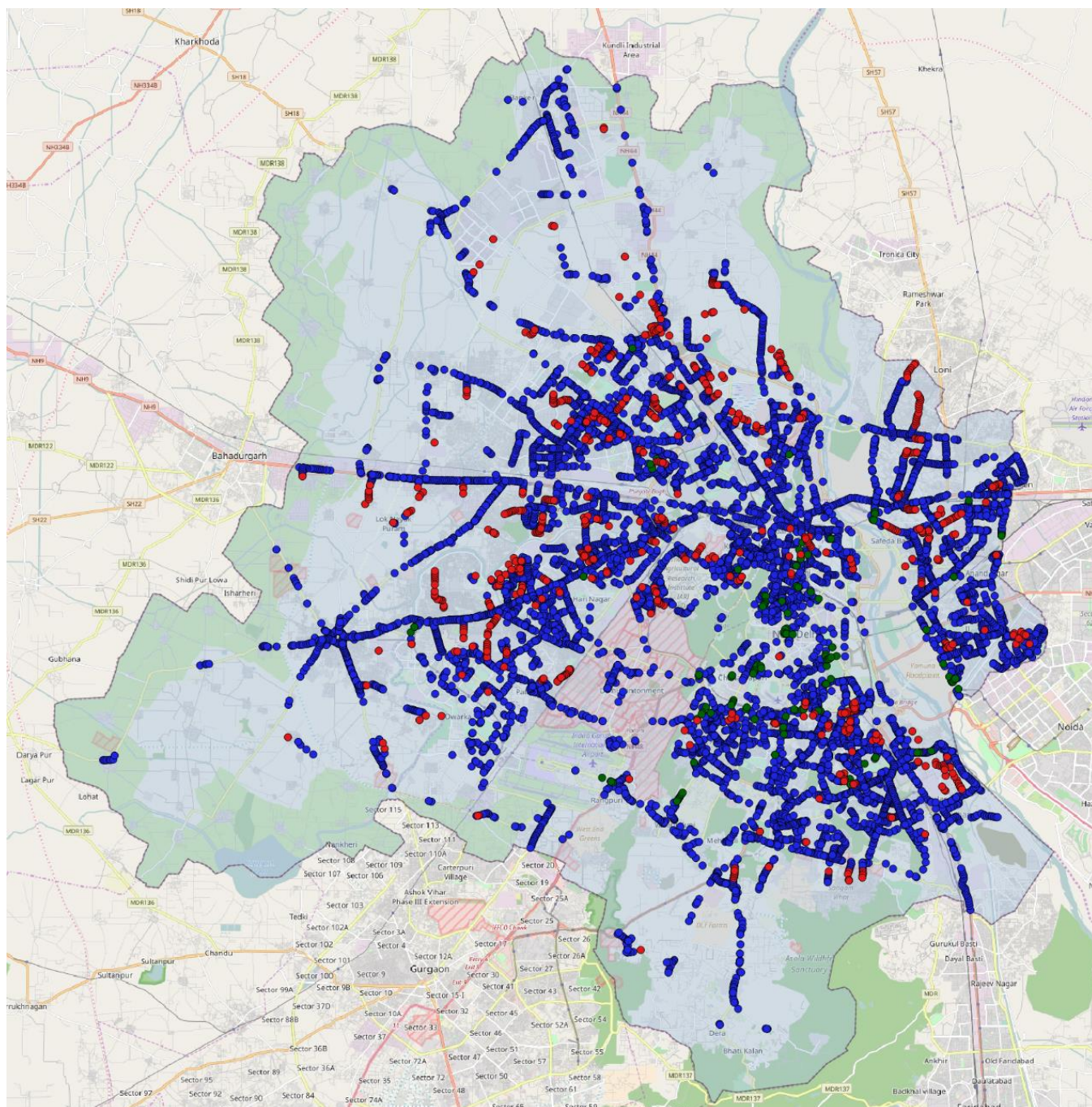
Security

Safety audits indicate that the Security parameter has been rated poorly i.e. 0.5/3 with only 1.2% of the audit locations being rated as highly secure and another 3.8% locations rated as likely to be secure. 40% of the locations are possibly secure on account of private security in the vicinity or Police Patrol. 55% of the city audited does not offer any kind of police or private security at night.

1.2%

- High
- Moderate
- Minimal
- None
- Delhi City
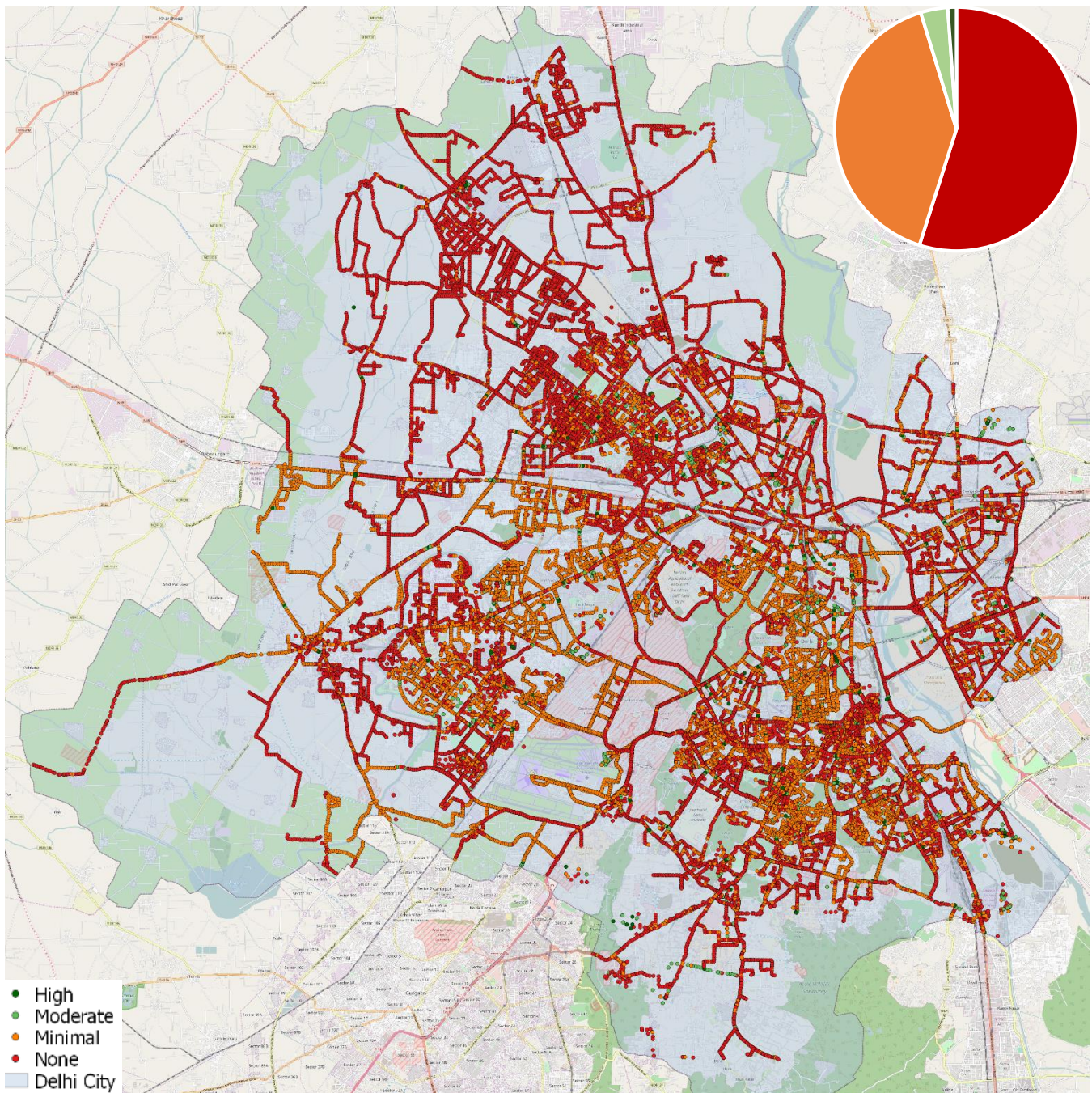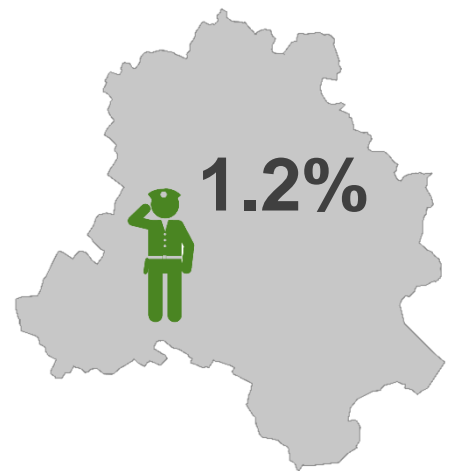
Recommendation

Safety audits indicate that 18% of locations offer security only from the presence of private security guards. Security either in the form of private guards or Police security becomes critical in secluded areas where there are no or few pedestrians and also where the Visibility is poor i.e. no natural surveillance.

The potential of crime is more in areas frequented by women and men. These are the areas where the police patrolling becomes necessary. Shown in the Map below are locations where currently there is no patrolling and no visibility. As a consequence, these points are extremely unsafe. Regular Police Patrolling needs to be ensured along these areas.
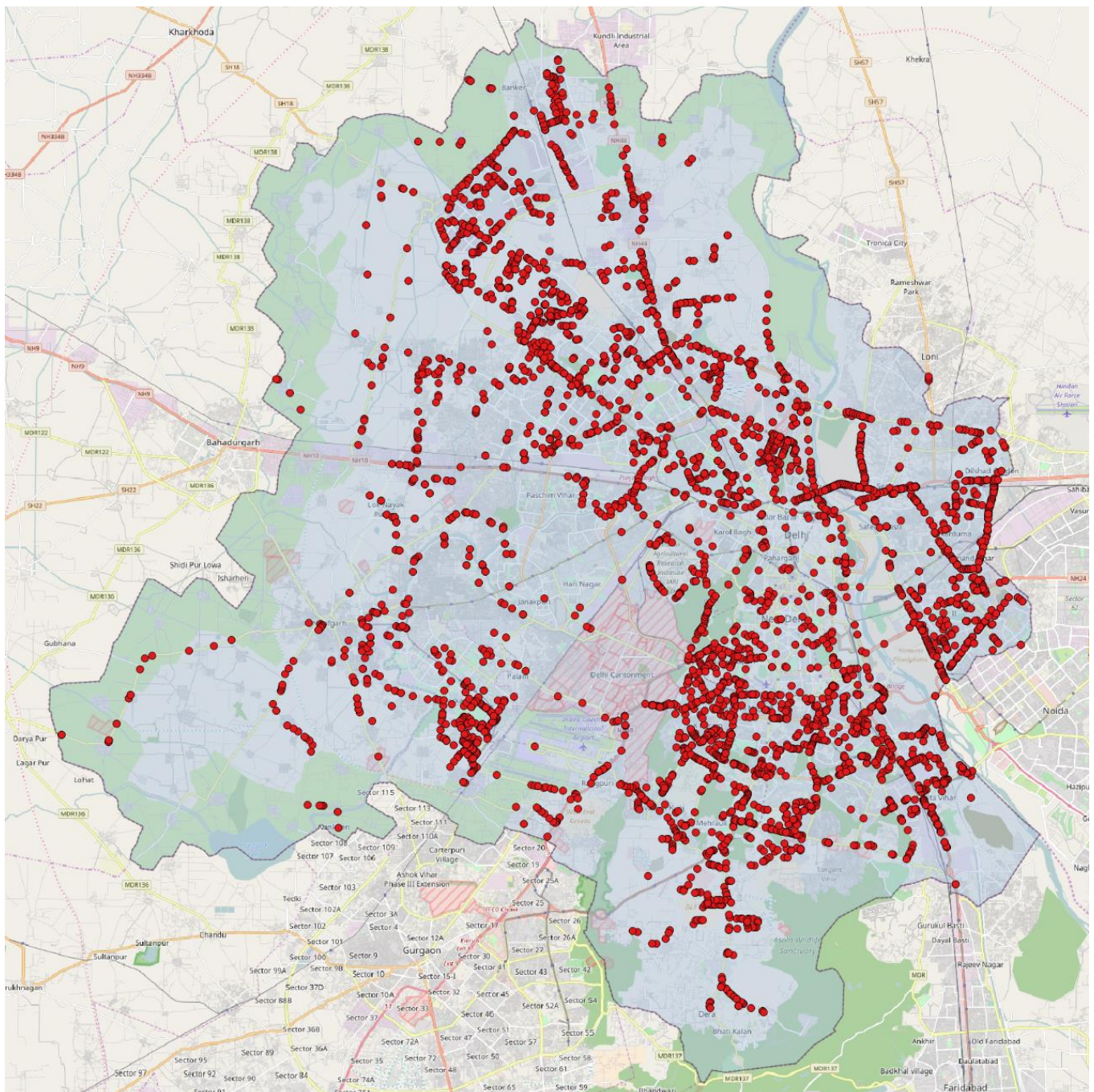
Openness

The Openness parameter has been rated 2/3 i.e. Above Average. Only 11% of the audit locations were found to be completely open with another 82% being mostly open. 6% of the locations were partly open while only 1% of locations were not open. Delhi being a city planned with wide roads is a fairly open city except for the older areas and urbanized villages.

11%

Completely Open
Mostly Open
Partly Open
Not Open
Delhi City

Feeling

2.6%
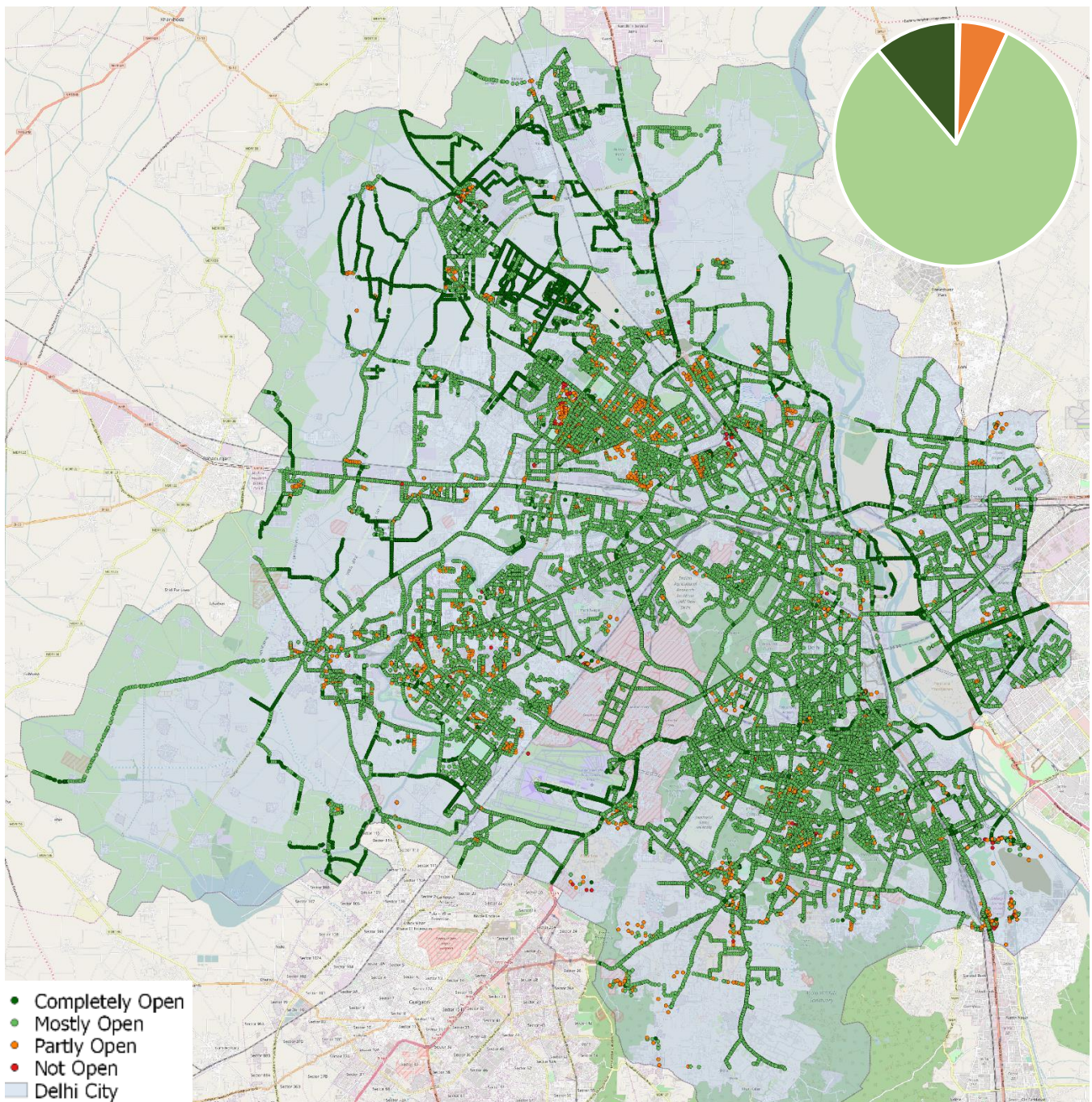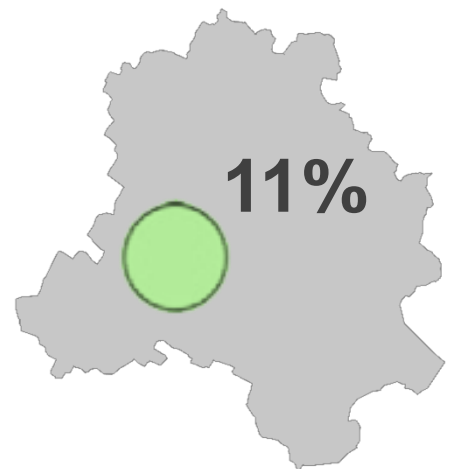
Safety audits indicate that only 2.6% of the locations audited were felt to be Safe i.e. women claimed they felt comfortable in these areas even after dark. Another 38.3% locations were found to be Acceptable i.e. they felt safe but they would prefer to take better routes if possible. At 56.8% locations, women felt uncomfortable and would avoid these routes. 2.3% of locations were found to be frightening such that one wouldn't venture out without sufficient escort. Overall the Feeling parameter has been rated Average i.e. 1.4/3.

- Comfortable
- Acceptable
- Uncomfortable
- Frightening
- Delhi City
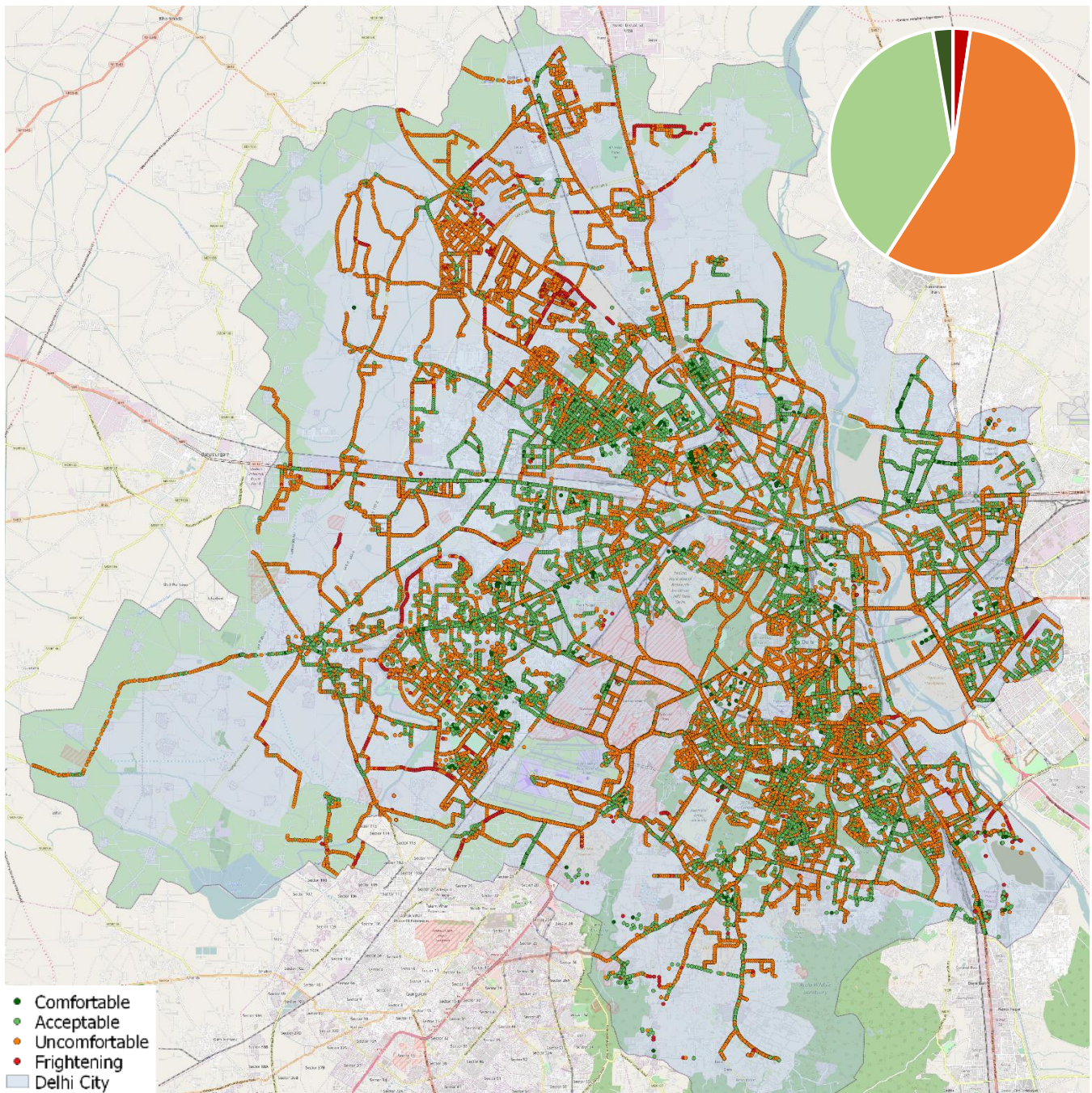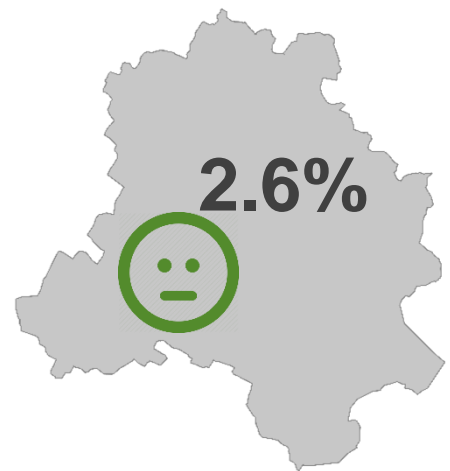
Crowd

The Crowd parameter has been rated Below Average i.e. 1.2/3.   In Delhi, 10% of the locations audited are crowded having many people within touching distance. 32% of locations have some crowd and 31% of locations have few people using them. 27% of the audited locations were found to be completely deserted at night. Presence of people adds to the sense of security at a place. As Delhi does not see many people in the public places at night, this further works as a deterrent making places feel less safe.

10%

- Crowded
- Some Crowd
- Few People
- Deserted
- Delhi City
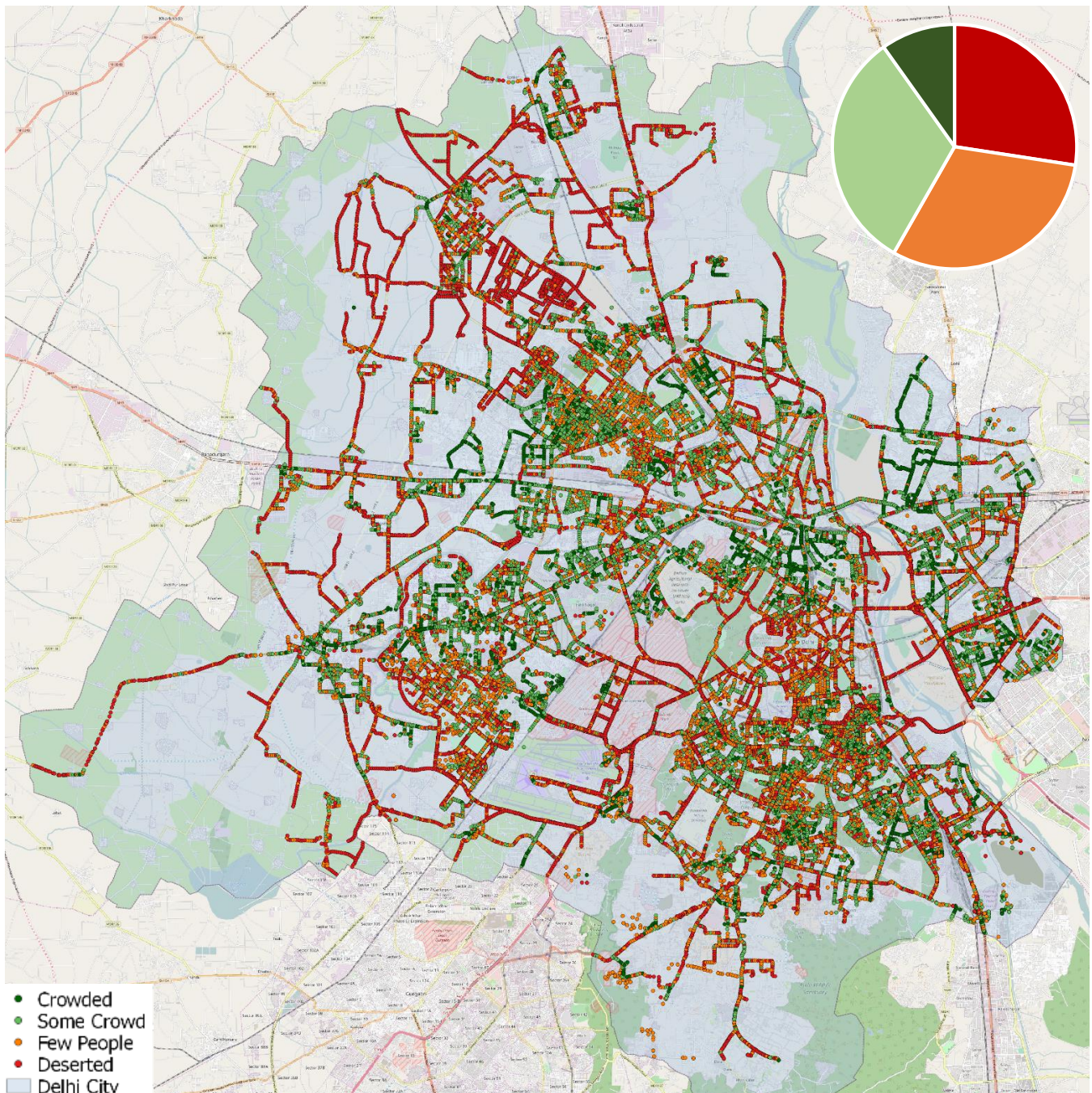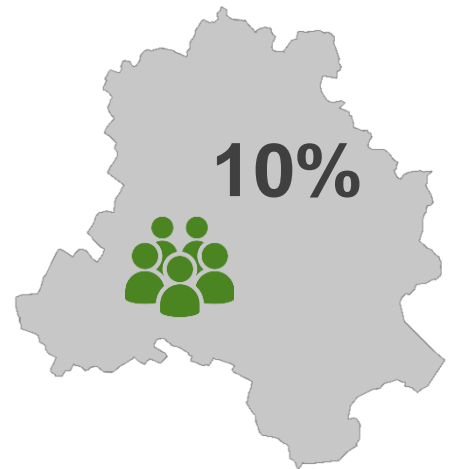
Gender Usage

The Gender Usage parameter has been rated Poor i.e. 0.6/3. Of all the locations audited, only 10% saw a diverse mix of women and children among the crowd. 6% of the locations are used by some women and children at night and another 14% locations sees few women and children but mostly men. 70% of the locations audited were found to be either completely deserted or occupied only by men at night.

10%

- Diverse
- Fairly Diverse
- Somewhat Diverse
- Not Diverse
- Delhi City
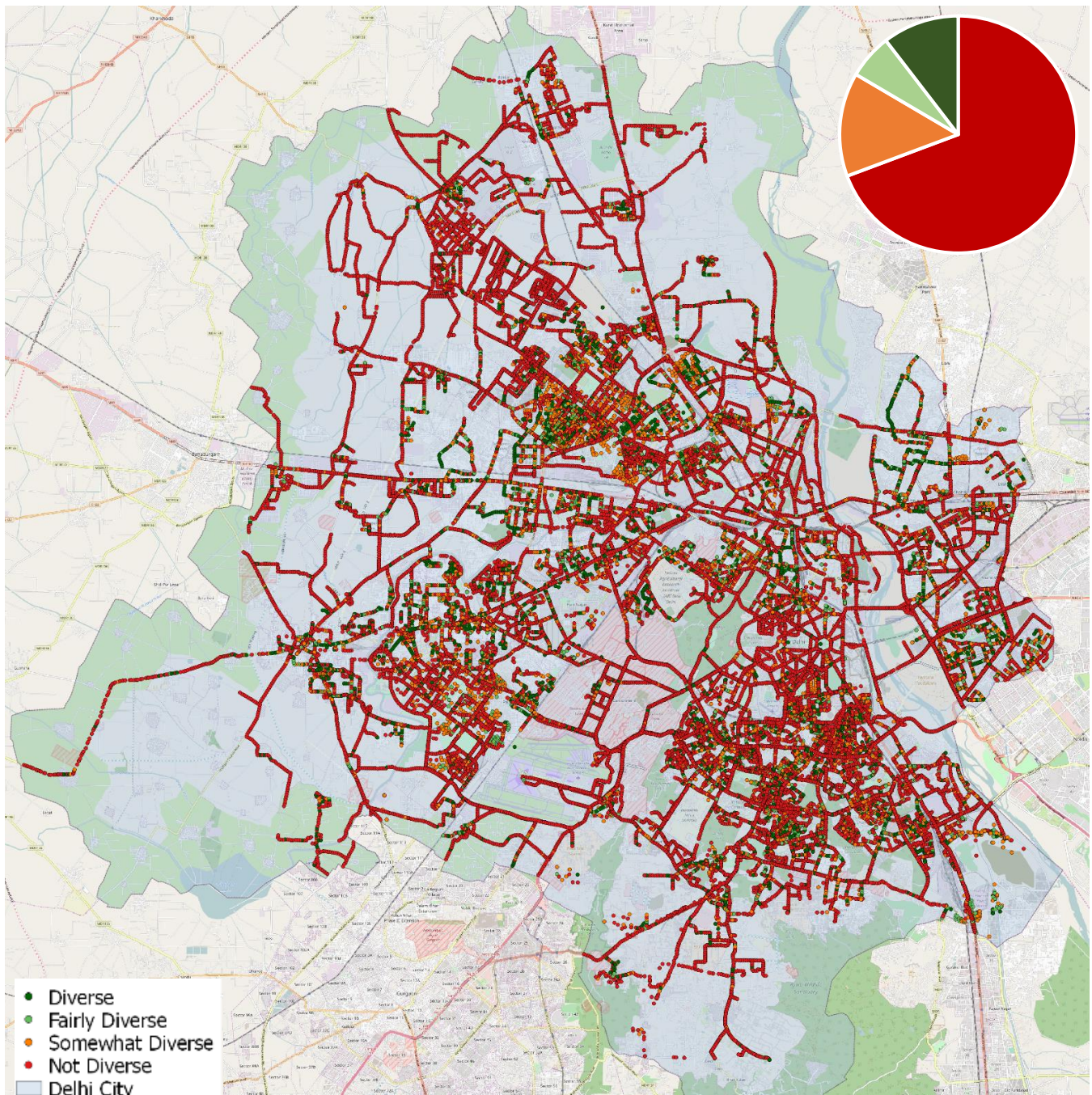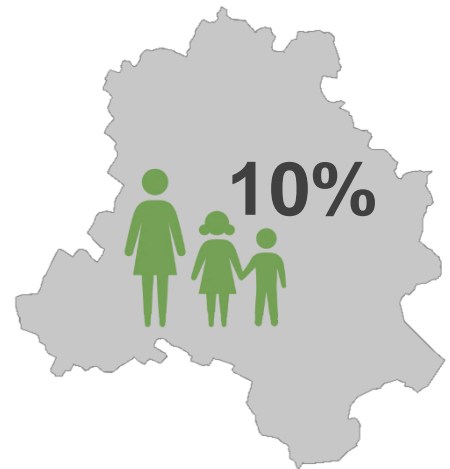
Delhi: Revenue Districts

Delhi has 11 Revenue Districts – North, North East, North West, Central, New Delhi, Shahdara, East, West, South, South East, and South West. Safety audits indicate that except for the district of North, all the other ten districts of Delhi have been given a Safety Score in the range of 3.0-4.0. The North East district was rated the highest Safety Score of 3.9/5. The North district has the lowest Safety Score i.e. 2.6/5. Of the nine parameters, the North has been rated poorly in most parameters – Lighting, Crowd, Security, Walkpath, Public Transport, Gender Usage and Feeling. All districts fared almost equally on the parameters of Lighting, Openness and Walkpath.   While the poorest ratings for most parameters are for the North district, the highest ratings have been spread across different districts. The two districts – North and South West have an aggregate Safety Score lower than the city's Safety Score of 3.3/5. Shown in the graph below are the average parameter ratings for all Revenue Districts.

In North district, the poor Lighting ratings are due to two main reasons. 18% of the locations in North do not have streetlights installed and at another 37% the streetlights were found to be un-operational. 34% of the audit locations do not have any space to walk of which 26% are in non-residential areas. At 23% locations in the North district the space left for the footpath is yet to be paved. This results in this being used for vehicular parking forcing people to walk on the road. Only 47% of the district is served by bus as the only mode of public transport with only 2% being connected by metro. Also a major reason for low ratings is that half of the district is undeveloped. This results in poor visibility and overall less number of people and women using the public places.

The ratings for the other districts are diverse with each having its own unique set of infrastructural issues.
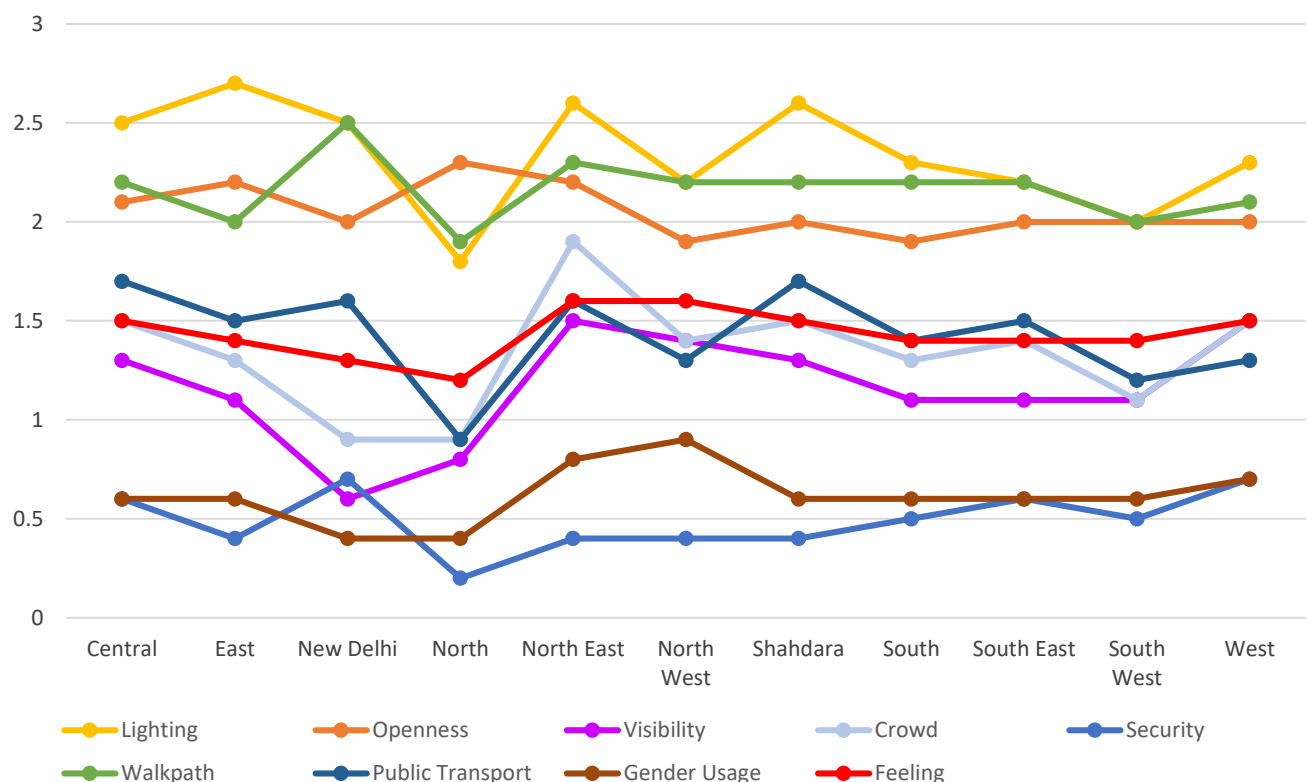
Shown in the map below are the Safety Score ratings for each of the eleven Revenue Districts of Delhi. Indicated in the Table below are the Average Parameter Ratings for each District with the lowest ratings indicated in Red and highest in Green.

2.6/5
North

3.5/5
North West

3.9/5
North East

3.6/5
West

3.6/5
Central

3.7/5
Shahdara

3.4/5
East

3.1/5
South West

3.4/5
New Delhi

3.4/5
South East

3.4/5
South

The North East district has been rated the highest Safety Score of 3.9/5 and North district the lowest Safety Score i.e. 2.6/5.
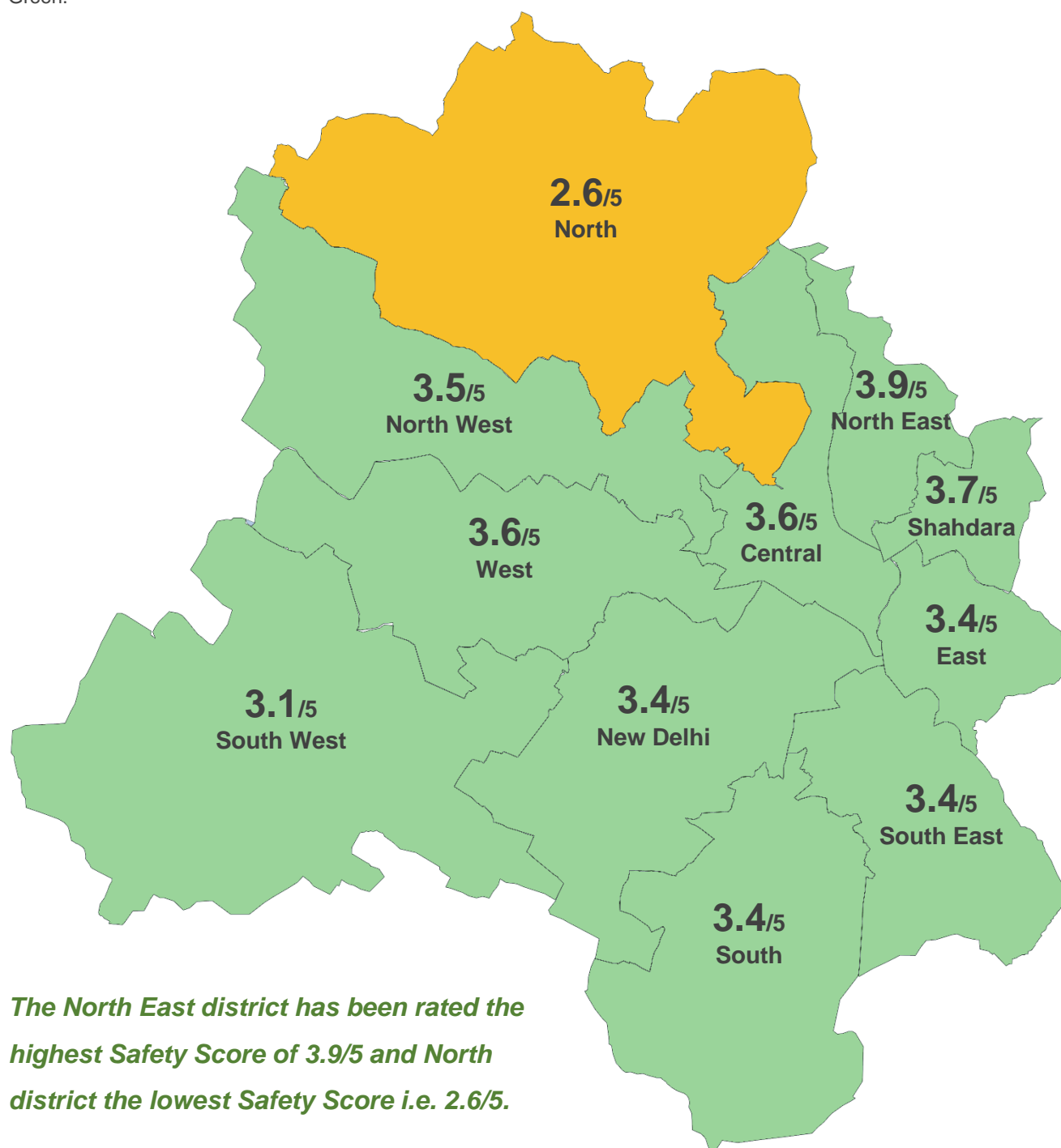
	Lighting	Openness	Visibility	Crowd	Security	Walkpath	Public Transport	Gender Usage	Feeling
Central	2.5	2.1	1.3	1.5	0.6	2.2	1.7	0.6	1.5
East	2.7	2.2	1.1	1.3	0.4	2	1.5	0.6	1.4
New Delhi	2.5	2	0.6	0.9	0.7	2.5	1.6	0.4	1.3
North	1.8	2.3	0.8	0.9	0.2	1.9	0.9	0.4	1.2
North East	2.6	2.2	1.5	1.9	0.4	2.3	1.6	0.8	1.6
North West	2.2	1.9	1.4	1.4	0.4	2.2	1.3	0.9	1.6
Shahdara	2.6	2	1.3	1.5	0.4	2.2	1.7	0.6	1.5
South	2.3	1.9	1.1	1.3	0.5	2.2	1.4	0.6	1.4
South East	2.2	2	1.1	1.4	0.6	2.2	1.5	0.6	1.4
South West	2	2	1.1	1.1	0.5	2	1.2	0.6	1.4
West	2.3	2	1.5	1.5	0.7	2.1	1.3	0.7	1.5

Delhi: Constituencies

The Delhi Legislative Assembly has 70 Constituencies. Shown below is the Map indicating the Safety Ranking of each. As indicated, the Constituencies having poor rankings are mostly on the city periphery and are yet to be fully developed. The highest Safety Score achieved was 4.3/5 and lowest is 2.1/5. The top 12 Constituencies have a Safety Score 4 or more out of 5.

The Babarpur Constituency has been rated the highest Safety Score of 4.3/5 and Bawana the lowest Safety Score of 2.1/5.
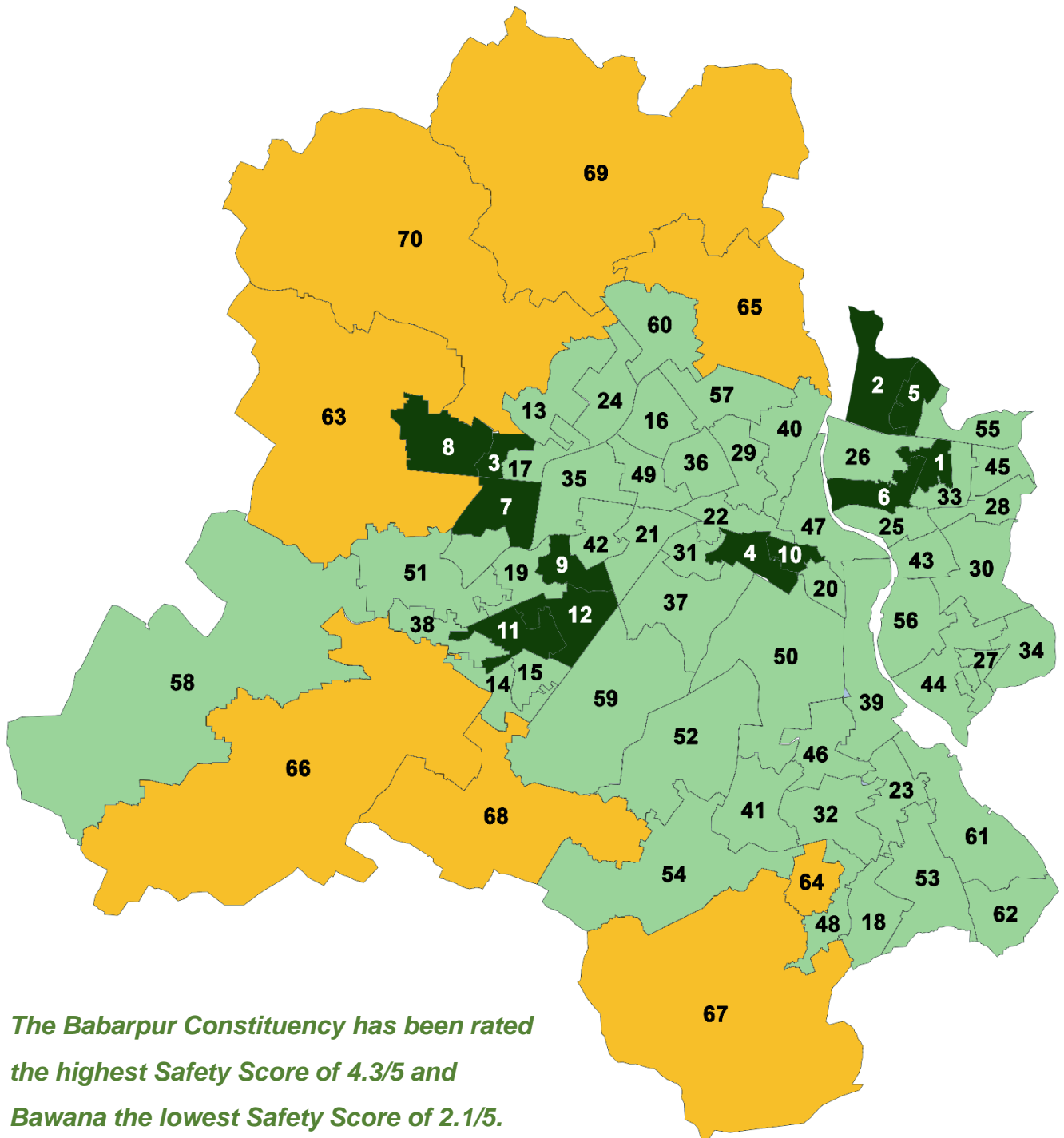
Shown in the Table below are the Safety Rankings of all the Constituencies along with the Safety Score and Average Parameter Rating for each.

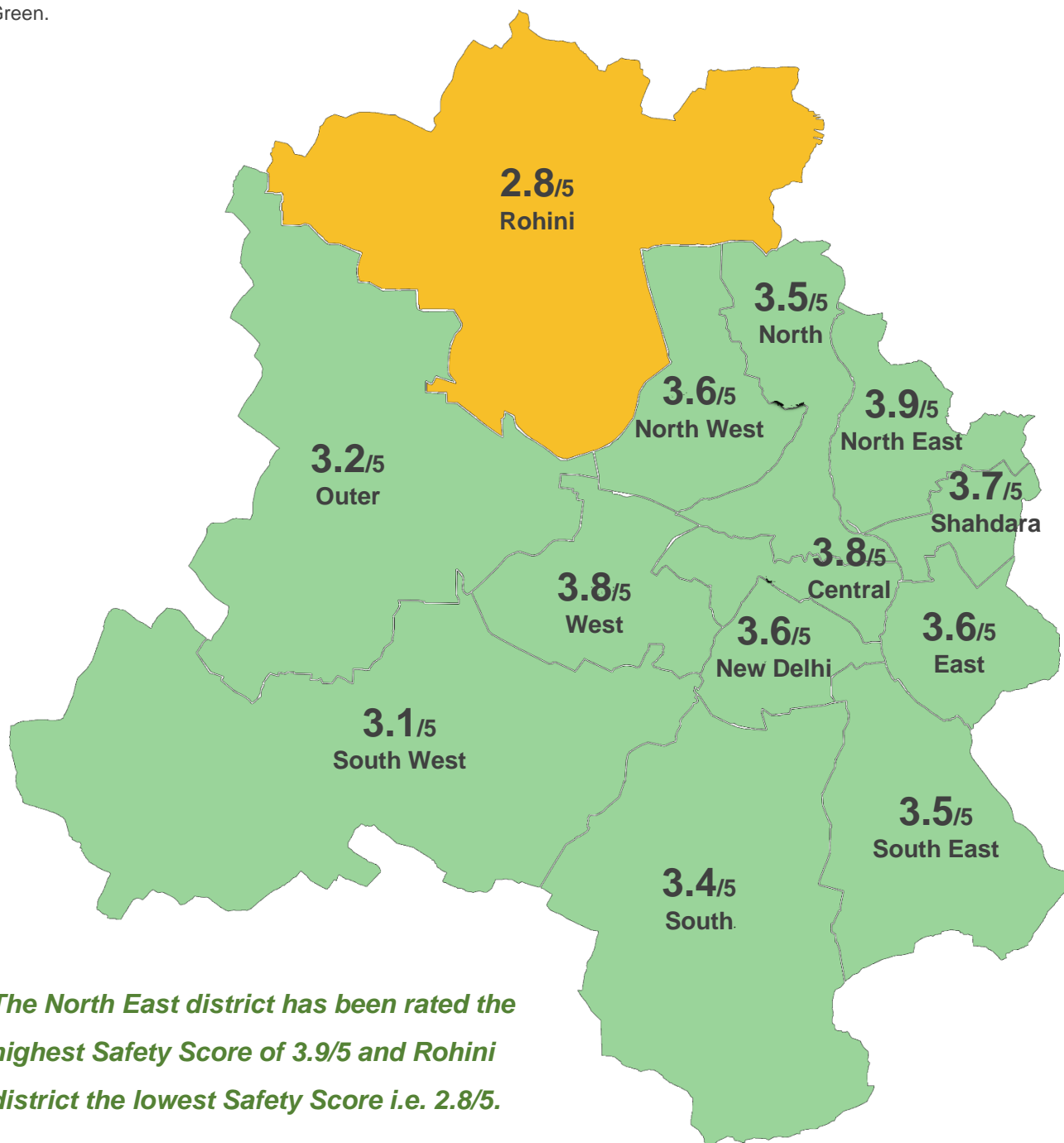| Safety Rank	Name	Safety Score	People	Visibility	Openness	Security	Walkpath	Transport	Gender Usage	Lighting	Feeling
1	Babarpur	4.3	2.5	2.5	2	0.4	2.1	1.7	1.4	2.8	1.9
2	Karawal Nagar	4.3	2.3	2.6	2	0.6	2.1	1.9	1.2	2.9	2
3	Sultanpur Majra	4.2	2.4	1.8	2	0.3	2.2	1.6	1.4	2.9	1.8
4	Karol Bagh	4.2	2.1	2	2	0.7	2.2	1.8	0.9	2.7	1.8
5	Mustafabad	4.2	2.5	2.7	2	0.4	2.3	1.2	1.5	2.5	1.9
6	Seelampur	4.1	2	1.6	2.2	0.4	2.4	1.8	0.8	2.8	1.7
7	Nangloi Jat	4.1	1.9	1.9	2	0.9	2.1	1.5	1	2.8	1.8
8	Kirari	4	2.2	1.9	2	0.2	2	1.2	1.5	2.8	1.7
9	Rajouri Garden	4	1.7	1.9	2	1	2.1	1.4	0.9	2.4	1.6
10	Ballimarn	4	2.2	1.9	2	0.8	2.1	1.3	0.8	2.8	1.7
11	Janakpuri	4	1.5	1.8	2	0.9	2.4	1.7	0.5	2.7	1.7
12	Hari Nagar	4	1.6	1.7	2	0.9	2.2	2	0.7	2.8	1.8
13	Rithala	3.9	1.8	1.9	2	0.3	2.3	1.3	1	2.6	1.6
14	Palam	3.9	1.8	1.8	1.9	0.7	2.2	1.4	0.9	2.6	1.6
15	Dwarka	3.9	1.8	1.8	2	0.9	2	1.4	0.8	2.6	1.6
16	Shalimar Bagh	3.9	1.7	1.7	2	0.4	2.3	1.4	0.7	2.8	1.6
17	Mangolpuri	3.9	1.8	1.9	2	0.4	2.3	1.6	1	2.7	1.7
18	Sangam Vihar	3.9	1.4	0.9	2	0.7	2.5	2	0.6	2.7	1.5
19	Tilak Nagar	3.9	1.6	1.7	2	1	2	1.5	0.8	2.5	1.6
20	Matia Mahal	3.8	1.9	1.5	2.1	0.6	2.1	1.4	0.3	2.7	1.5
21	Moti Nagar	3.8	1.6	1.7	2	0.8	2.1	1.6	0.6	2.5	1.6
22	Sadar Bazar	3.8	1.4	1.2	2	0.3	2.5	1.9	0.4	2.7	1.5
23	Kalka ji	3.8	1.7	1.2	2	0.6	2.4	1.8	0.7	2.5	1.6
24	Rohini	3.8	1.4	1.5	2	0.4	2.4	1.6	0.5	2.8	1.5
25	Gandhi Nagar	3.8	2	1.4	2.1	0.4	2.2	1.6	0.8	2.6	1.6
26	Ghonda	3.8	1.7	1.4	2.1	0.3	2.3	1.6	1	2.6	1.6
27	Trilokpuri	3.8	1.9	1.3	2.2	0.3	2.4	1.1	1.2	2.7	1.6
28	Shahdara	3.8	1.6	1.3	2	0.4	2.2	1.8	0.6	2.7	1.5
29	Model Town	3.7	1.3	1.3	2	0.3	2.3	1.6	0.4	2.8	1.5
30	Vishwas Nagar	3.7	1.3	1.1	2.1	0.4	2.4	1.7	0.4	2.8	1.5
31	Patel Nagar	3.7	1.8	1.9	2	0.5	2.1	1.1	0.9	2.2	1.5
32	Greater Kailash	3.7	1.4	1.1	2	0.8	2.3	1.6	0.5	2.4	1.5
33	Rohtas Nagar	3.7	1.7	1.6	2.1	0.3	2	1.6	0.6	2.7	1.5
34	Kondli	3.7	1.7	1.2	2.1	0.7	2.2	1.5	0.7	2.4	1.5
35	Shakur Basti	3.7	1.3	1.2	2	0.6	2.4	1.5	0.4	2.6	1.5
36	Wazirpur	3.7	1.3	1.3	2	0.4	2.3	1.7	0.3	2.8	1.4
37	Rajinder Nagar	3.7	1.6	1.3	2	0.7	2.3	1.6	0.7	2.4	1.5
38	Uttam Nagar	3.6	1.8	2.2	1.9	0.4	1.9	0.9	1.1	2.4	1.6
39	Jangpura	3.6	1.4	1.3	2.1	0.5	2.2	1.5	0.6	2.5	1.4
40	Timarpur	3.6	1.4	1	2.1	0.3	2.4	1.9	0.5	2.6	1.5
41	Malviya Nagar	3.6	1.3	1.3	2	0.7	2.2	1.3	0.6	2.4	1.4
42	Madipur	3.6	1.4	1.4	2	0.6	2.1	1.7	0.6	2.6	1.5
43	Krishna Nagar	3.6	1.6	2	2.1	0.3	1.7	1.3	0.6	2.7	1.5
44	Patparganj	3.6	1.5	1.1	2.1	0.3	2	1.5	0.8	2.8	1.5
45	Seema Puri	3.6	1.5	0.9	2	0.2	2	2.1	0.4	2.7	1.3
46	Kasturba Nagar	3.5	1.3	1.2	2	0.6	2.2	1.3	0.6	2.4	1.4
47	Chandni Chowk	3.5	1.3	0.8	2.2	0.4	2.3	1.8	0.2	2.6	1.4
48	Deoli	3.5	1.3	1.3	1.9	0.5	2.3	1.1	0.4	2.7	1.4
49	Tri Nagar	3.5	1.4	1.5	2	0.2	2.1	1.3	0.5	2.6	1.4
50	New Delhi	3.5	0.9	0.5	2	0.7	2.8	1.7	0.2	2.6	1.3
51	Vikaspuri	3.4	1.4	1.5	2	0.7	2.1	0.8	0.8	2.3	1.4
52	R K Puram	3.4	1	0.6	2	0.5	2.5	1.6	0.4	2.5	1.3
53	Tughlakabad	3.4	1.5	1.1	2	0.5	2.3	1.3	0.6	2.1	1.4
54	Mehrauli	3.3	1.1	0.8	2	0.3	2.4	1.6	0.4	2.5	1.3
55	Gokalpur	3.3	1.6	1.3	2	0.4	1.4	1.6	0.7	2.1	1.4
56	Laxmi Nagar	3.3	1.4	1.4	2.2	0.3	1.8	1.5	0.5	2.9	1.5
57	Adarsh Nagar	3.3	1.3	0.9	2.2	0.3	2.4	1.1	0.5	2.6	1.4
58	Najafgarh	3.3	1.3	1.3	2	0.5	2	1.3	0.6	2.5	1.4
59	Delhi Cantt	3.2	0.6	0.3	2	0.9	2.4	1.8	0.2	2.5	1.2
60	Badli	3.1	1.3	1.3	2.2	0.1	1.9	1.1	0.6	2.2	1.3
61	Okhla	3.1	1.4	0.9	2.1	0.4	2.1	1.3	0.4	2.1	1.3
62	Badarpur	3	1.1	0.7	2.1	0.5	2.4	2.1	0.1	2.6	1.3
63	Mundka	2.9	1.1	1	2.1	0.6	2	0.9	0.4	1.9	1.3
64	Ambedkar Nagar	2.9	1.1	0.7	2	0.3	2.1	1.2	0.4	2.3	1.2
65	Burari	2.9	1.1	1	2.2	0.2	1.9	1.1	0.5	2.1	1.3
66	Matiala	2.9	1	0.9	2.1	0.4	2.1	1.1	0.4	2	1.2
67	Chhatarpur	2.8	1.2	1	2	0.2	2.1	1.1	0.5	2.2	1.3
68	Bijwasan	2.8	0.9	0.6	2.2	0.6	2	1.3	0.3	2.2	1.2
69	Narela	2.2	0.7	0.6	2.5	0.1	1.8	0.8	0.2	1.6	1.1
70	Bawana	2.1	0.7	0.6	2.4	0.1	1.8	0.5	0.3	1.6	1

Delhi: Police Districts

Delhi is divided into 13 Police Districts – North, North East, North West, Central, New Delhi, Shahdara, East, West, South, South East, South West, Rohini and Outer. Safety audits indicate that except for the district of Rohini, all the other twelve districts of Delhi have been given a Safety Score in the range of 3.0-4.0. The North East district has been rated the highest score of 3.9/5. The North East district has been rated highest for the Public Transport, Gender Usage and Feeling parameters. The Rohini district has been rated highest for the Openness parameter and has poorest ratings for Lighting, Security, Walkpath, and Public Transport parameters. The district of New Delhi shows high variation from being rated the highest in Security, Walkpath, and Public Transport parameters to being rated lowest for Visibility, Crowd and Gender Usage.

In the New Delhi district, 22% of the audit locations have their edges defined completely by boundary walls. This results in poor visibility making one feel unsafe. Also since the district comprises government offices and bungalows, very few people are seen at night. In the Rohini district, 17% of the audit locations do not have streetlights installed along the road. Another 36% of locations have streetlights installed but are un-operational. Also, 33% of audited locations do not have a footpath for people to walk on. In another 23% locations, space has been left but a proper paved footpath is yet to be constructed. Only 48% of the locations are connected by bus service and only 2% has metro connectivity.

Shown in the graph below are the average parameter ratings for all Police Districts.
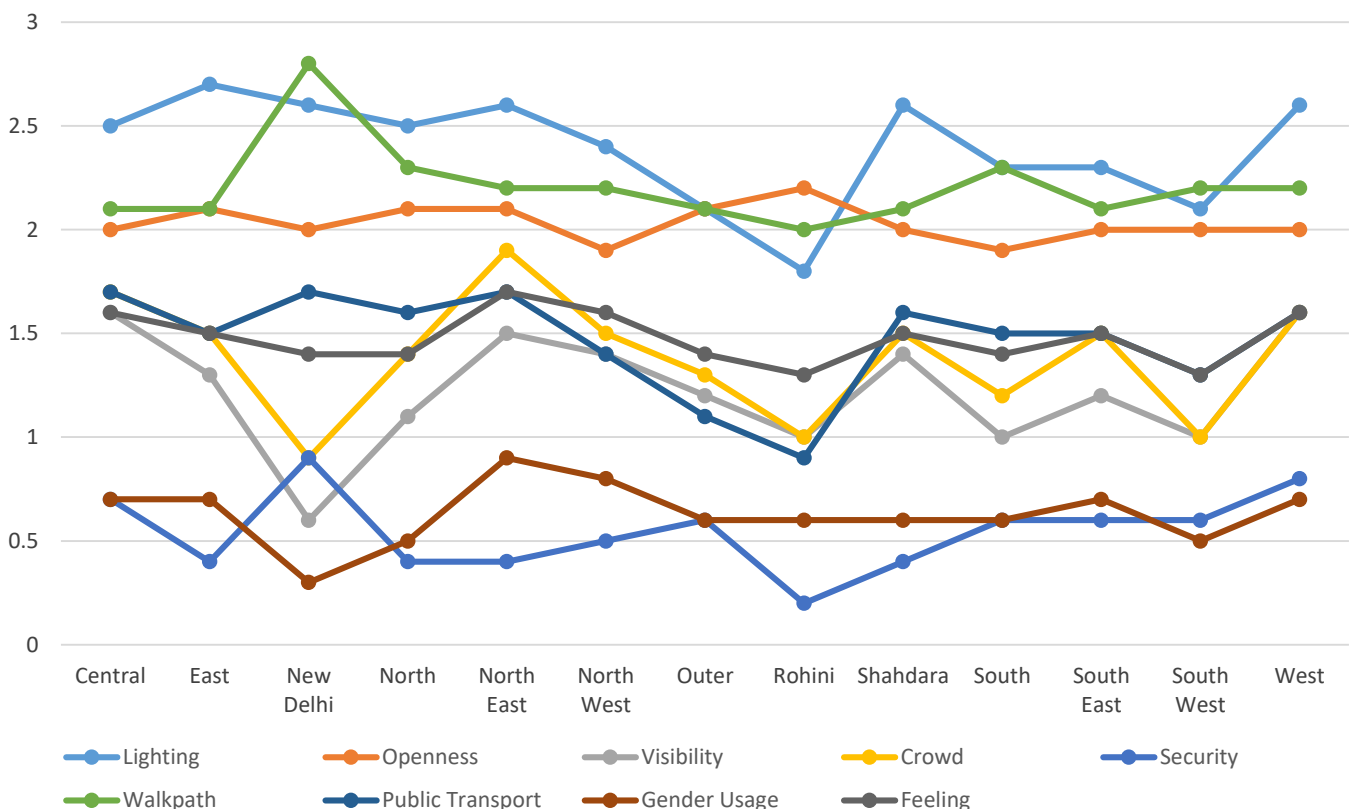
Shown in the map below are the Safety Score ratings for each of the thirteen Police Districts of Delhi. Indicated in the Table below are the Average Parameter Ratings for each District with the lowest ratings indicated in Red and highest in Green.
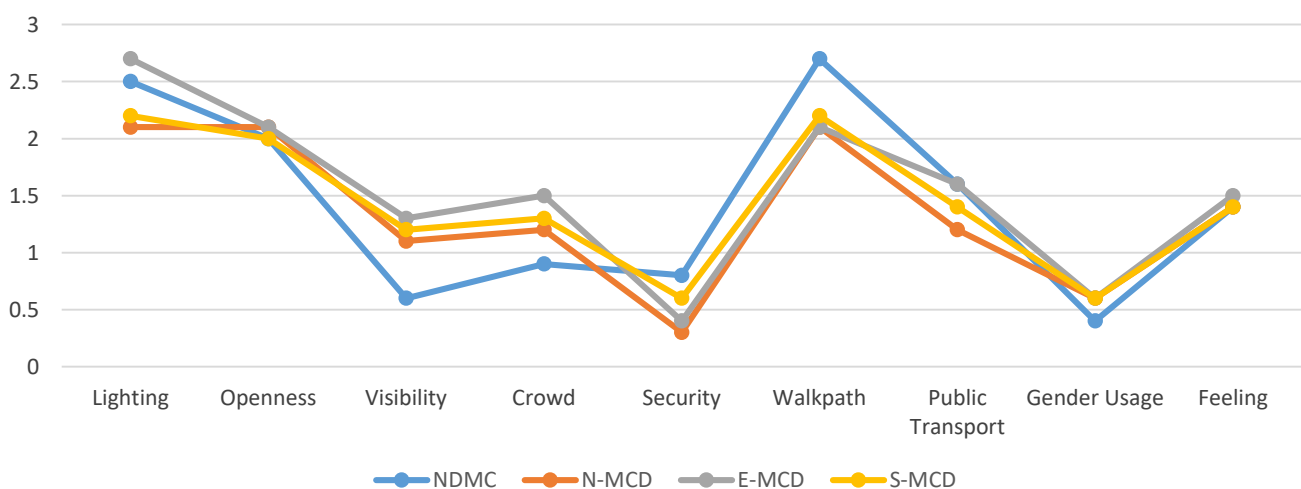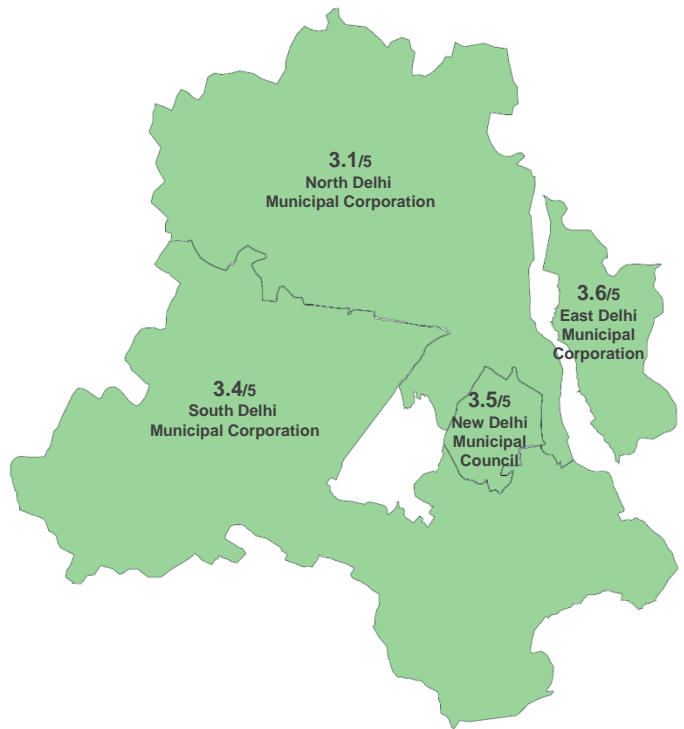

2.8/5 Rohini

3.5/5 North

3.6/5 North West

3.9/5 North East

3.7/5 Shahdara

3.2/5 Outer

3.8/5 Central

3.8/5 West

3.6/5 New Delhi

3.6/5 East

3.1/5 South West

3.5/5 South East

3.4/5 South

The North East district has been rated the highest Safety Score of 3.9/5 and Rohini district the lowest Safety Score i.e. 2.8/5.

	Lighting	Openness	Visibility	Crowd	Security	Walkpath	Public Transport	Gender Usage	Feeling
Central	2.5	2	1.6	1.7	0.7	2.1	1.7	0.7	1.6
East	2.7	2.1	1.3	1.5	0.4	2.1	1.5	0.7	1.5
New Delhi	2.6	2	0.6	0.9	0.9	2.8	1.7	0.3	1.4
North	2.5	2.1	1.1	1.4	0.4	2.3	1.6	0.5	1.4
North East	2.6	2.1	1.5	1.9	0.4	2.2	1.7	0.9	1.7
North West	2.4	1.9	1.4	1.5	0.5	2.2	1.4	0.8	1.6
Outer	2.1	2.1	1.2	1.3	0.6	2.1	1.1	0.6	1.4
Rohini	1.8	2.2	1	1	0.2	2	0.9	0.6	1.3
Shahdara	2.6	2	1.4	1.5	0.4	2.1	1.6	0.6	1.5
South	2.3	1.9	1	1.2	0.6	2.3	1.5	0.6	1.4
South East	2.3	2	1.2	1.5	0.6	2.1	1.5	0.7	1.5
South West	2.1	2	1	1	0.6	2.2	1.3	0.5	1.3
West	2.6	2	1.6	1.6	0.8	2.2	1.6	0.7	1.6

Delhi: Municipal Corporations

Delhi has four Municipal Corporations (New Delhi Municipal Council, North Delhi Municipal Corporation, East Delhi Municipal Corporation and South Delhi Municipal Corporation) and one Delhi Cantonment Board. Being huge areas the variation in the overall Safety Score is less. The East Delhi Municipal Corporation has the highest score of 3.6/5 and North the lowest of 3.1/5. The parameters of Openness, Gender Usage and Feeling do not show any variation across the four regions. While there is some variation visible in Lighting, Crowd, Security and Public Transport. For Visibility, the New Delhi Municipal Council has been rated low while the others have a similar rating. For Walkpath, the North Delhi Municipal Corporation has been rated high as compared to other three which have similar ratings.

Shown in the map are the Safety Score ratings for each of the Municipal. Indicated in the Table and Line Graph are the Average Parameter Ratings for each.

3.1/5
North Delhi
Municipal Corporation

3.6/5
East Delhi
Municipal
Corporation

3.4/5
South Delhi
Municipal Corporation

3.5/5
New Delhi
Municipal
Council

	Lighting	Openness	Visibility	Crowd	Security	Walkpath	Public Transport	Gender Usage	Feeling
NDMC	2.5	2	0.6	0.9	0.8	2.7	1.6	0.4	1.4
N-MCD	2.1	2.1	1.1	1.2	0.3	2.1	1.2	0.6	1.4
E-MCD	2.7	2.1	1.3	1.5	0.4	2.1	1.6	0.6	1.5
S-MCD	2.2	2	1.2	1.3	0.6	2.2	1.4	0.6	1.4

New Delhi Municipal Council

The New Delhi Municipal Council has been rated 3.5/5 on safety at night.
While it has been rated Good w.r.t. Lighting and Walkpath, the area offers
very poor visibility. 20% of the locations audited are defined completely by
boundary walls with another 68% having a significant boundary wall area.
Since the area has offices and bungalows, very few people especially women
are seen at night resulting in low ratings for Crowd and Gender Usage.
Overall the area has been rated Average on Feeling of safety.

3.5/5

- Poor
- Fair
- Good
- Very Good
- Excellent
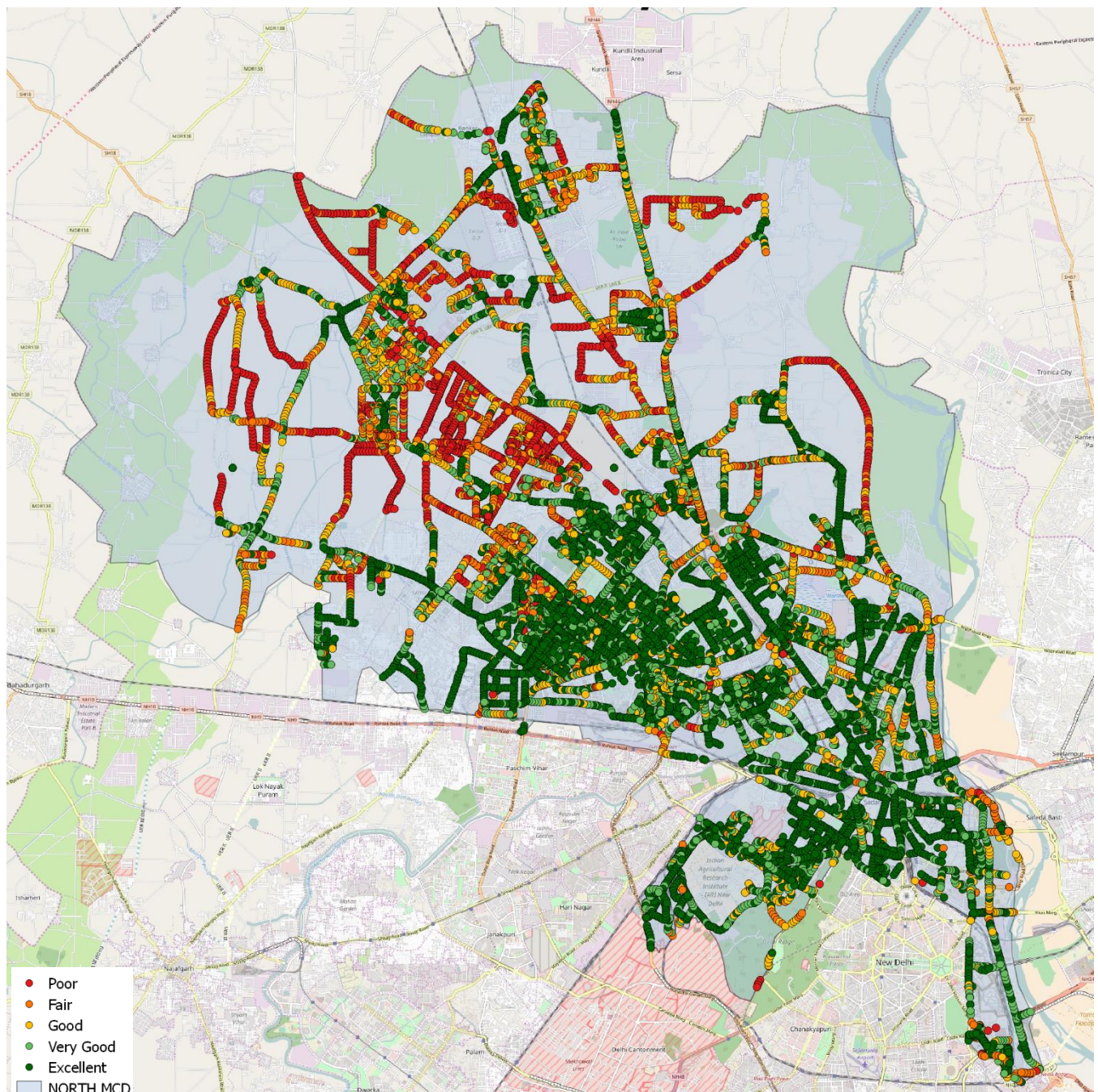- NDMC
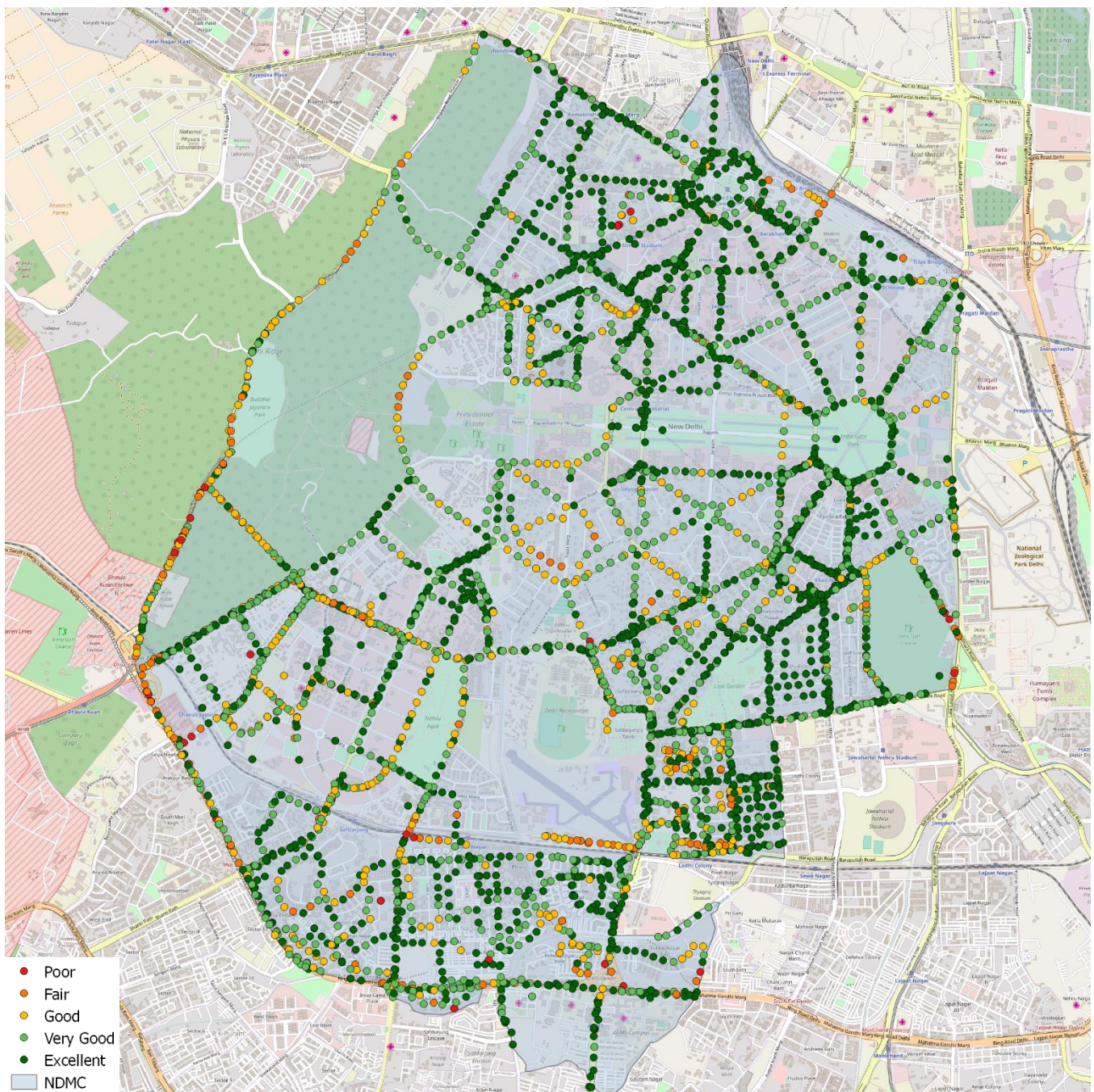
East Delhi Municipal Corporation

The East Delhi Municipal Corporation has been rated 3.6/5 on safety at night. Except Walkpath, this area has high ratings for all parameters. 10% of the locations audited in this area do not have a footpath. In the areas where it does exist, it is obstructed by cars, trees, vendors and houses. 27% of the footpaths are obstructed by vehicles parked on them. 47% of the footpaths have different types of obstructions like streetlights, electrical units, shops displaying goods, dust bins etc.

3.6/5

Legend:
- Poor
- Fair
- Good
- Very Good
- Excellent
- EMCD
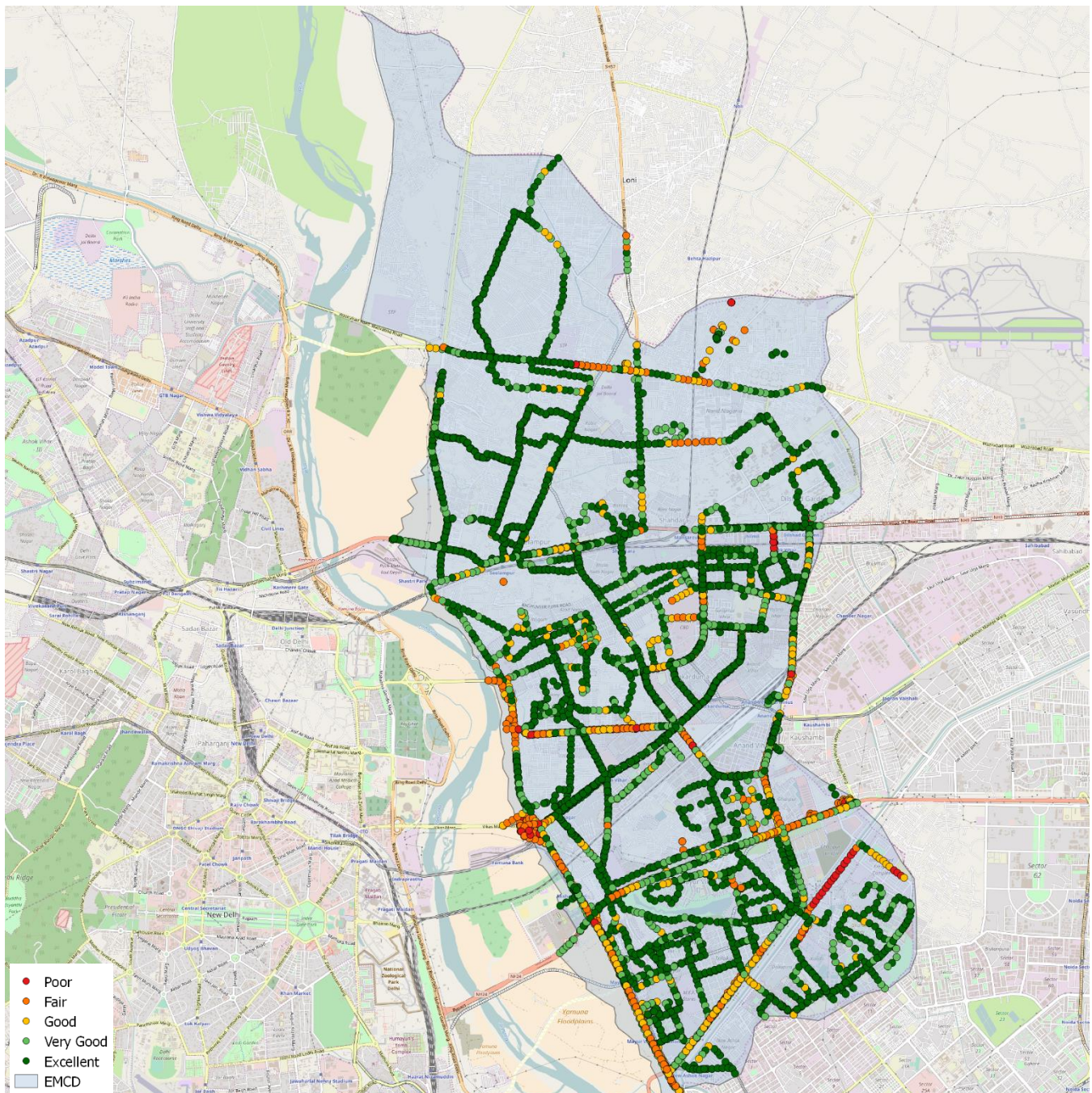
North Delhi Municipal Corporation

The North Delhi Municipal Corporation has been rated 3.1/5 on safety at night i.e. the lowest of all four Municipalities. Lighting, Walkpath and Public Transport have been rated poorly. 10% of the locations audited do not have streetlights and in 36% locations they were found to be un-operational. 21% of the municipality does not have a footpath and in 18% of the locations it is unpaved and kachcha. Where a footpath does exist, it is blocked by cars in 21% locations and by others in 40% locations.

3.1/5

Legend:
- Poor
- Fair
- Good
- Very Good
- Excellent
- NORTH MCD

South Delhi Municipal Corporation

The South Delhi Municipal Corporation has been rated 3.4/5 on safety at night. Except Crowd and Gender Usage it has low ratings for all parameters. Lighting has been rated low as in 34% of audit locations the streetlights were found to be un-operational. 12% of the audit locations do not have a footpath and in 15% locations they are unpaved and kachcha. Along the roads where a pavement does exist, it is obstructed by cars in 30% of locations and by other units in 41% locations. Only 8% of audit locations can be accessed by Metro within a 400m walking distance and 69% of locations are serviced by bus.

3.4/5