

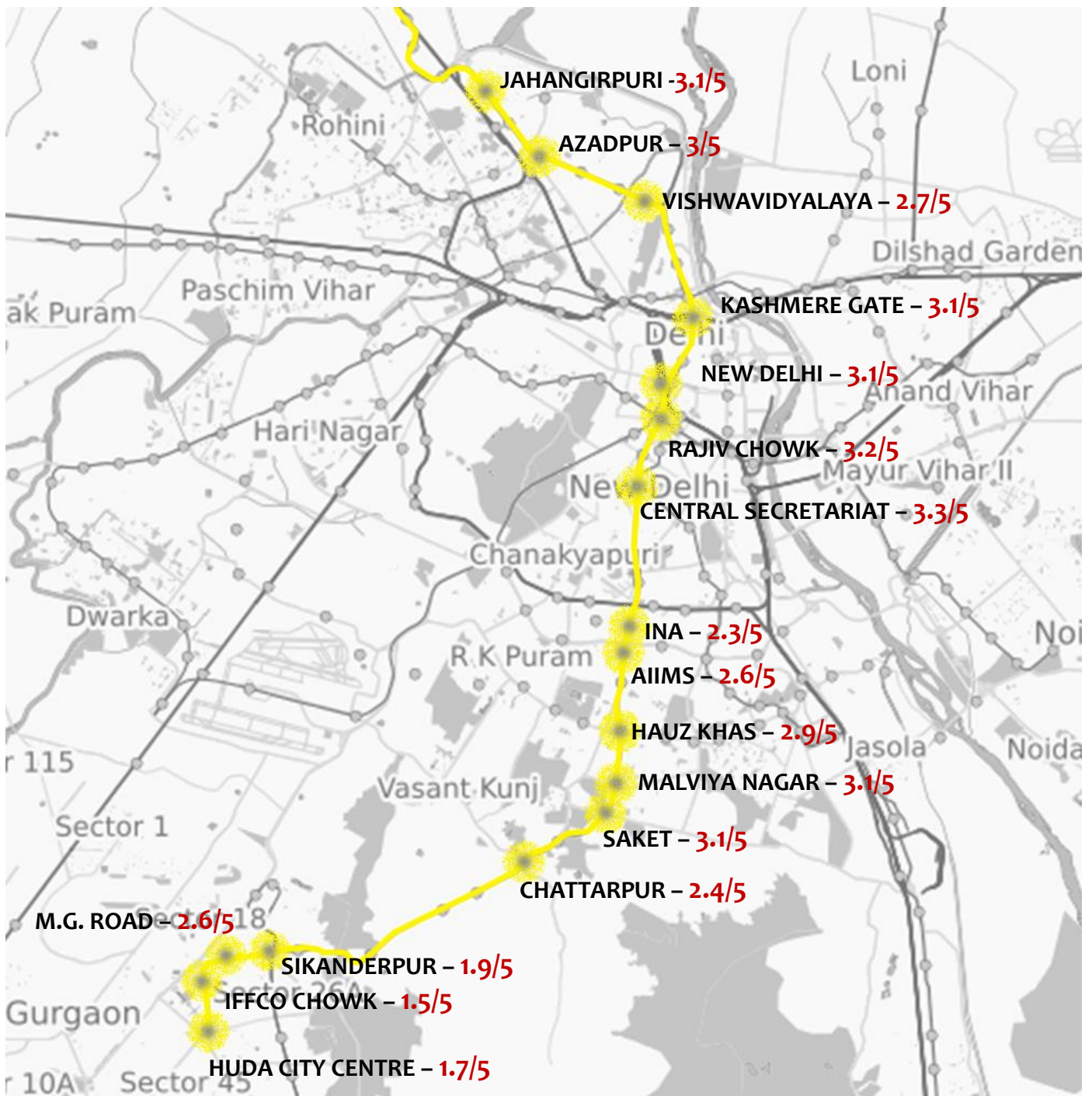
ENHANCING LAST MILE CONNECTIVITY

A SAFETY ANALYSIS OF THE YELLOW LINE, DELHI METRO



“A developed country is not a place where the poor have cars. It’s where the rich use public transport.”

-Mayor of Bogota, Colombia

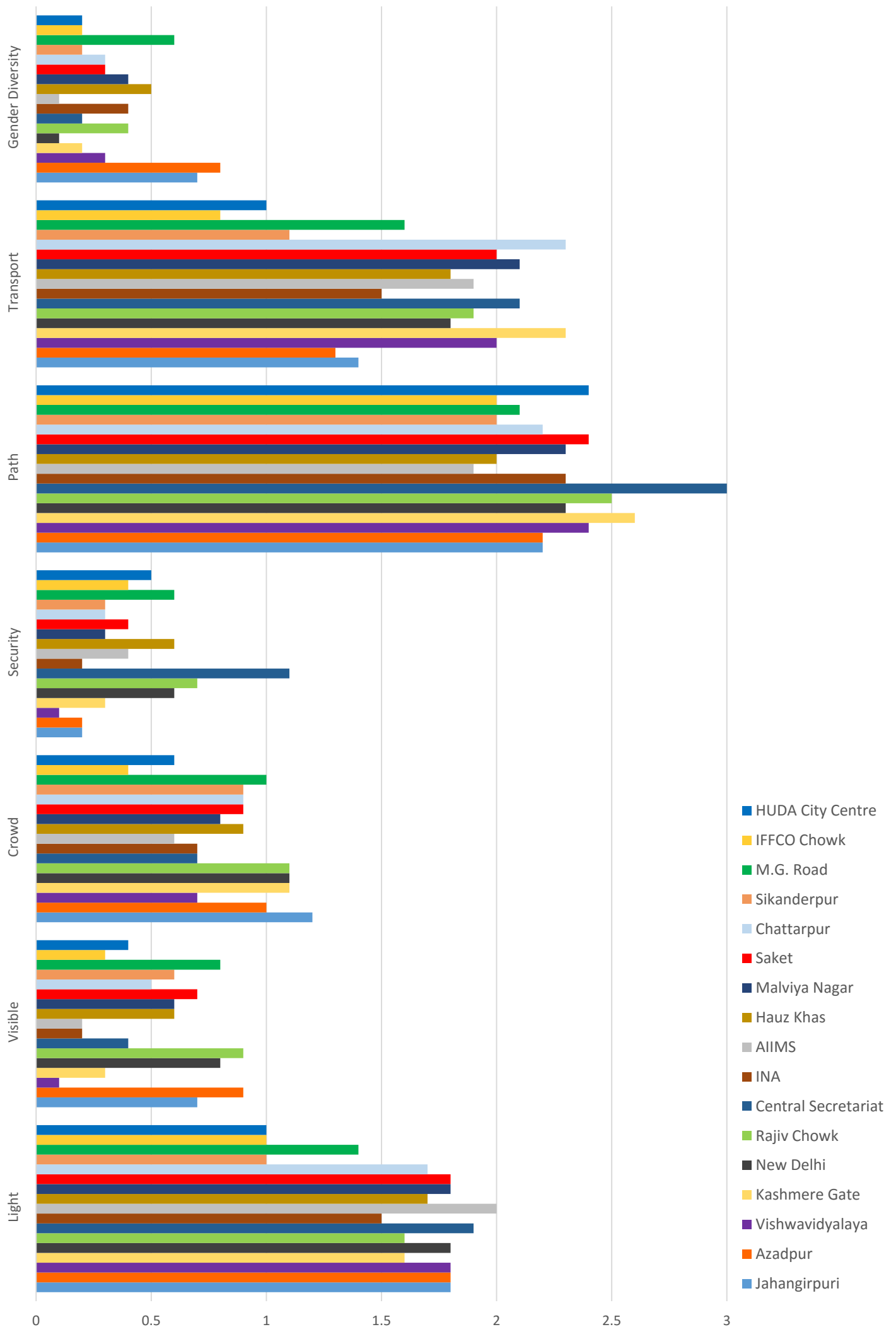




SafetiPin has been conducting audits to assess the safety of the city of Delhi since August 2013. This report is based on the safety audits done from June 2015 for 17 metro stations of the Yellow Line of the Delhi Metro. These stations were selected on the basis of their footfall and further connectivity options.. The study reveals the shortfalls in the public transportation system of Delhi and suggests recommendations to better integrate the Metro with other modes of travel.

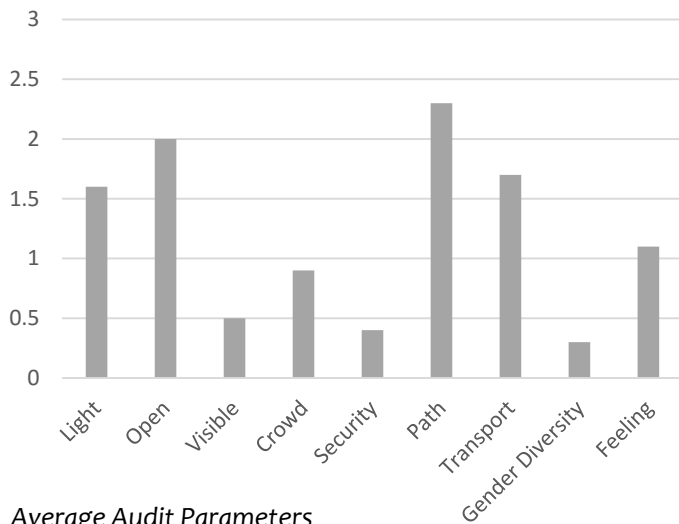
The audits were carried out using the SafetiPin App. SafetiPin, is a map-based mobile phone application, which works to make communities and cities safer by providing safety-related information collected by users and by trained auditors. At the core of the app is the Women's Safety Audit. A Women's Safety 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 Usage of Public Spaces and Feeling.

An area of approximately 500m radius around each metro station has been studied to assess the safety and improve the last mile connectivity for the passengers, focusing on female commuters. The audits were done in the evening hours of 5pm-10pm for the 17 metro stations, to evaluate the level of safety and identify ways to improve it.

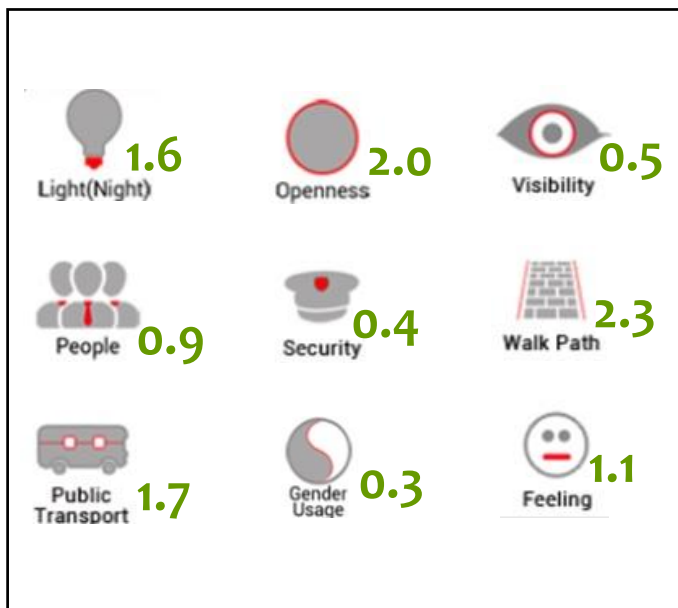


Paramteric Comparison of the 17 Metro Stations

DATA ANALYSIS & FINDINGS



Average Audit Parameters
(on a scale of 3)



The audits indicate that of the nine parameters; Visibility, Crowd, Security and Gender Diversity have been rated the poorest with Light and Public Transport being rated Average. Crowd and Gender Diversity are dependent on the building use taking place which has an affect on the safety of the area. Visibility is poor on account of no eyes on the street along the roads leading upto the metro stations. Audits indicate the presence of hawkers outside the metro station but as one moves away no or very few hawkers are seen. The last mile connectivity to the stations from one's residence/office continues to be poor on account of lack of para-transit (autos/shared autos/cycle-rickshaws) facilities.

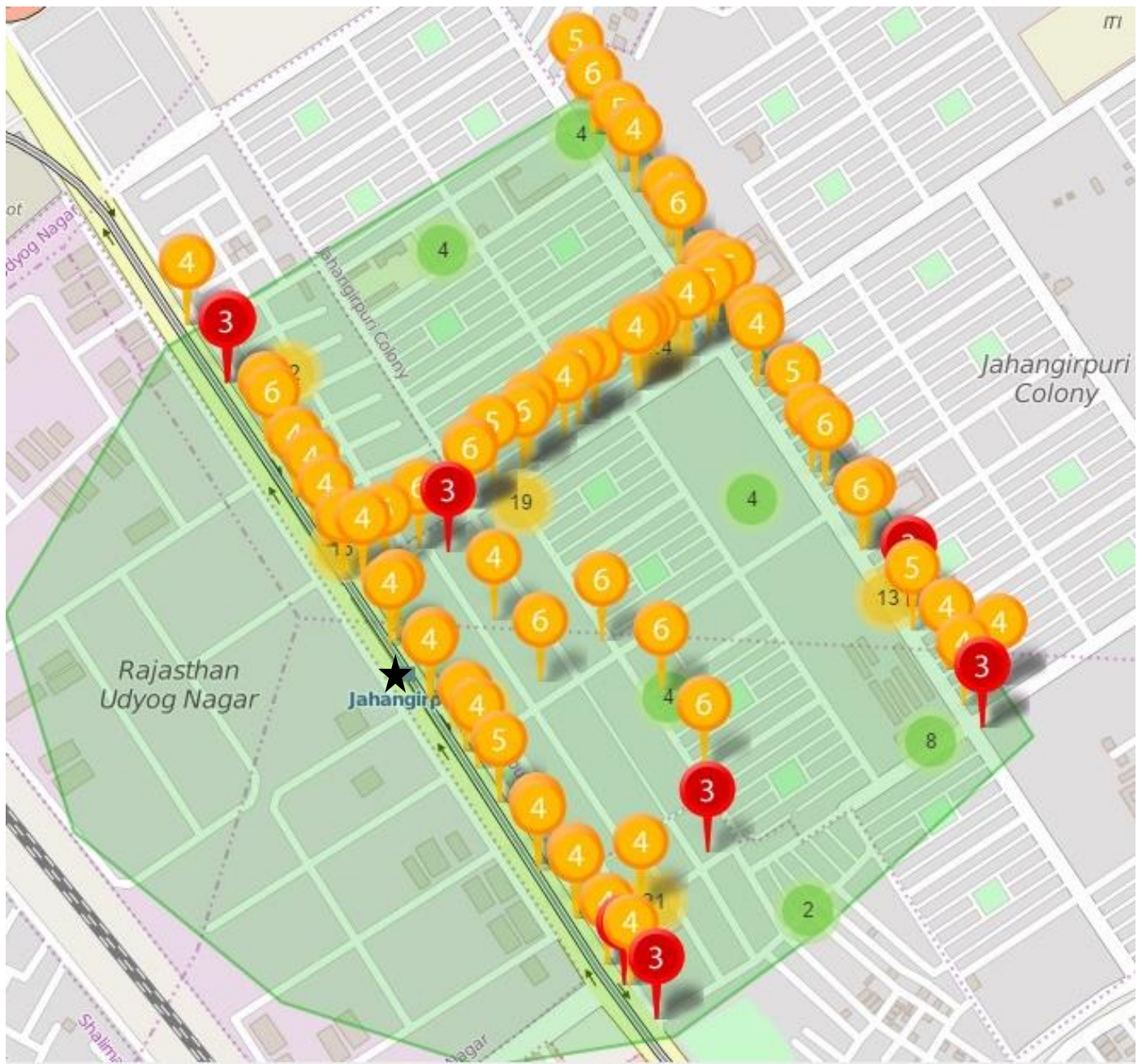
RECOMMENDATIONS

- **Integrated Para-transit.** Stands for Autos/cycle-rickshaw need to be created at regular intervals for people to be able to reach the metro stations comfortably. The location needs to be decided on the basis of entry/exits of Office/ Residential Societies, Markets etc. The Bus connectivity to the areas along the Metro needs to be improved, ensuring proper Bus Stops along the routes they ply on. Auto Stands should be located along these. A bicycle-rental system can be introduced atleast for an area of 1-2km radius around the metro station. Also, convenience facilities like Public Toilets, Drinking Water etc. need to be provided with these Stands.
- **Create Zones for Hawkers.** The edge of the metro stations particularly the entry/exit points have many vendors selling snacks/tea etc. However, as one moves away the area starts to get secluded. Creating Hawker's Zones along the most preferred route will assist in meeting one's daily needs too.
- **Create Active Interfaces.** The buildings along the main road currently have boundary walls. These need to be taken down. The plot edge can be defined even while creating an active interface with the Footpaths. This will increase the visibility and make the pedestrians feel safe.
- **Increase Lighting Levels.** Lighting has been rated Average in most parts. However, there is a need to have the area brightly lit. Currently, the street lights are located on the central median only along many roads. Also, regular pruning of trees is very important as these obstruct light.
- **Proper Footpaths.** Walkpaths have been rated Above Average in most areas. However, they need to be maintained well. Also, it is important to check their elevation from the road level. In many areas, while the footpaths are properly paved, they are being used for vehicular parking forcing people to walk on the vehicular carriage-way. Designated Parking Zones need to be established to prevent this.
- **Increase Police Patrolling.** The main roads are well covered by the PCR Vans/Bikes. However, the routes that are preferred by pedestrians (usually the shortest routes) also need to have police patrolling or CCTV surveillance.
- **Parking Zones within Station Premises.** The Parking Area within the Metro Station premises also needs to be looked at in detail to ensure the space is brightly lit throughout and Visibility is high. These spaces are currently ideal spots for violence against women.

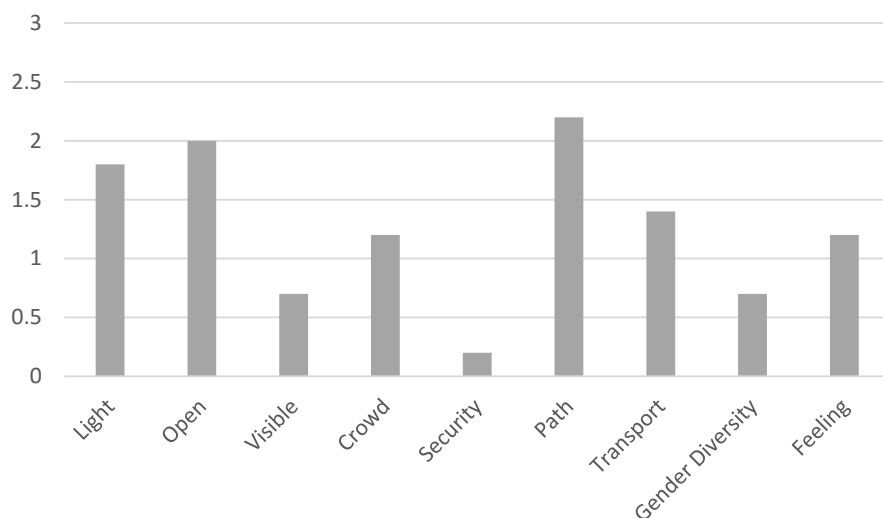
01 JAHANGIRPURI

SAFETY SCORE: 3.1/5

Jahangirpuri metro station along the Yellow Line was initially a terminal station serving the areas of Jahangirpuri-a major industrial and residential area, Badli, Bhalswa Dairy and parts of Rohini. It is an overhead metro station. The area fares average for safety as the metro station is located on the arterial Grand Trunk Road which segregates the residential neighbourhood from the industrial area.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.8 – AVERAGE

The area is uniformly lit throughout.



2.0 – ABOVE AVERAGE

The openness of the area is high due to wide roads.



0.7 – BELOW AVERAGE

The visibility is very poor in this area especially along the Grand Trunk Road. In Jahangirpuri Colony there is some visibility but is insufficient still.



1.2 – BELOW AVERAGE

There are very few people seen on the roads.



0.2 – POOR

There is very less security in this area.



2.2 – ABOVE AVERAGE

The area has good walkpaths along most stretches especially along the main road.



1.4 – AVERAGE

The area is well assisted by autos and e-rickshaws along the Mall Road Extension. However, access to feeder services from the residential areas is limited.



0.7 – BELOW AVERAGE

Very few women are visible especially on the main road. Some women are seen in the residential area.

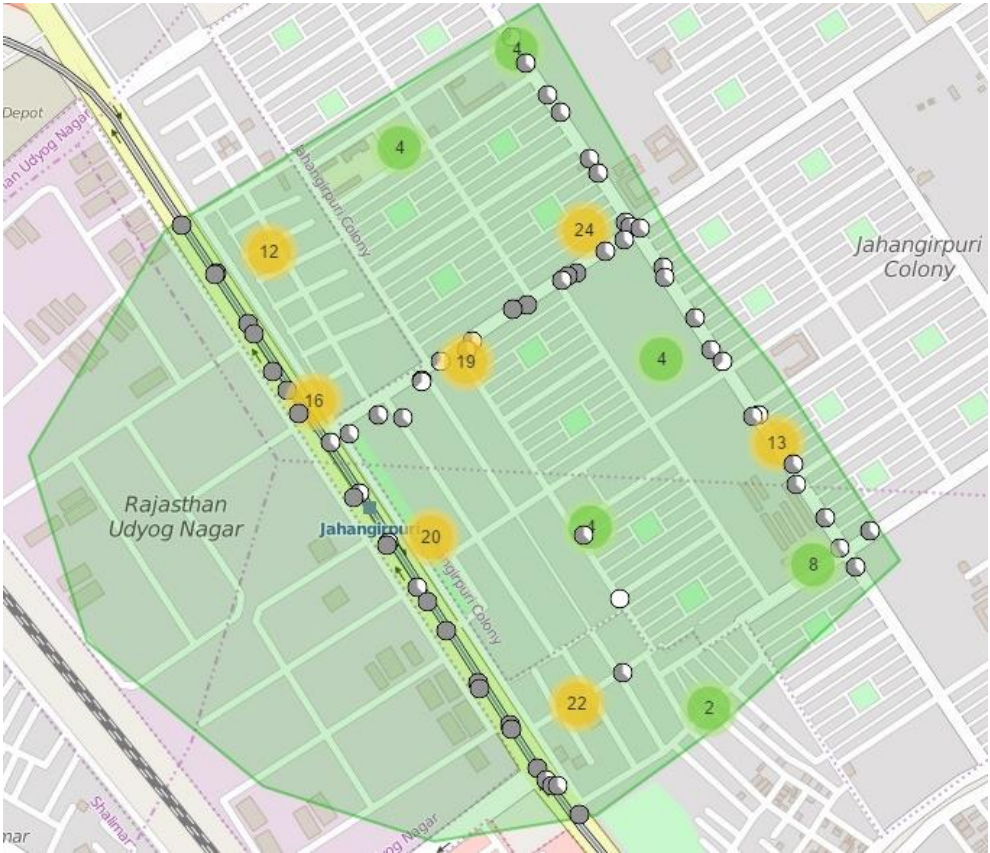


1.2 – BELOW AVERAGE

The area doesn't feel comfortable.

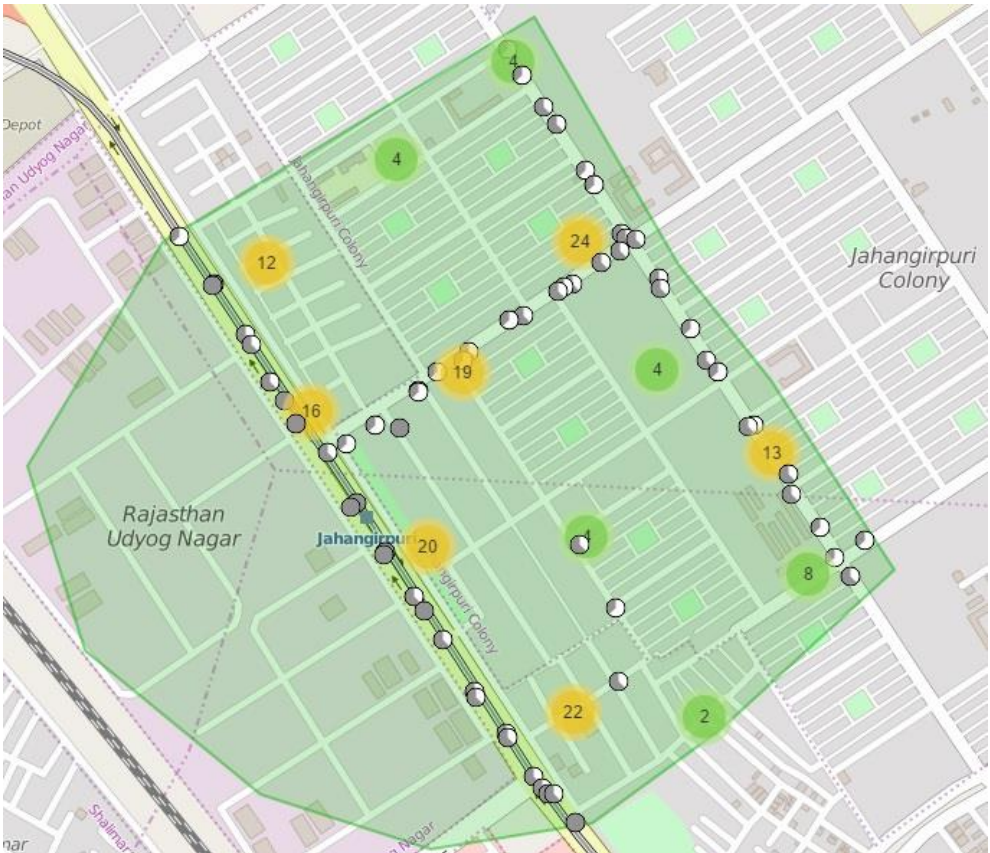
Visibility Rating at Jahangirpuri

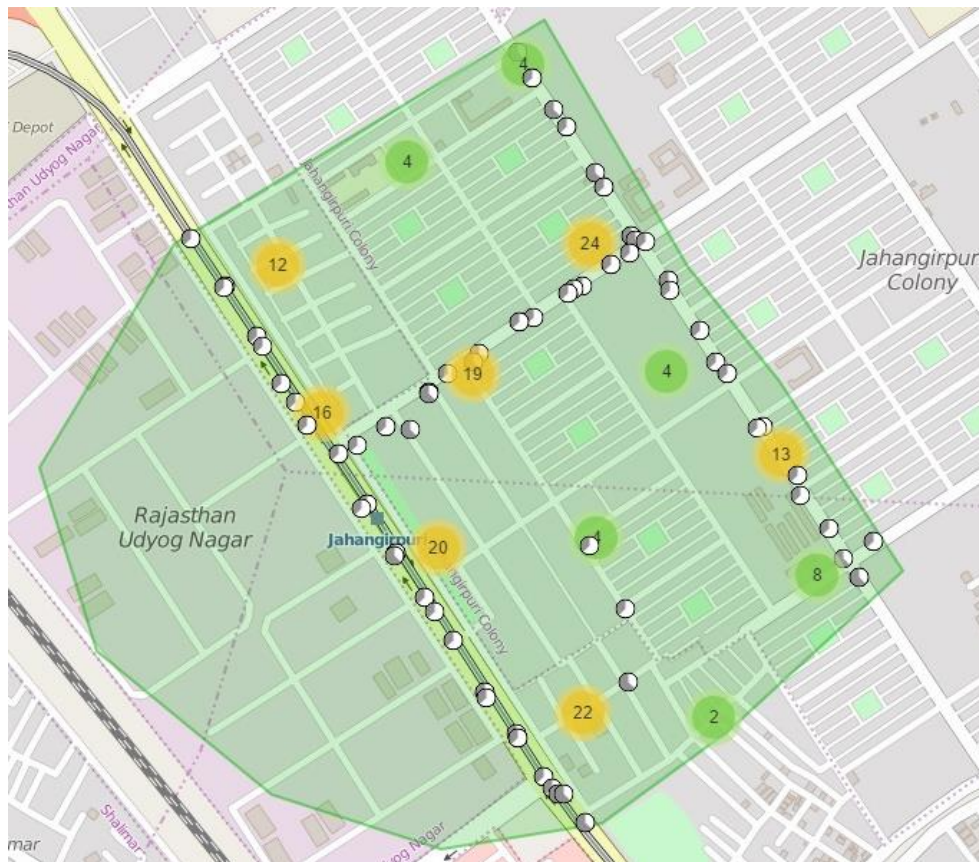
- Highly Visible
- ◐ More Eyes
- ◑ Few Eyes
- No Eyes



Crowd Rating at Jahangirpuri

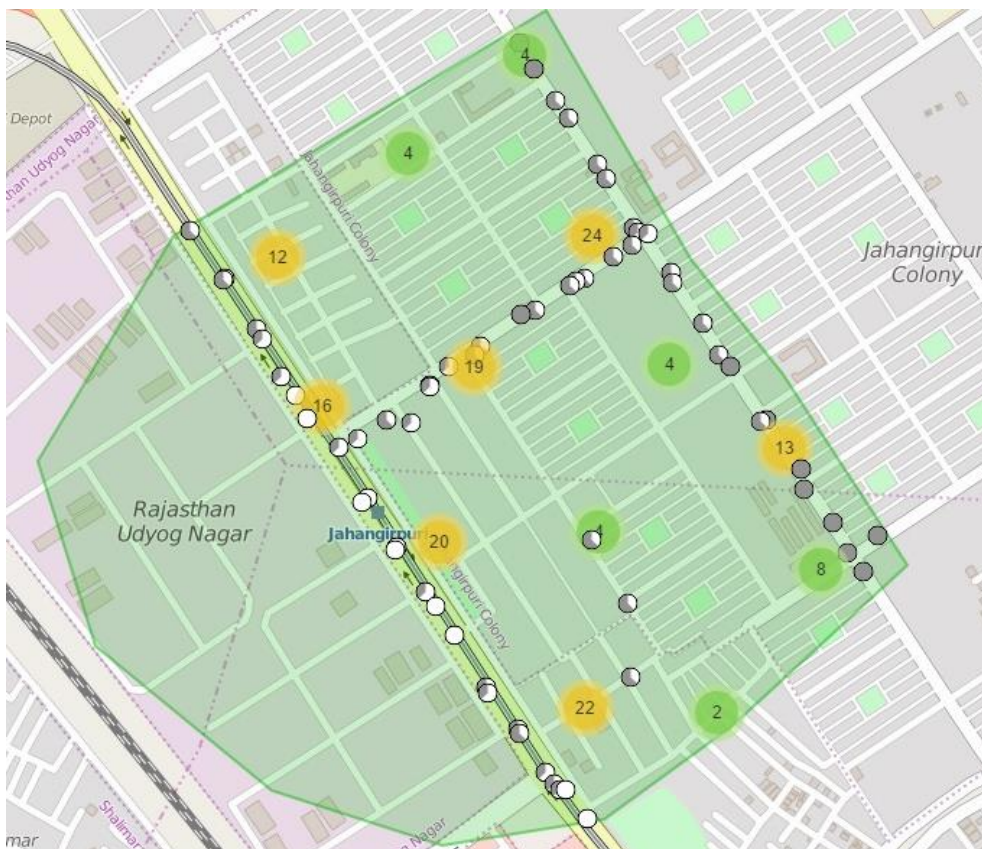
- Deserted
- ◐ Few People
- ◑ Some Crowd
- Crowded





Lighting Rating at Jahangirpuri

- None
- ◐ Little
- ◑ Enough
- Bright



Rating of Public Transport at Jahangirpuri

- Unavailable
- ◐ Distant
- ◑ Nearby
- Very Close



The Mall Road Extension has buildings set back from the road. The setback is used for vehicular parking. There are no vendors visible.



The Colony Roads have some crowd on the street but they are mostly men in the evening hours. Also, the shop goods spill out onto the pedestrian right-of-way. In other areas, the vehicles are parked along the walk path forcing people to walk on the road.

RECOMMENDATIONS

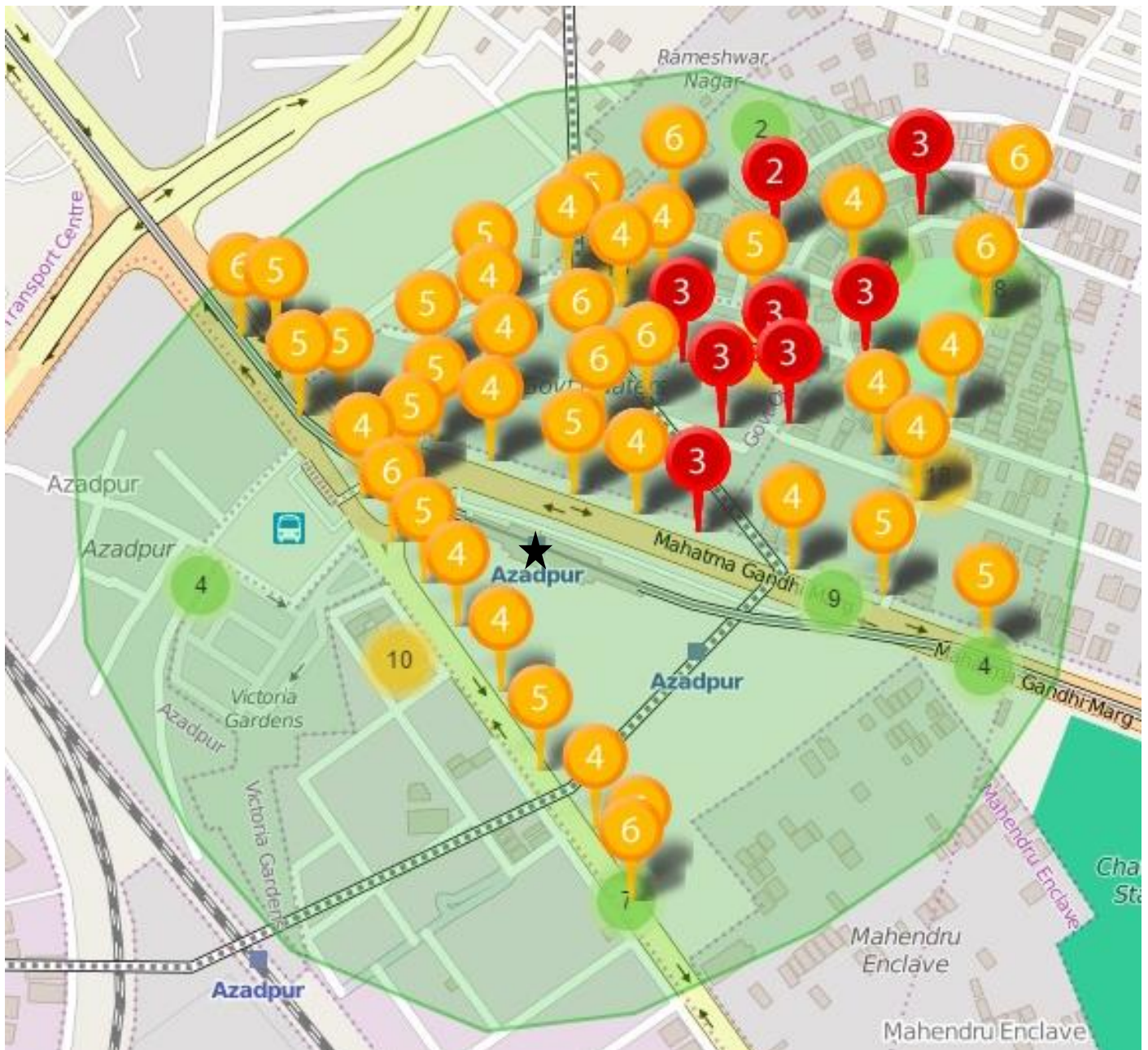
- **Proper Footpaths.** The residential areas have walkpaths but they are being used for vehicular parking in many places. The footpaths need to be reclaimed. Parking zones need to be created outside market areas. Along the neighbourhood roads with shops, it has to be ensured that the goods do not spill out on to the street and there is space for people to walk comfortably.
- **Integrated Para-transit.** The area has autos and e-rickshaws operating but their parking needs to be streamlined outside the metro station. Also designated stands need to be created in the Jahangirpuri Colony for people to easily access this facility. Designated tracks for Non-motorized vehicles would help make these a comfortable option.
- **More Eyes on the Street.** The Grand Trunk Road being an arterial road currently does not offer any eyes on the street. The setback area of the plots needs to be used to create an active edge with the main road. This would encourage people to hang around, adding eyes to the street. The Jahangirpuri Colony has some street vendors catering to the daily domestic needs of the people. Space needs to be designated for them to prevent congestion on the road and ensure smooth movement at all times.
- **Increase Lighting Levels.** The area is currently lit in most parts. However, the illumination levels need to be increased to make the roads safer.
- **Establish Hierarchy of Movement.** A road hierarchy needs to be established based on the nature of movement. Certain roads are used more for neighbourhood level movement while others are collector roads that connect with the main road/metro station. Currently all colony roads appear same. These need to be detailed out accordingly, for example- the collector road needs to have dedicated tracks for the movement of non motorized vehicles. The neighbourhood level streets can be pedestrianized in certain parts with parking zones identified separately.
- **Enhance Security.** The security is very poor within the Jahangirpuri Colony. Either Police Patrolling needs to be increased or CCTV Surveillance system needs to be introduced. Also, locating functions like Banks and ATM's strategically can help increase security cover of the area.

02 AZADPUR

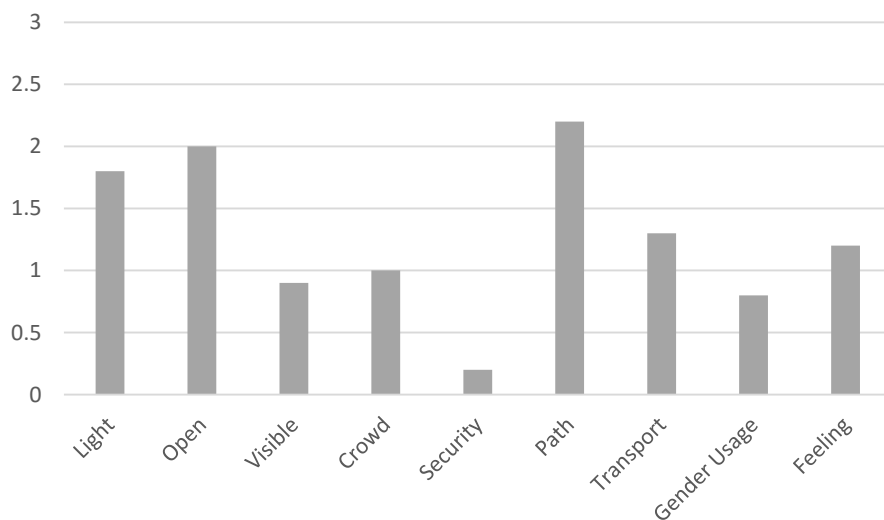
SAFETY SCORE: 3/5

Azadpur metro station is located along the Azadpur junction. It caters to Azadpur and Wazirpur industrial areas along with Mahendru Enclave, Lal Bagh and Rameshwar Nagar. The area is popular for the Azadpur Mandi handling agricultural produce.

The area has been rated average for safety though certain areas within the neighbourhood have been rated uncomfortable and unsafe.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.8 – AVERAGE

The area is uniformly lit.



2.0 – ABOVE AVERAGE

The area boasts of large scale arterial roads along with residential areas having a open street scale.



0.9 – BELOW AVERAGE

The visibility is poor in this area both along the Ring Road and the residential areas. The industrial areas offer no visibility due to blank walls flanking the roads.



1.0 – BELOW AVERAGE

Throughout the area, few people are seen on the road.



0.2 – POOR

There is very less security in this area.



2.2 – ABOVE AVERAGE

The area has good walkpaths along most stretches especially along the Ring Road.



1.3 – AVERAGE

Various options are available outside the metro station but to reach the metro station no options are available in the residential areas.



0.8 – BELOW AVERAGE

Very few women are visible except in the residential area.



1.2 – BELOW AVERAGE

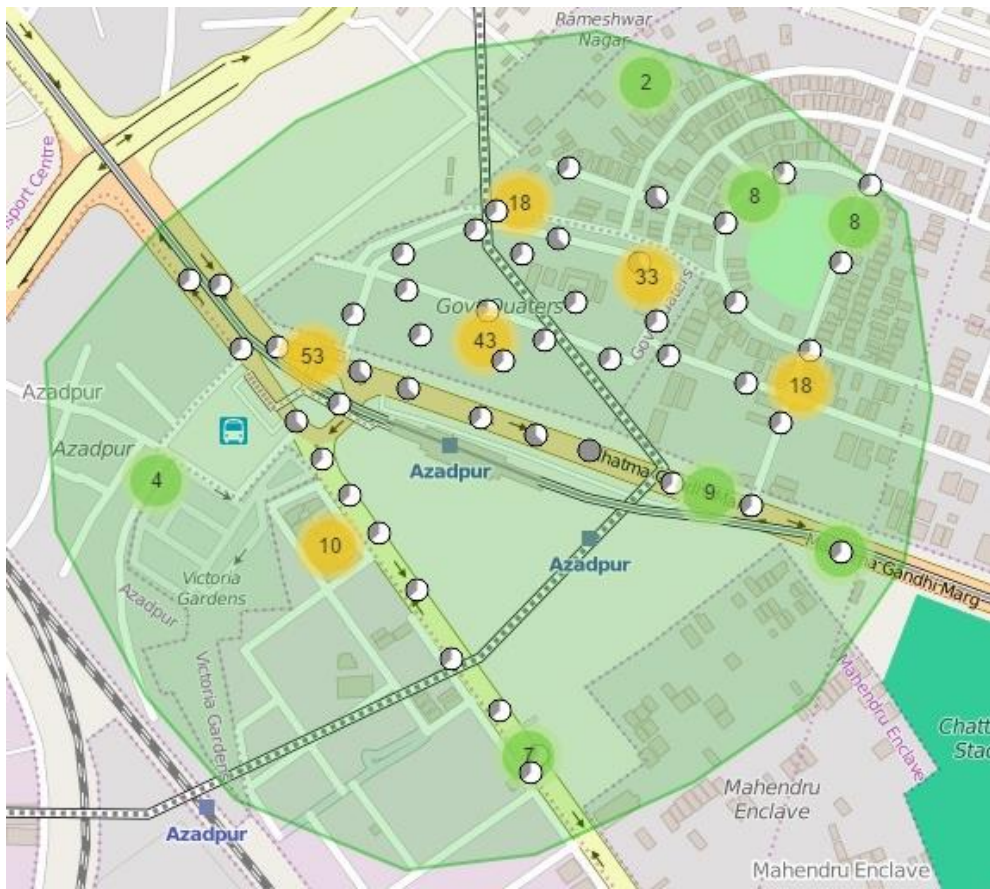
The area doesn't feel comfortable.

Visibility Rating at Azadpur



Crowd Rating at Azadpur





Lighting Rating at Azadpur



Rating of Public Transport at Azadpur



Edge conditions along the Ring Road



The Residential streets are well lit with few people on the street. The hawkers are seen in very few areas only.

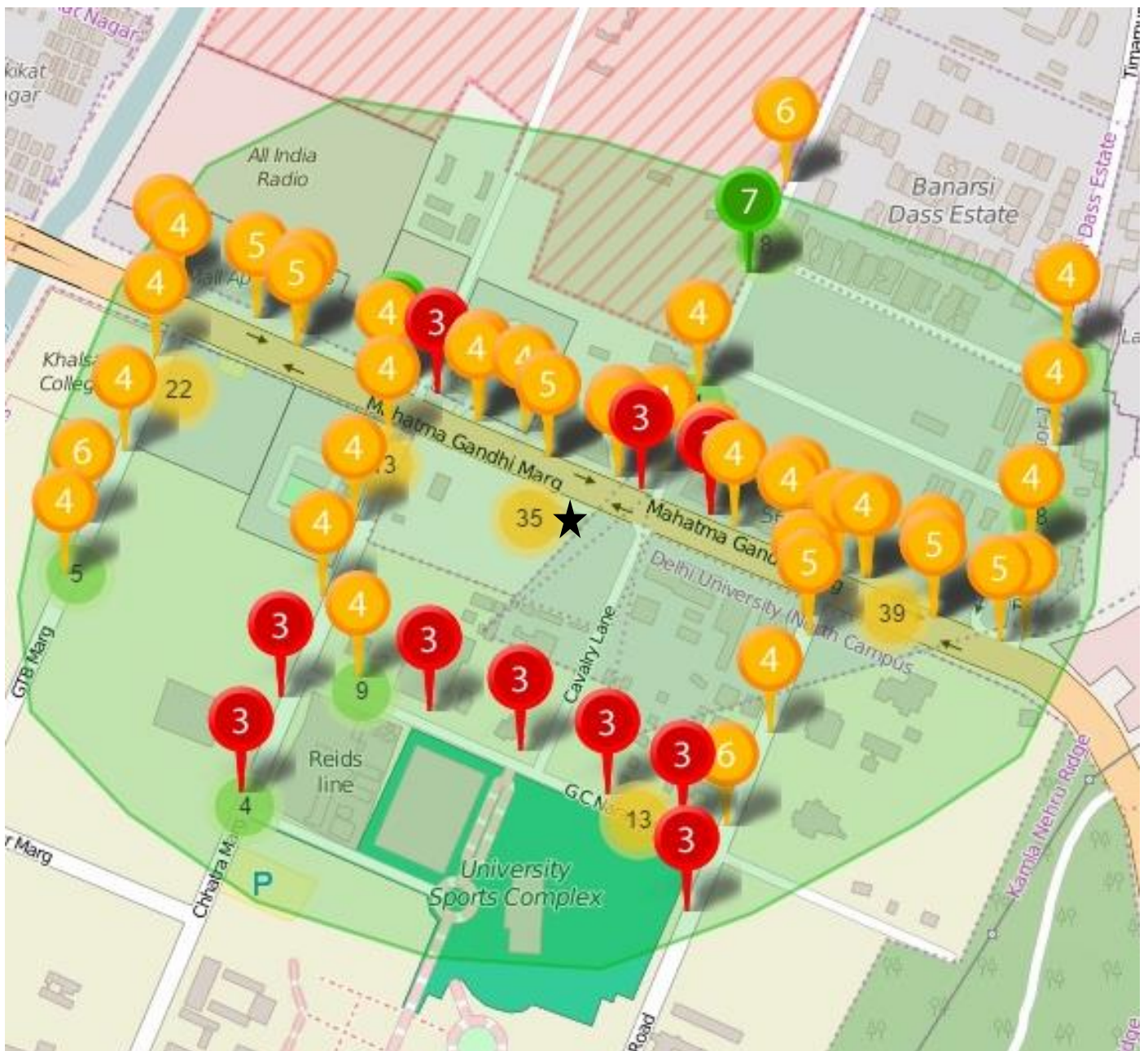
RECOMMENDATIONS

- **Integrated Para-transit.** The Azadpur area is well connected with the rest of the city via metro and bus. However, the access to these from one's house is difficult. Designated autos and cycle rickshaw stands need to be created to improve access. These need to be integrated with the daily movement of the residents within the neighbourhood as well.
- **Improve Access from Industrial Zone.** The Ring Road currently segregates the residential and industrial area. While the metro is easily accessed from the residential areas, from the industrial area it is not comfortable. A pedestrian route can be created along the Shiv Mandir to reduce time and effort.
- **Metro cum Temple Plaza.** The metro station sits next to the Shiv Mandir. A plaza can be created interfacing the two functions. This would make the area more active and smoothen the movement from the metro station and into the residential areas. The hawkers and devotees in the Temple Complex will liven the place.
- **Utilize setback area.** Along the main roads, there are vacant stretches of land in front of the buildings which are used for vehicular parking. Some part of this area can be used for creating Hawking Zones. These would add eyes on the street and aid in daily domestic shopping of the residents. At some locations Auto Stands can also be created.
- **Re-develop Industrial Edge.** The industries and warehouses do not have a porous edge. Also in certain places the activities and goods tend to spill out on the road. Both of these affect the pedestrian movement. The encroachment on the roads needs to be checked. The built façades need to be made porous by having more windows.

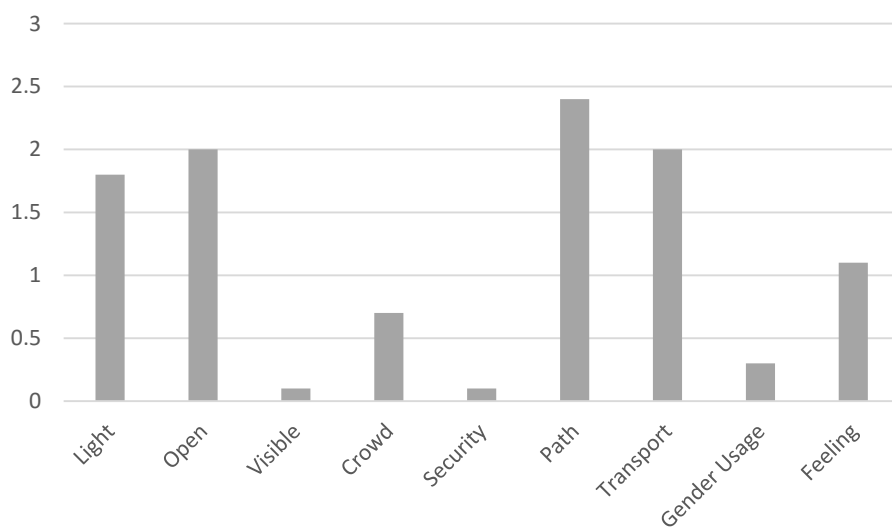
03 VISHWAVIDYALAYA

SAFETY SCORE: 2.7/5

Vishwavidyalaya metro station caters to one of the most important parts of the city—the North Campus of the Delhi University and thus, is one of the busiest metro stations. It is an underground metro station exiting onto the Ring Road. The university campus has both academic and boarding facilities for both faculty and students. However, the area has been rated poor for safety.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.8 – AVERAGE

The University roads are fairly well lit throughout except for a few low illumination spots.



2.0 – ABOVE AVERAGE

The area is flanked by the arterial Ring Road and the primary roads connecting to it are all designed as wide scale roads.



0.1 – POOR

Despite being a Campus zone, the visibility is poor in the evening hours. The buildings have wide setbacks.



0.7 – BELOW AVERAGE

There are very few people seen hanging around the campus post dusk.



0.1 – POOR

There is very less security in this area.



2.4 – ABOVE AVERAGE

All the roads have walkpaths in good condition.



2.0 – ABOVE AVERAGE

The area is well assisted by autos and cycle rickshaws. Certain stretches have dedicated NMV tracks though they are obstructed by trees at few points.



0.3 – POOR

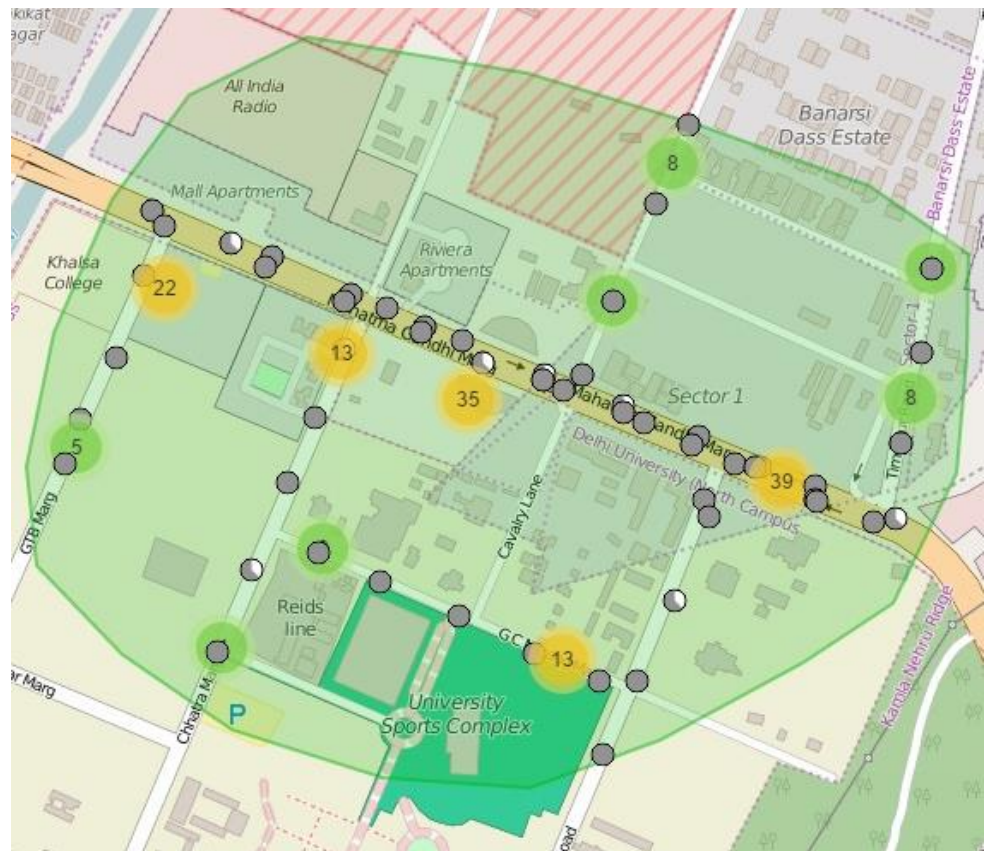
Very few women are visible.



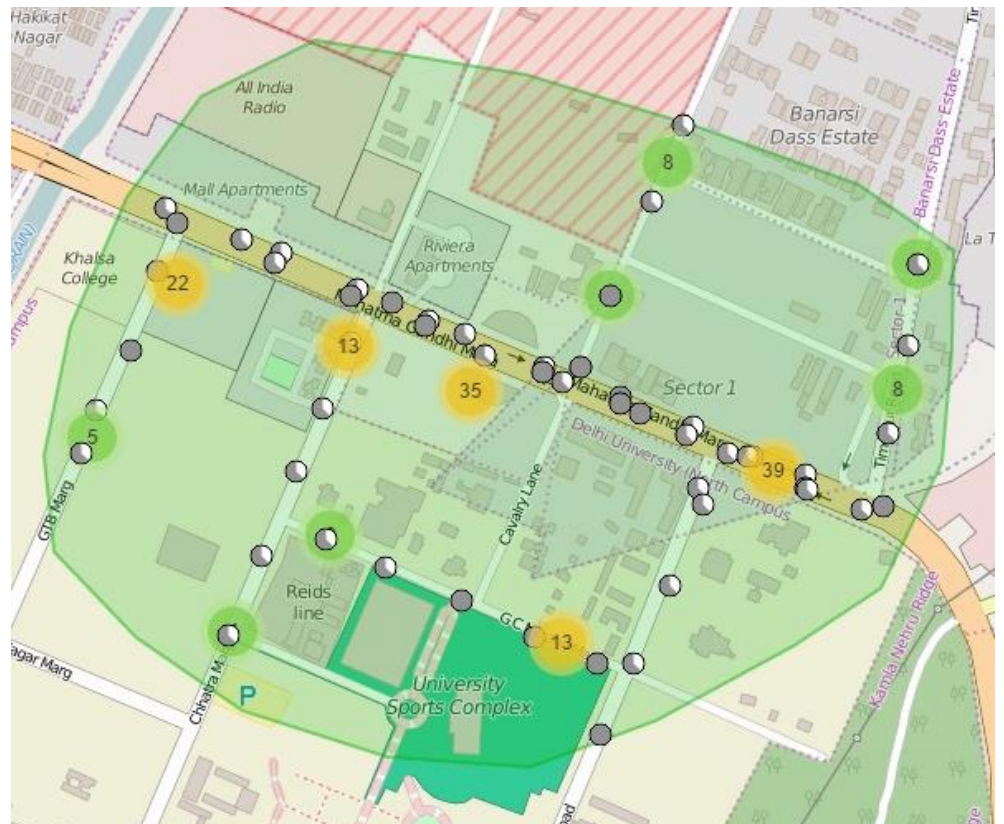
1.1 – BELOW AVERAGE

The area doesn't feel comfortable.

Visibility Rating at
Vishwavidyalaya

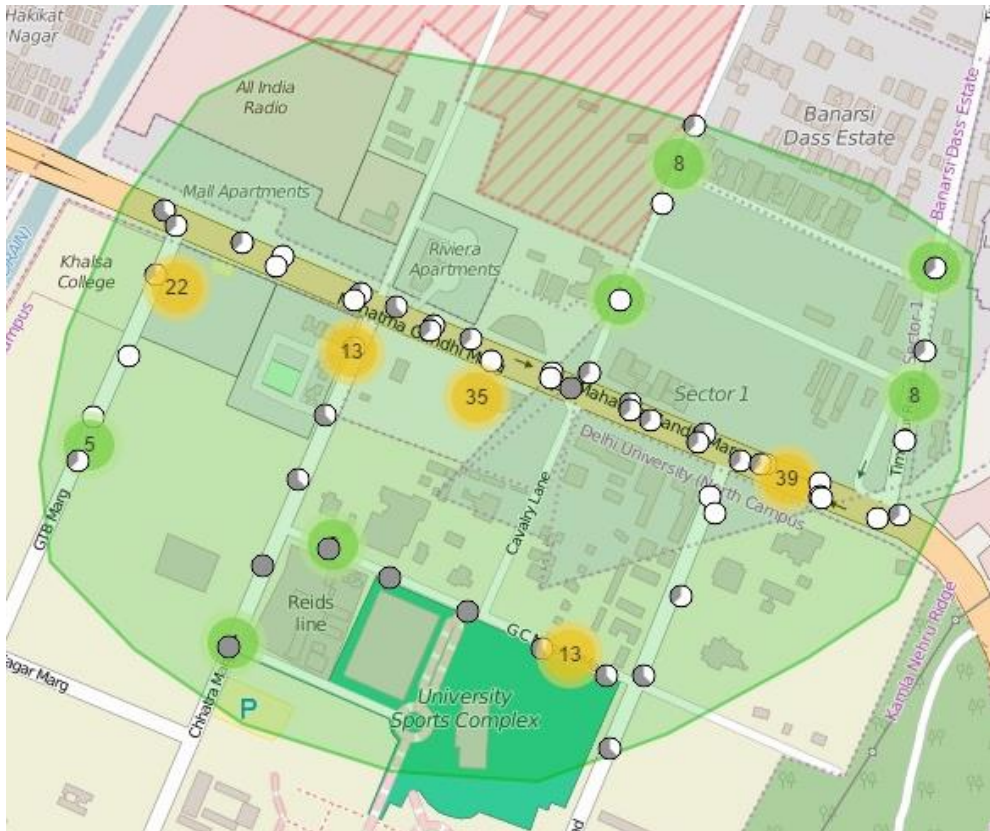


Crowd Rating at
Vishwavidyalaya

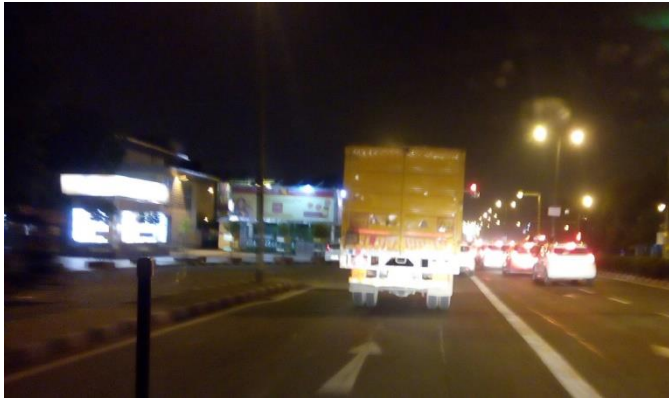




Lighting Rating at Vishwavidyalaya



Rating of Public Transport at Vishwavidyalaya



Metro Station Entry/Exit along the Ring Road



Edge condition along the Ring Road



Edge condition along University Campus Road



Banarasi Dass Estate side

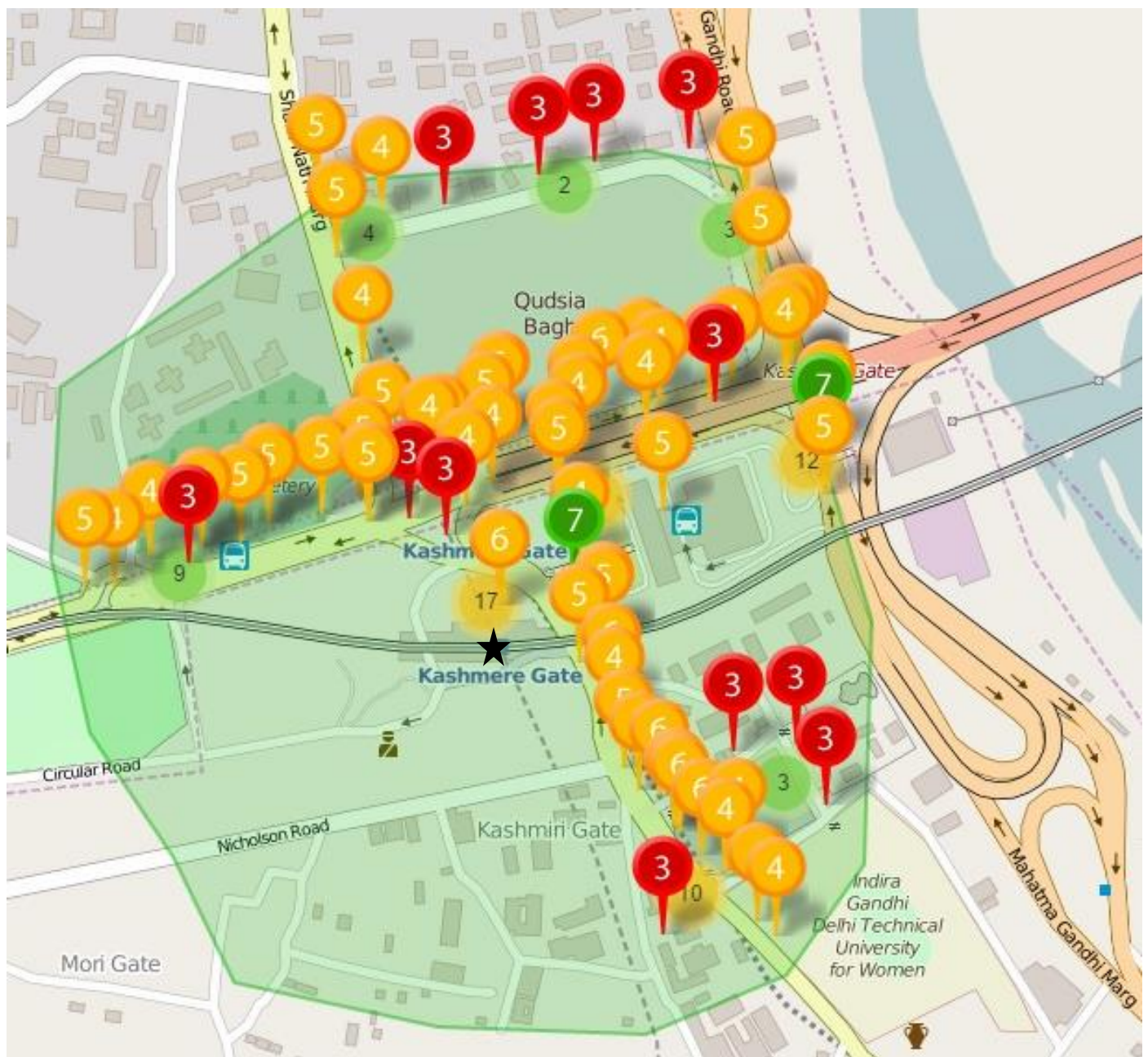
RECOMMENDATIONS

- **Seamlessly Integrated Campus Zone.** The University area is currently broken into many different plots/buildings each having its own demarcation. The boundary walls need to be taken down to create a unified Seamless Campus. This will enhance the movement and use of public space by the students.
- **Establish Public Edges.** Currently the boundary walls create a dead interface between the institutional buildings and the public realm. Taking down the boundary walls will create a spatial connect enhancing one's visibility. As the campus has hostel facilities as well, public functions like small kiosks, book shops, eateries and cafes can be located along the road edge to make it active even after it gets dark. Currently, functions like Sports Complex also has high boundary walls.
- **NMV Stands.** While cycle rickshaws are available outside the metro station and colleges, dedicated stands need to be created for them outside the colleges.
- **Public Convenience.** Public Toilet has been provided outside the metro station. But it's orientation and design makes it uncomfortable for women to cross the stretch. Street Furniture too needs to be provided in the University Area roads.
- **Enhance Lighting.** The Ring Road has high-mast lights provided along the central median. The footpath area is lit due to light from the stalls. Also some university roads have street lights provided only on one side. Additional light poles need to be provided to ensure the area is brightly lit.

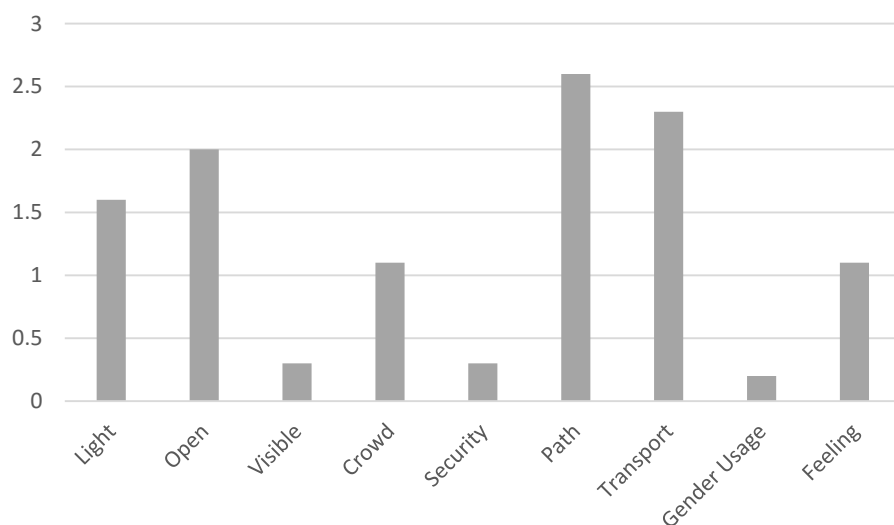
04 KASHMERE GATE

SAFETY SCORE: 3.1/5

Kashmere Gate metro station is an interchange station for the Red Line. The Red Line station is overhead while the yellow line runs underground. The station is located along the Kashmere Gate Inter State Bus Terminal forming a part of the Delhi Integrated Multi Modal Transit Hub. Kashmere Gate defines the northern extent of the Old City of Shahjahanabad. Along with residential areas, this part of the city also has many colleges and also the Ambedkar University.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.6 – AVERAGE

The area is lit but the illumination level is insufficient.



2.0 – ABOVE AVERAGE

The area fares well in openness on account of wide roads and low building heights.



0.3 – POOR

The visibility is very poor in this area. While the metro station premises has eateries which keep it active the roads reaching to the station offer very less visibility especially the Lala hardev Sahai Marg.



1.1 – BELOW AVERAGE

The area around the transit hub is active but largely the area is quiet in the evenings.



0.3 – POOR

There is very less security in this area.



2.6 – GOOD

The area has walkpaths but in few areas they have been occupied by vendors or are being used for vehicular parking.



2.3 – ABOVE AVERAGE

There are cycle rickshaws and autos easily available near the metro station. But in the stretch between the flyovers there are very few options.



0.2 – POOR

Very few women are visible in this area.



1.1 – BELOW AVERAGE

The area feels fine.

Visibility Rating at Kashmere Gate



Crowd Rating at Kashmere Gate





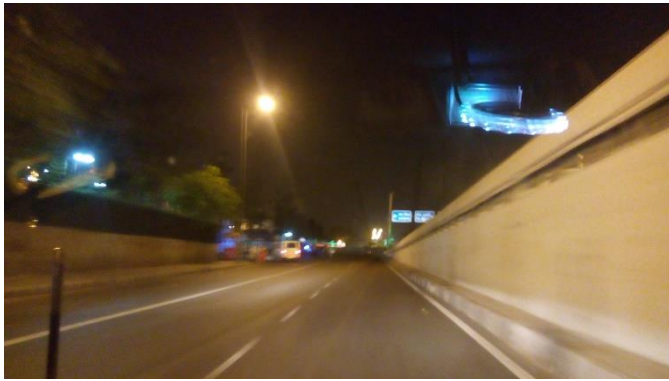
Lighting Rating at Kashmere Gate



Rating of Public Transport at Kashmere Gate



Below the metro bridge



Along the flyover



Along the St. James Church

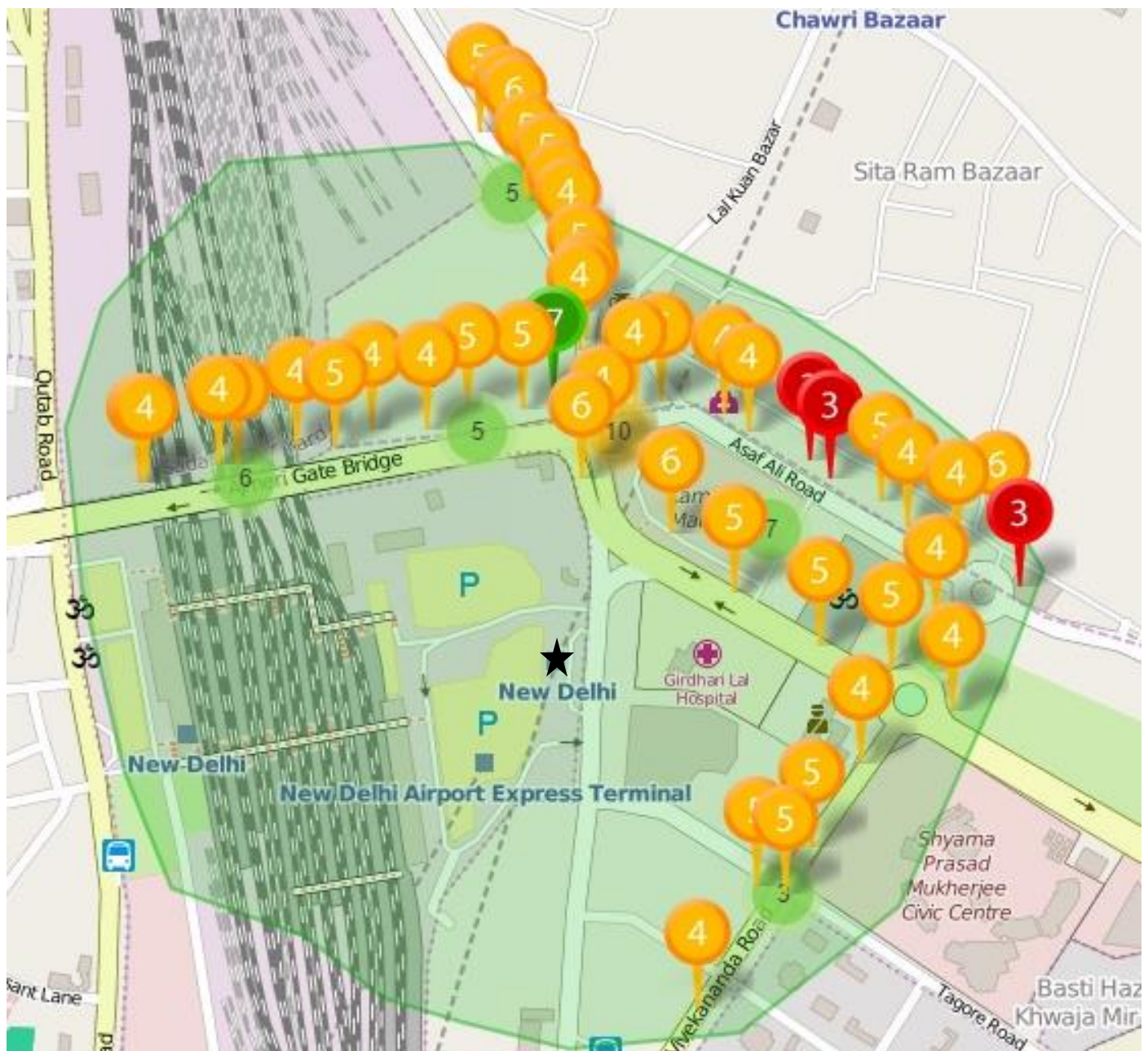
RECOMMENDATIONS

- **Flyovers and Bridges.** The area along the flyovers and under the metro bridge are extremely unsafe zones. Along the flyovers, there is zero visibility and crowd. Below the metro bridge, the footpath is in poor condition and the lighting provision is inadequate. These areas become very unsafe to cross.
- **Enhance Lighting.** The main arterial roads have street lights provided. However, the roads do not have few light poles installed. The area is lit by the light from the shops. Once these close the area becomes dark.
- **Vehicular Parking Zones.** Certain areas near the warehouses and small scale factories are being used for parking trucks and tempos. This makes the zone uncomfortable to cross especially since the drivers tend to cluster nearby. These zones need to be pushed behind an active edge. Also they need to be well lit.
- **Reclaim Walkpaths.** The roads have designated space for pedestrians. But these are either not maintained well or are not wide enough. At many places these are being used for parking vehicles. As a result, people end up walking on the carriageway. The walk paths need to be reclaimed and vehicular parking zones need to be created.
- **Activate dead areas.** Certain stretches including one leading to the metro station, are being used extensively for public urination. Crossing these areas is unsafe and very difficult. These areas need to be cleaned and activated by introducing new functions.

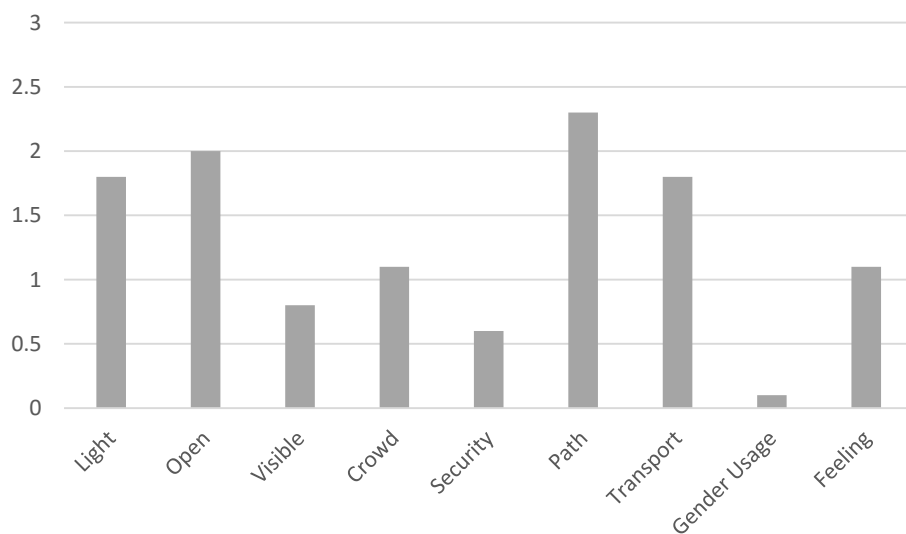
05 NEW DELHI

SAFETY SCORE: 3.1/5

New Delhi metro station is an underground interchange station for the Airport Line. It connects to the New Delhi Railway station of the Indian Railways. Also, this station caters to the southern edge of Old Delhi mainly the Asaf Ali Road having many offices, hospitals and shops along with recreation – Ramlila ground and the Delite Cinema- a pocket friendly option especially for youngsters; Kamala Market; and the MCD Civic Centre.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.8 – AVERAGE

The area is well lit except Asaf Ali Marg which is poorly lit.



2.0 – ABOVE AVERAGE

The roads are designed as wide streets with a comfortable street scale.



0.8 – BELOW AVERAGE

The visibility is poor in this area with none at the Ajmeri Gate Bridge.



1.1 – BELOW AVERAGE

The Railway Station premises are crowded but in the roads leading to it there are very few people seen.



0.6 – POOR

There is very less security in this area with the Ajmeri Gate bridge having no security.



2.3 – GOOD

The area has good walkpaths along most stretches.



1.8 – AVERAGE

Being a national railway station, the area is a transit hub which is well connected by Bus and para-transit.



0.1 – POOR

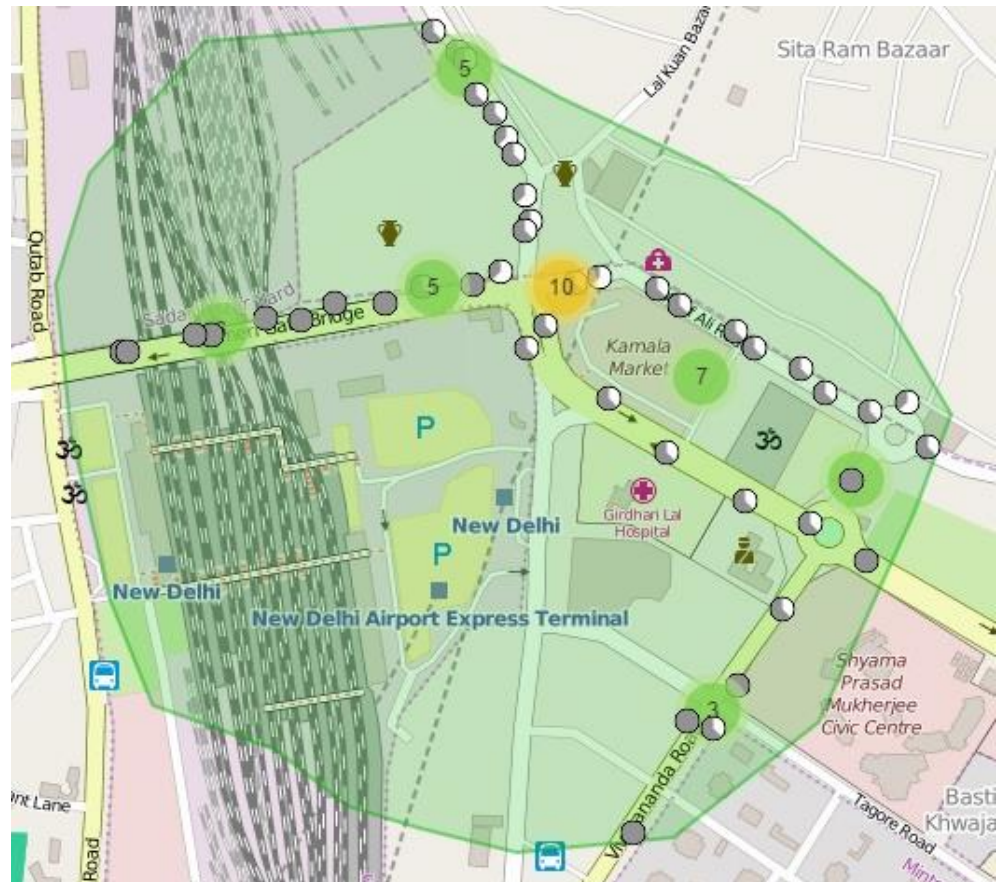
Hardly any woman is spotted in this area.



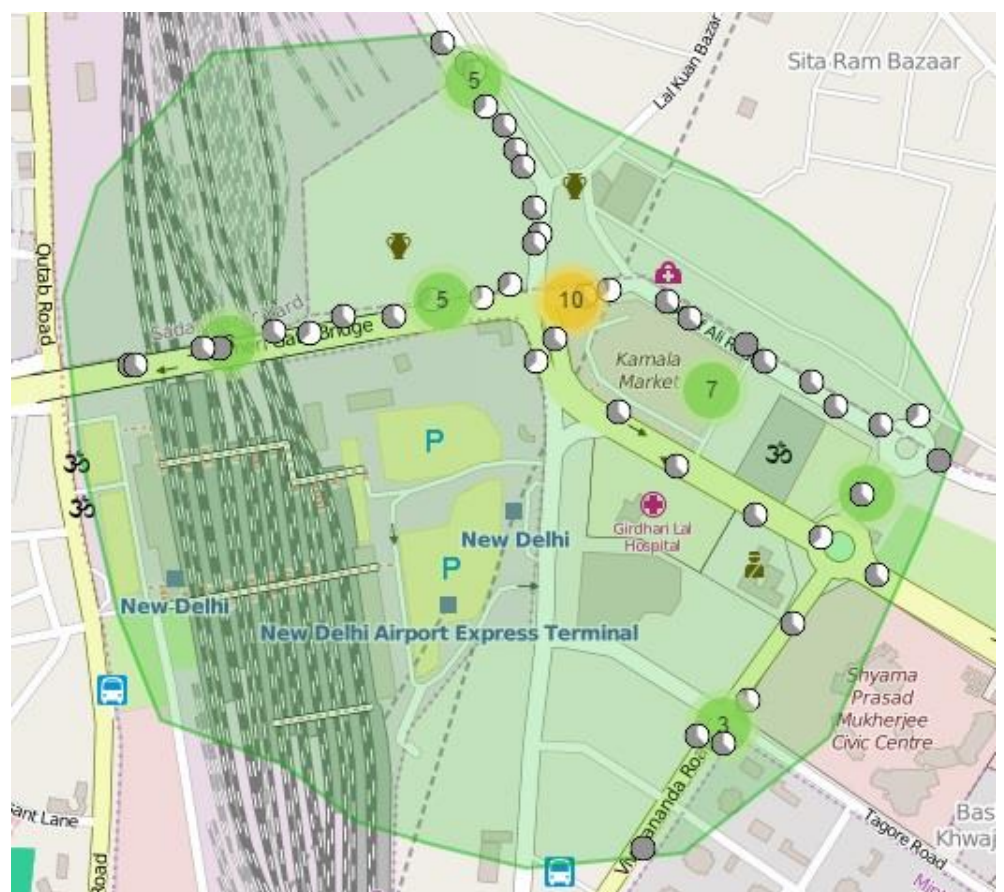
1.1 – BELOW AVERAGE

The area doesn't feel comfortable.

Visibility Rating at New Delhi

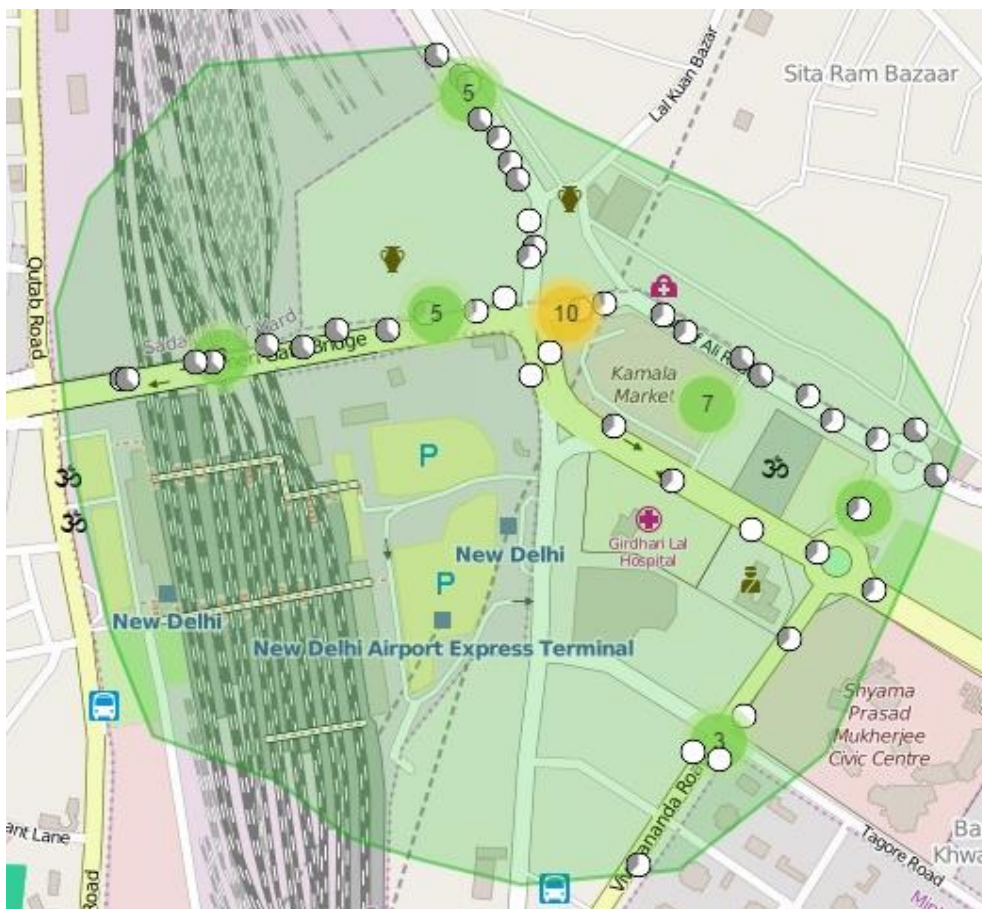


Crowd Rating at New Delhi





Lighting Rating at New Delhi



Rating of Public Transport at New Delhi



Along D.B. Gupta Road



Along Asaf Ali Road



Along Bhavbhuti Marg



Along the MCD Civic Centre, J.L.N. Marg

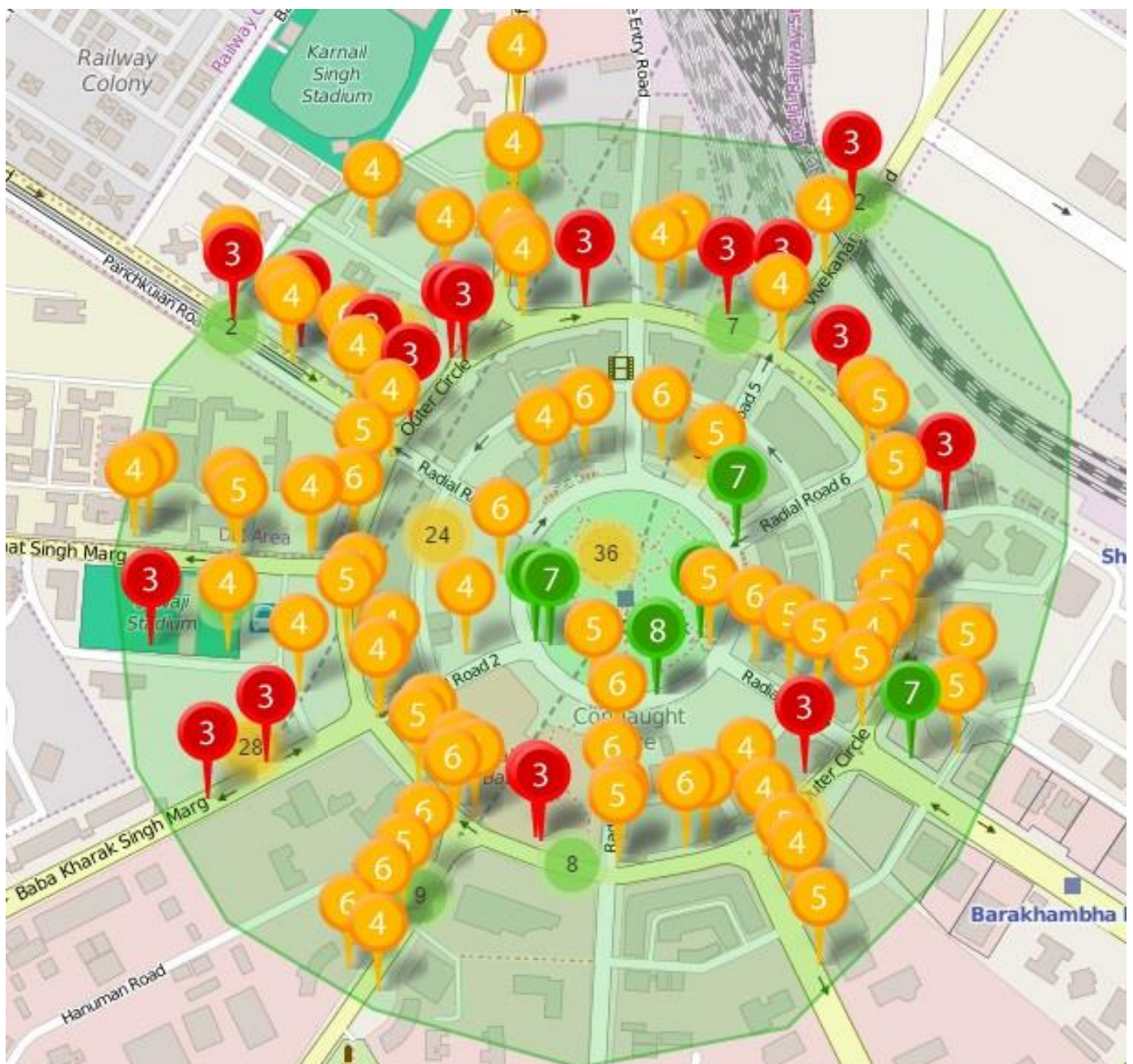
RECOMMENDATIONS

- **Streamline movement outside Metro Station.** The metro entry/exit towards the railway station can be directly connected to the entry to the station to prevent conflict with the vehicular movement. This will make commuting by metro more convenient for passengers carrying lots of luggage. The entry/exit towards Asaf Ali Road needs to have designated lanes and stands for autos and cycle-rickshaws.
- **Improve para-transit.** While the Old Delhi/Daryaganj side of the metro station is well served by para-transit facilities, the D.B. Gupta road has poor provision of these facilities. Since this is an important connection towards Paharganj and further towards west, proper provision needs to be made along this stretch.
- **Improve Visibility.** The area overall lacks visibility. The Daryaganj side offers some visibility due to the presence of shops and office and informal sector supporting these. But the D.B. Gupta Road offers no visibility making it very unsafe. This part having a bridge over the railway lines can be better utilized and activated while ensuring safety of pedestrians.
- **Create Public Plaza.** The area witnesses visitors in huge numbers for different purposes during the day. At night the number reduces. There are certain vacant areas near the metro station which can be used to create Plazas or other public spaces. These will not only serve the regular crowd by as well as passengers waiting for their trains.

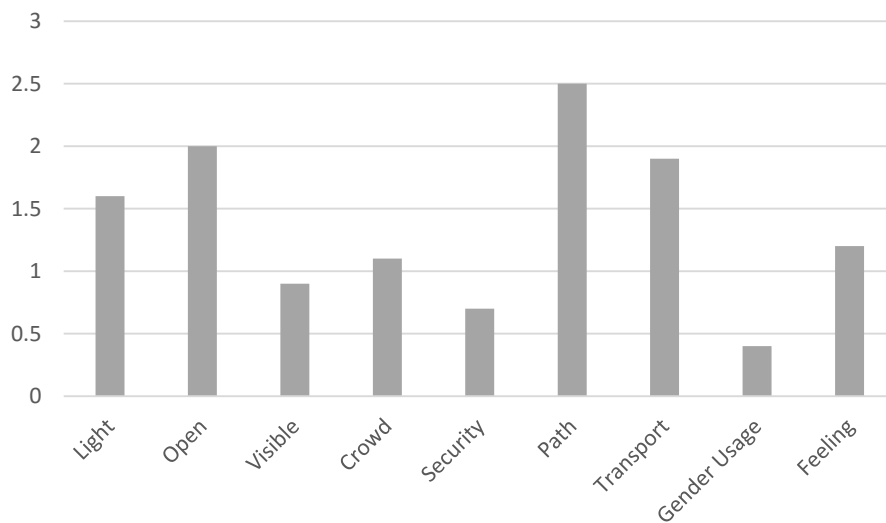
06 RAJIV CHOWK

SAFETY SCORE: 3.2/5

Rajiv Chowk metro station is an underground interchange station for the Blue Line of Delhi Metro. This is the point of convergence for the metro corridors from Dwarka in South-West, Gaziabad and Noida in east, Gurgaon in south and Jahangirpuri up north. It has been built at the heart of the city- Connaught Place, a major commercial and recreation hub catering to diverse groups. The Central Park has a high daily footfall. The Connaught Place and it's radials have offices, shops, cafes and fine-dining restaurants. Beyond the Outer Circle there is Government Housing.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.6 – AVERAGE

The Connaught Place area is fairly well lit except low illumination at few points.



2.0 – ABOVE AVERAGE

The area forms a part of the Colonial Delhi which was designed with a central open space and wide roads.



0.9 – BELOW AVERAGE

The visibility in this area is not good and certain stretches like the Panchkuian Road offers no visibility at all. Infrastructural elements like the Metro tunnel going underground further divide the spatial flow and connect.



1.1 – BELOW AVERAGE

There are areas which have people hanging out but a lot of spaces do not have people after dark.



0.7 – BELOW AVERAGE

There is less security in this area



2.5 – GOOD

Connaught Place has a colonnaded path along both Inner and Outer Circle. In addition to this, the Inner Circle also has a plaza all along it's perimeter. The radials too have walkpaths in good condition.



1.9 – ABOVE AVERAGE

The area is well serviced by Bus connecting to all parts of the city. Auto and cycle rickshaws also ply in this area.



0.4 – POOR

Very few women are visible in this area in the evening.

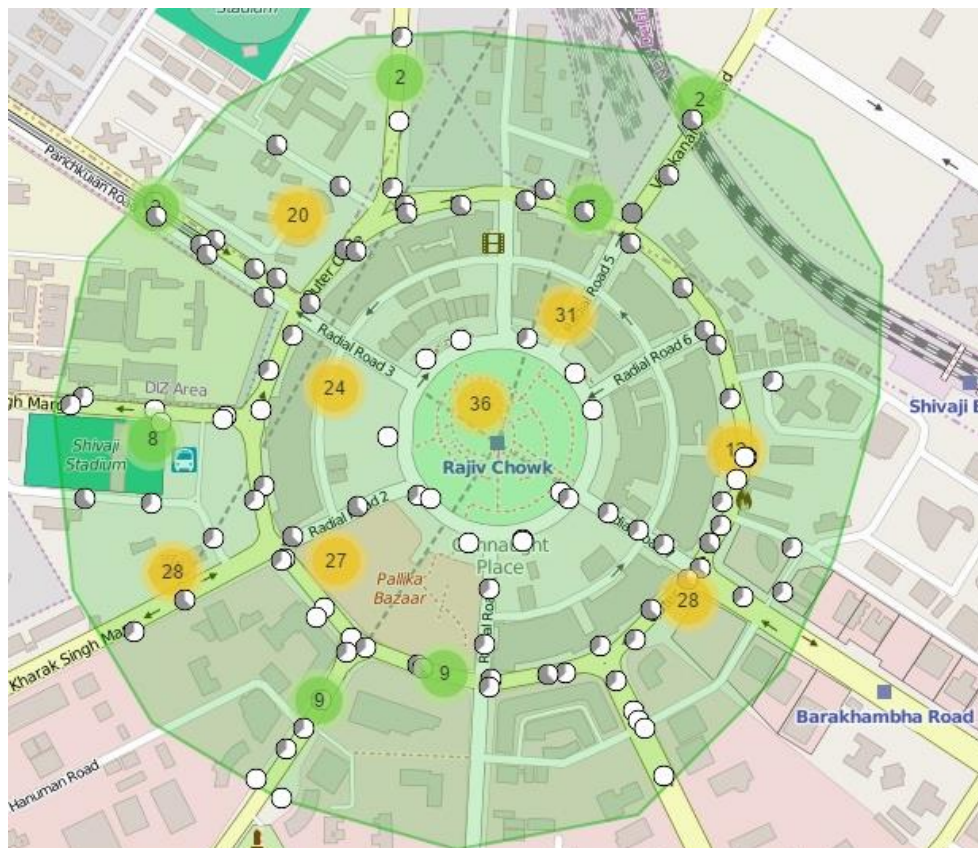


1.2 – BELOW AVERAGE

The area feels fine.



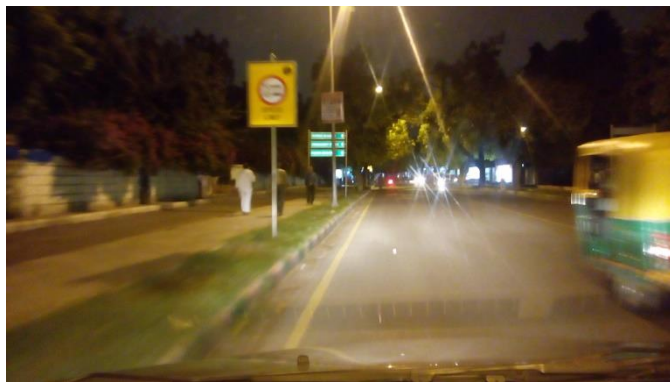
Lighting Rating at Rajiv Chowk



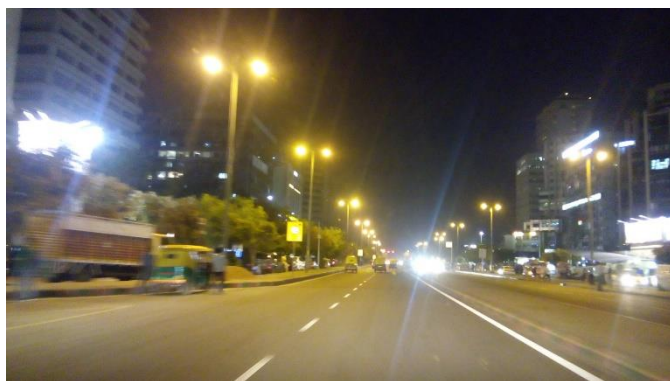
Rating of Public Transport at Rajiv Chowk



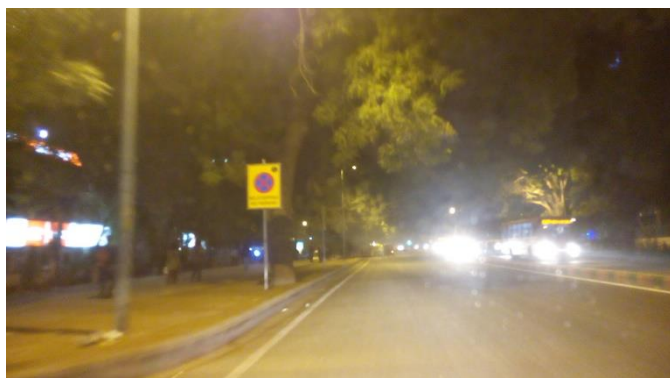
Panchkuian Road



Chelmsford Road



Barakhamba Road



Sansad Marg

RECOMMENDATIONS

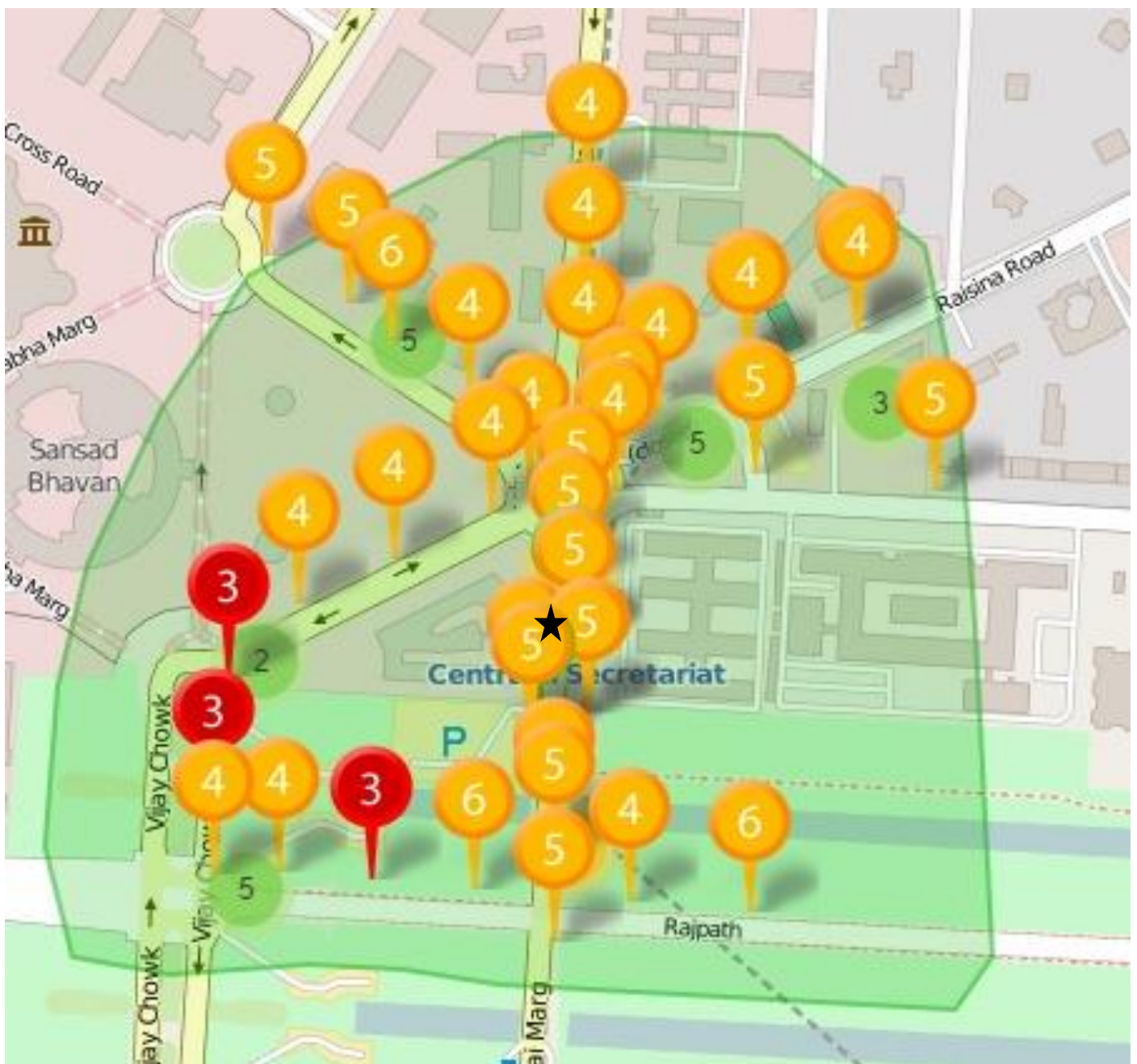
- **Improve para-transit.** The Inner Circle has proper provision for para-transit facilities. However along the radials like Panchkuian Road there are no stands for these or dedicated lanes for the movement of cycle-rickshaws. E-rickshaws also ply in this area but proper stand needs to be built for these.
- **Improve Visibility.** The visibility offered by the area is low. In the Inner Circle the vendors are present but on the Outer Circle and along the radials leading to the metro station there are few eyes on the street. The footpaths in the area are wide and the roads have a service lane as well. The space can be better utilized and Hawker Zone's can be created along the stretches.
- **Improve Spatial Connect.** The Connaught Place is an active public space with the shops and the colonnade and the plaza and the Central Park all integrated with one another. However, along the radials the spatial character is divided. There are many public buildings located along these- offices and hospitals which are defined by a boundary wall. The various boundary walls can be broken down to create a spatial flow. This will also improve the visibility and feeling of safety.
- **Encourage Functional Mix.** The radials currently have a dominant building use, for example, the Barakhamba Road has mostly offices which close in the evening and the area tends to become secluded. Introduction of other functions into the area will help activate it even in the evenings and also bring in diverse kind of crowd.
- **Re-develop Middle Circle.** The entrance to the Offices on the upper floors is through the Middle Circle in many parts of Connaught Place. The Middle Circle is currently used for Parking and is treated as the back lane. Though in some parts, Restaurants have started coming up here, this stretch largely remains neglected. The lighting is poor, walking is difficult as there is constant vehicular movement and a major percentage of the right of way is used for car parking. Certain secluded areas are occupied by beggars or used for public urination. The Middle Circle can be developed as the Convenience Belt of Connaught Place.

07

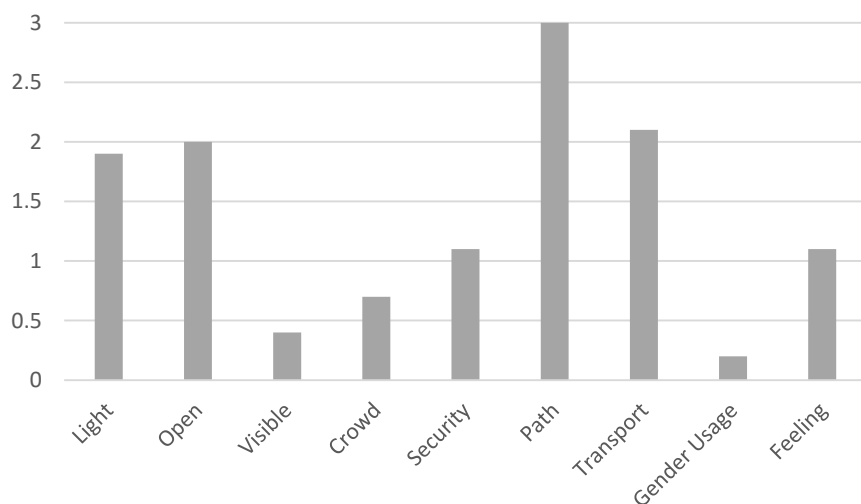
CENTRAL SECRETARIAT

SAFETY SCORE: 3.3/5

Central Secretariat is an underground interchange station for the Violet Line of the Delhi Metro. The station connects to the administrative zone of the city and sees high footfall daily. Being a part of Lutyens Delhi this area is better designed and maintained.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.9 – ABOVE AVERAGE

The area is adequately lit except a few stretches.



2.0 – ABOVE AVERAGE

The area has wide roads and open intersections being a part of Lutyen's grand design scheme.



0.4 – POOR

The visibility is very poor in this area as all the buildings are setback from the main road and there are very few hawkers in the evening after the offices close.



0.7 – BELOW AVERAGE

There are very few people seen in the area after office hours.



1.1 – BELOW AVERAGE

Being an administrative zone this area offer some security but it is still not enough for one to feel safe.



3.0 – GOOD

The area has been designed with wide walkpaths which are being well-maintained.



2.1 – ABOVE AVERAGE

The area is well served by the bus network along with autos.



0.2 – POOR

Very few women are visible in this area post office hours.



1.1 – BELOW AVERAGE

The area doesn't feel comfortable.

Visibility Rating at Central Secretariat



Crowd Rating at Central Secretariat





Lighting Rating at Central Secretariat



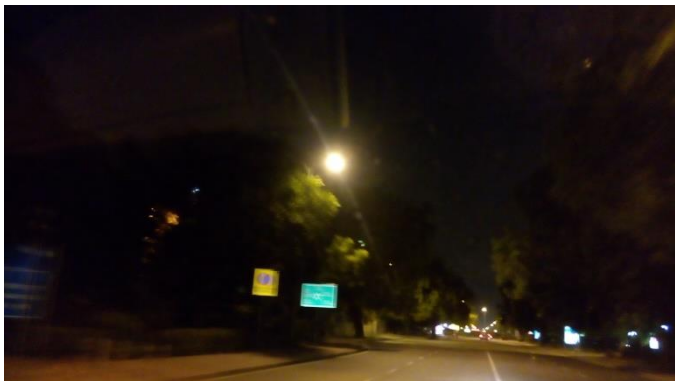
Rating of Public Transport at Central Secretariat



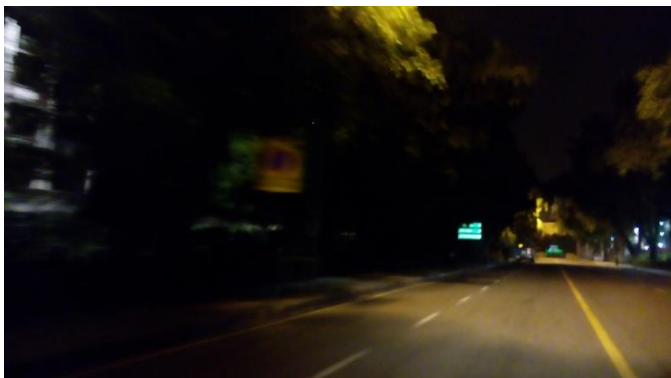
Towards Central Secretariat



Dr. Rajendra Prasad Road



Rafi Marg



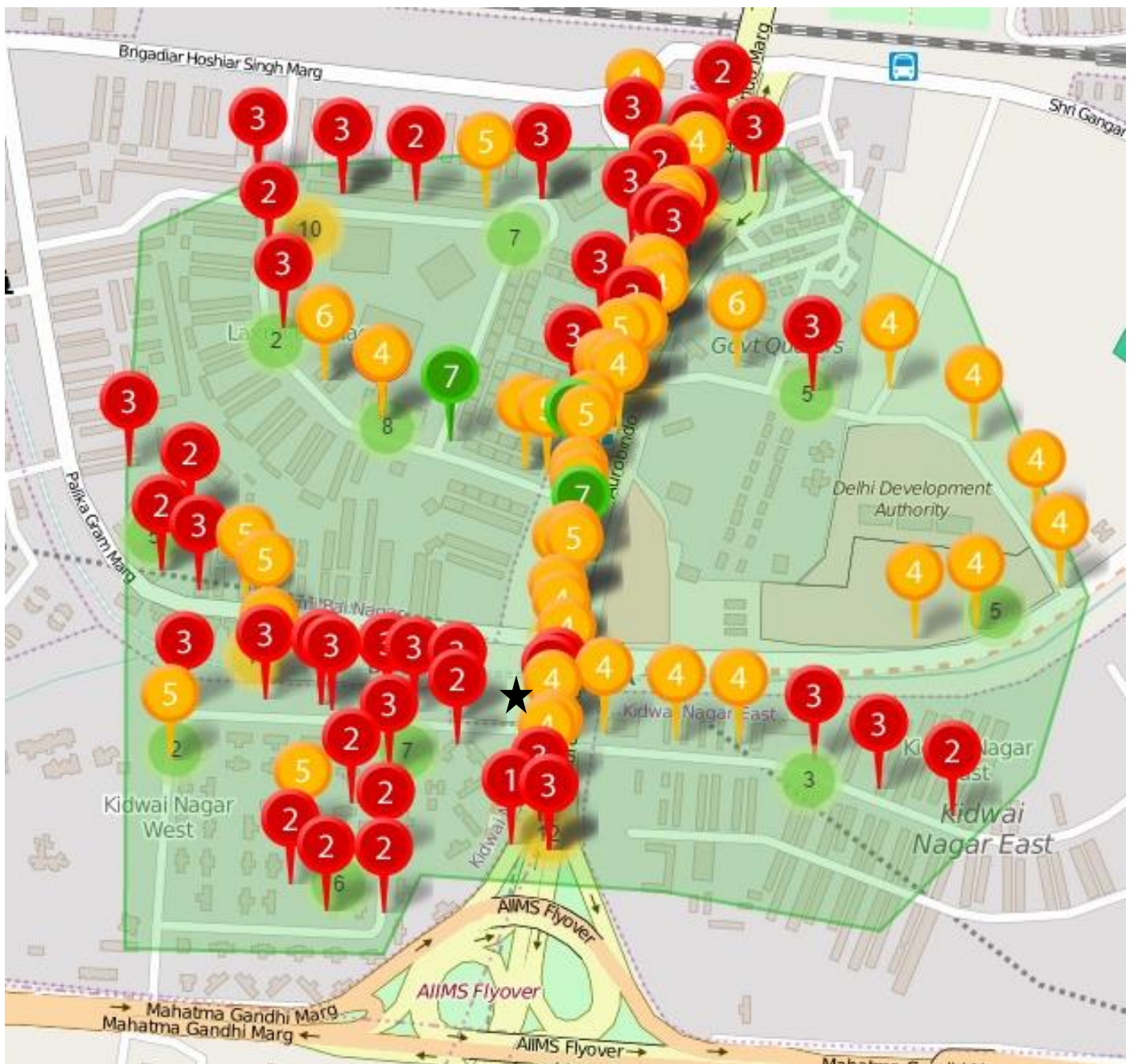
Raisina Road

RECOMMENDATIONS

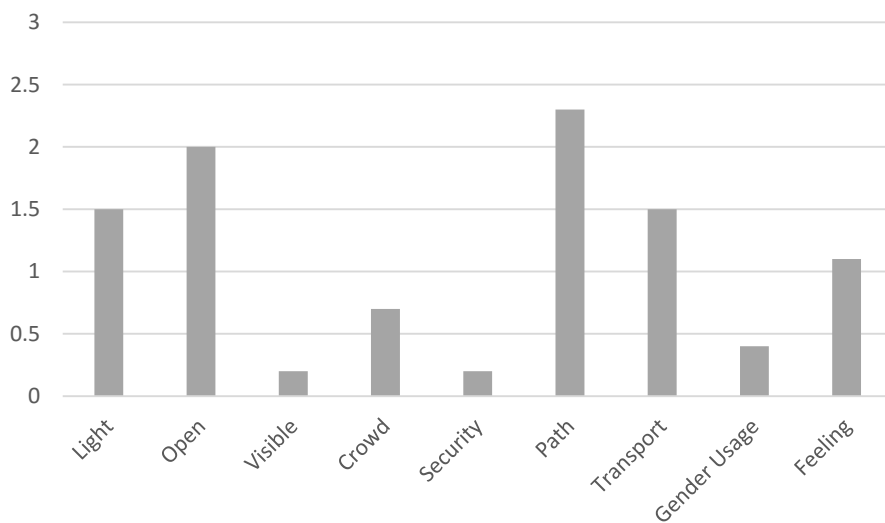
- **Improve Functional Mix.** The area has government offices which all close in the evening. The area becomes extremely secluded in the post-office hours. Introducing new functions and staggering timings of operation could help activate the area for longer hours.
- **Improve connectivity via Public Transport.** This area is well connected by bus network. Autos are available providing last mile connectivity. But there are no designated stands for them and they line up in the service lanes. Proper stands can be created along the entry/exit of the buildings to make it easier for the commuters.
- **Regular Pruning of trees.** The area is well lit in most parts but at certain places the light poles are shielded by the tree foliage. Proper pruning of the tree branches needs to happen on a regular basis to prevent dark spots from forming.
- **Activate Dead Edges.** The Rajpath is flanked by socio-cultural institutions. These have their back towards Rajpath. The lawns of Rajpath are used as a picnic ground which keeps the stretch active. The back of the institutes can be re-developed to create an active interface with the lawns. The active zone can stretch seamlessly connecting all institutional spaces together.
- **Promote Tourism.** Since this area forms a part of our Built Heritage, promoting Tourism through Heritage Walks and Night Photo-walks can help bring in more people in the area.

08 **INA**
SAFETY SCORE: 2.3/5

INA metro station is located towards the north of the AIIMS flyover catering to Kidwai Nagar, Sarojini Nagar, INA Colony, Laxmi Bai Nagar and Aviation Colony. Dilli Haat and INA Market-two major city level destinations are accessed by this station. The station is being converted into an interchange station in the Phase-3 of the Delhi Metro. This would strengthen the network along the Ring Road.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.5 – AVERAGE

The area is lit along most stretches but certain areas have poor lighting.



2.0 – ABOVE AVERAGE

The area is fairly open.



0.2 – POOR

The visibility is poor in this area with the entire Aurobindo Marg offering none.



0.7 – BELOW AVERAGE

Very few people are seen especially along the Aurobindo Marg though some are seen in the residential areas.



0.2 – POOR

There is very less security in this area.



2.3 – ABOVE AVERAGE

The walkpaths along Aurobindo Marg are not in good condition but the residential neighbourhoods have good walkpaths.



1.5 – AVERAGE

The area is well assisted by Bus service along with autos and cycle-rickshaws.



0.4 – POOR

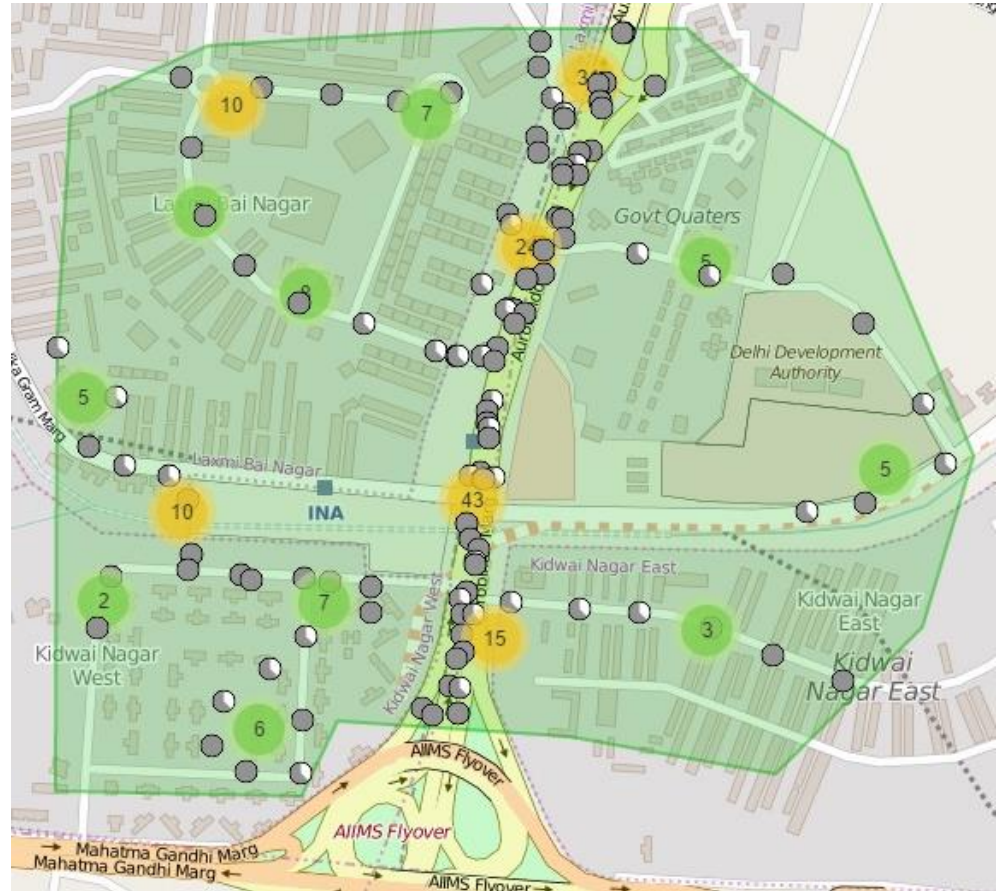
Very few women are visible except in Laxmi Bai Nagar.



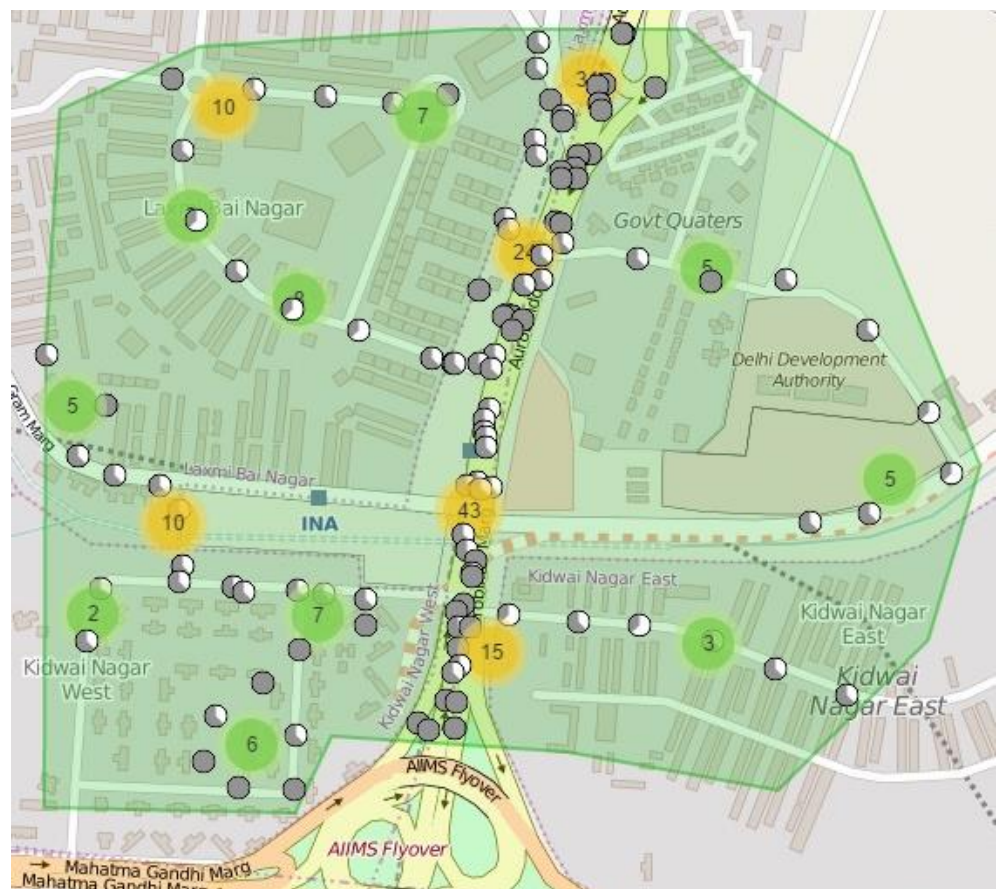
1.1 – BELOW AVERAGE

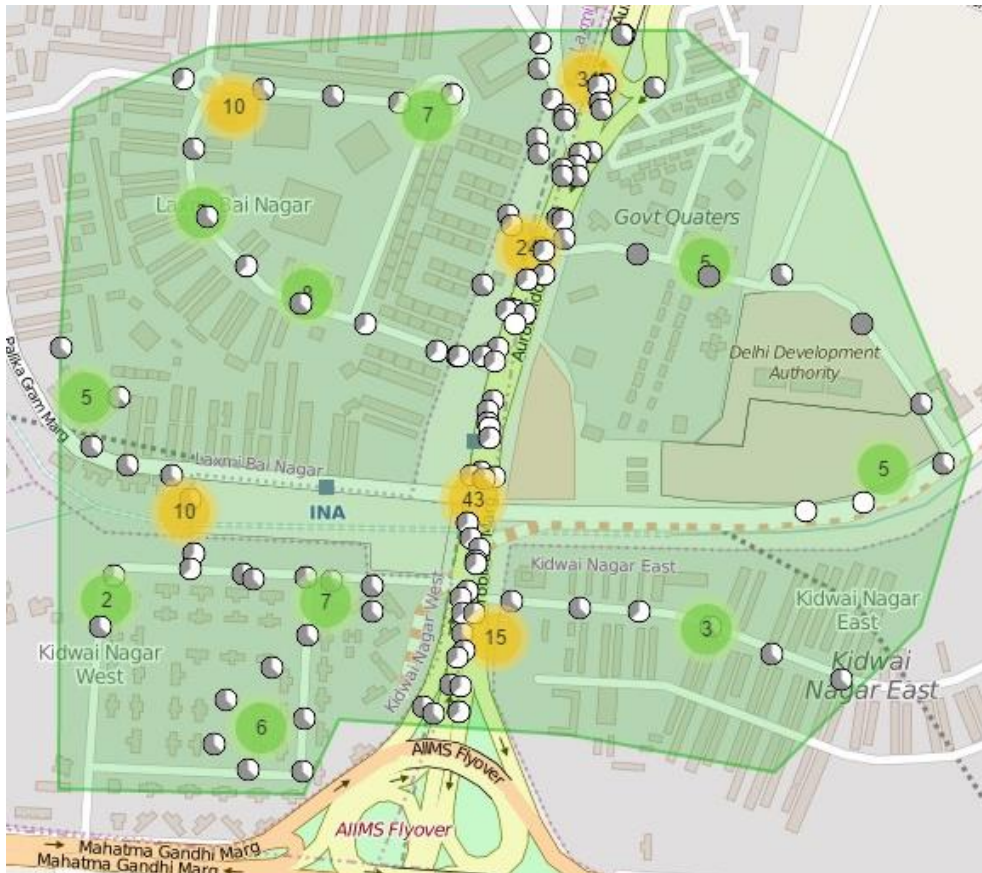
The area feels ok.

Visibility Rating at INA

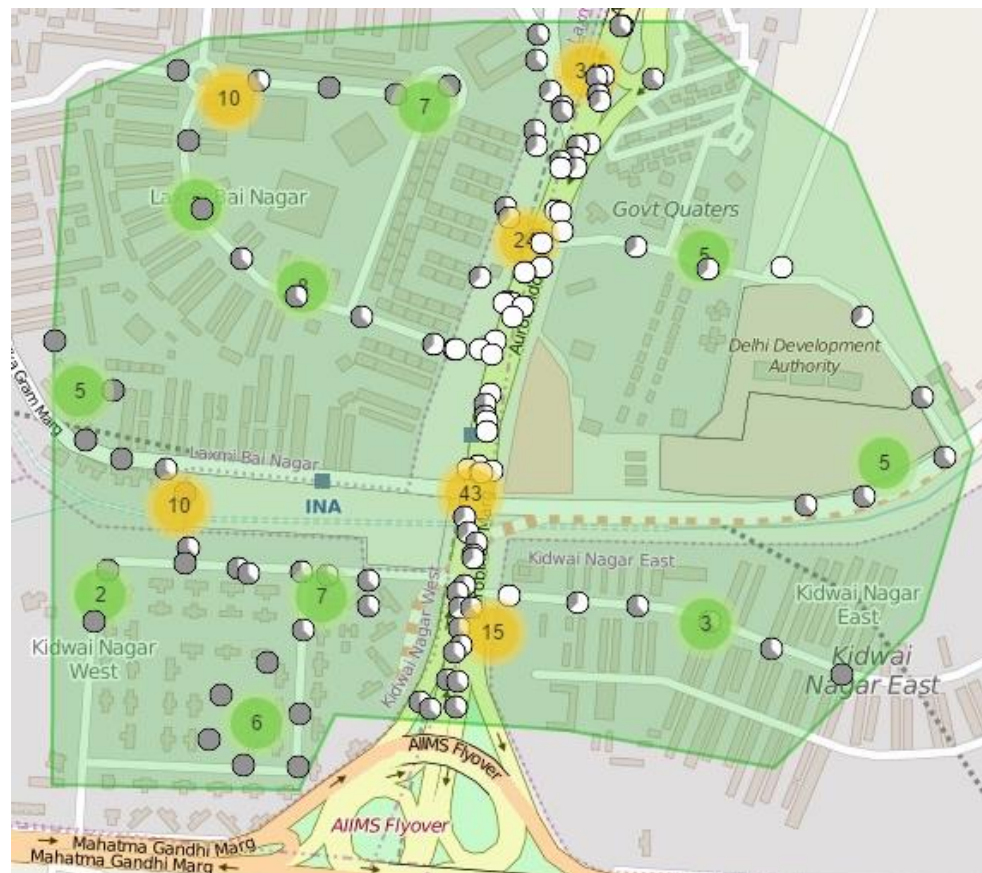


Crowd Rating at INA





Lighting Rating at INA



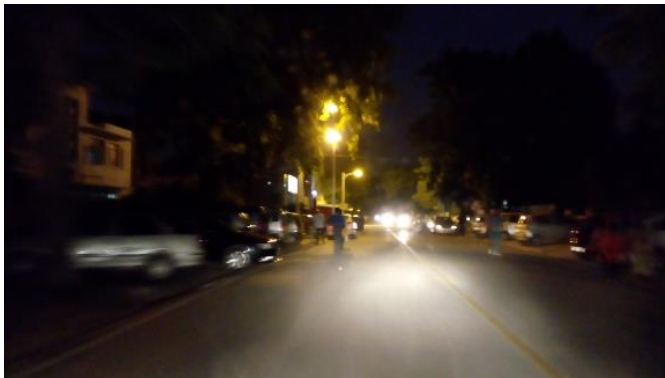
Rating of Public Transport at INA



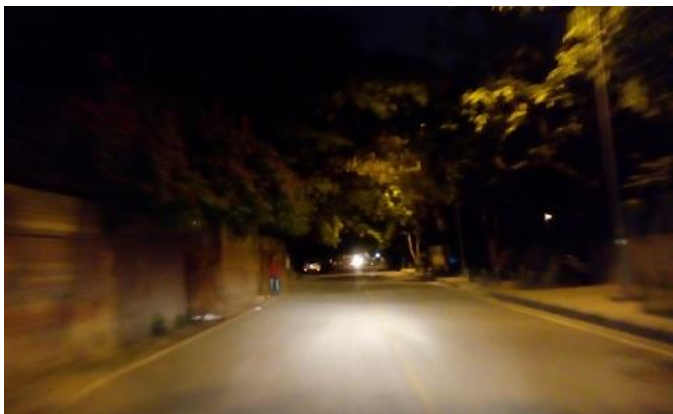
Outside DDA Office



Along Government Quarters



Laxmi Bai Nagar



Kidwai Nagar West

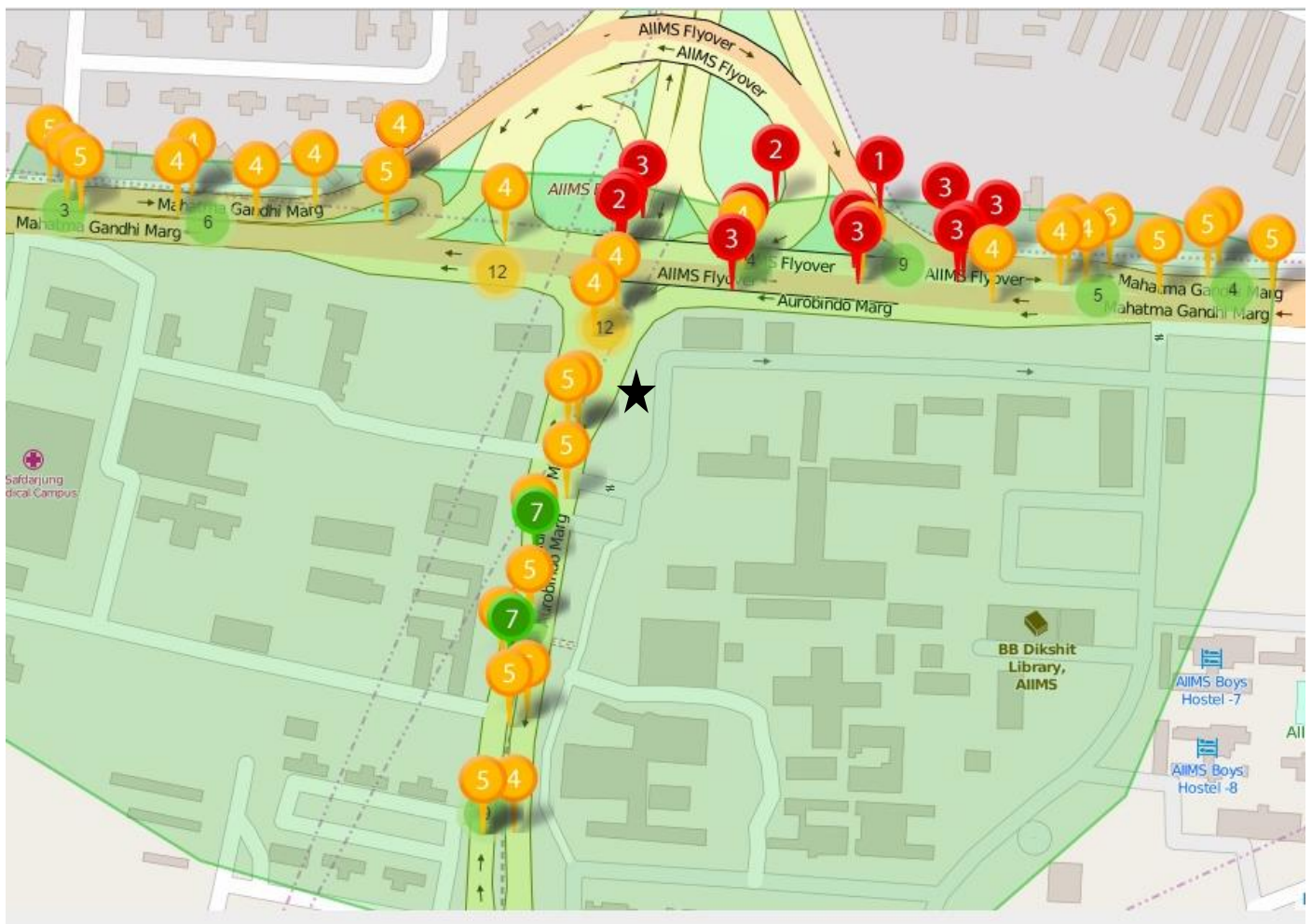
RECOMMENDATIONS

- **Enhance Lighting.** The area has street lights installed but in many locations they either don't work or are shielded by the foliage of the trees. Regular Pruning is necessary to ensure well lit streets.
- **Create Hawker Zones.** Currently very few spots offer some visibility. Few hawkers are seen outside the metro station. Zones can be created for Hawkers (offering domestic goods and groceries) along the routes preferred by the residents for reaching their home from the Metro Station.
- **Revise Building Bye-Laws.** The residential areas offer poor visibility as the road edges are defined by boundary walls. Also the buildings have a huge setback from the road. These bye-laws need to be revised and the setback space can be used for recreational neighbourhood level activities.
- **Para-transit Stands.** While there are autos and cycle-rickshaws outside the metro station, the Aurobindo Marg otherwise does not have provision for accessing them. The residential areas too do not have stands making reaching the metro station difficult for the residents.
- **Creating Public Places.** Dilli Haat is a major attraction not just for tourists but also for the local population. The Plaza outside Dilli Haat tends to connect with the road but the spatial flow can be further improved. Also a Plaza can be created towards the INA Market side which too is a major destination. Proper parking facilities for vehicles and para-transit need to be created along both. Currently, footpaths outside the Dilli Haat are used for car parking making pedestrian movement difficult.

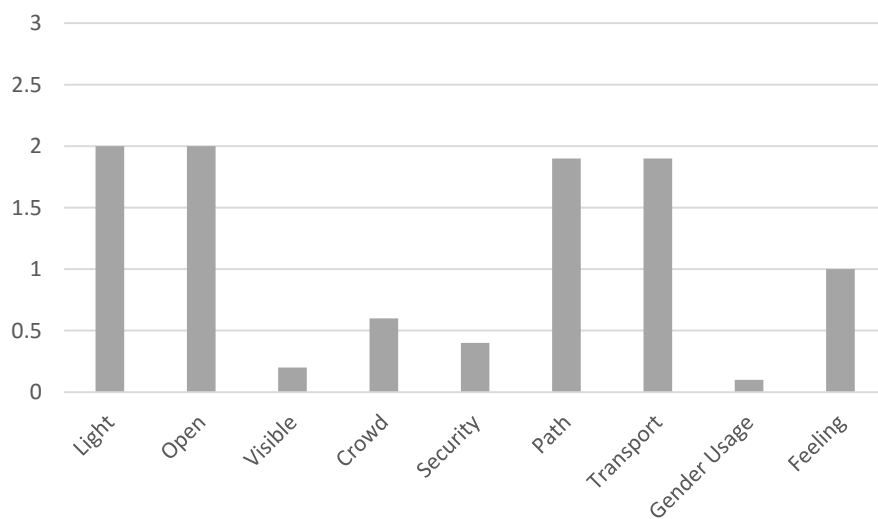
09 **AIIMS**
SAFETY SCORE: 2.6/5

AIIMS metro station is an underground station located at the junction of the arterials Ring Road and Aurobindo Marg. It caters to the AIIMS Hospital and Medical Institute and Safdarjung Hospital. The neighbourhoods of Ansari Nagar and South Extension II are also accessed through this station.

As it is located along a critical junction, it is the point of change of mode from metro/bus.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



2.0 – ABOVE AVERAGE
The area is uniformly lit.



2.0 – ABOVE AVERAGE
The main roads are wide.



0.2 – POOR

The visibility is very poor in this area both along the Ring Road and the Aurobindo Marg. The Ring Road is wide with a service lane and the buildings are setback. The built functions do not encourage vendors except along the bus stop and metro station entry/exit.



0.6 – POOR

There are very few people seen.



0.4 – POOR

There is very less security in this area especially along the Ring Road.



1.9 – ABOVE AVERAGE

The area has good walkpaths along most stretches.



1.9 – ABOVE AVERAGE

The area is well assisted by Bus service for people along with autos.



0.1 – POOR

Very few women are visible.



1.0 – BELOW AVERAGE

The area doesn't feel comfortable.

Visibility Rating at AIIMS



Crowd Rating at AIIMS





Lighting Rating at AIIMS



Rating of Public Transport at AIIMS

RECOMMENDATIONS



Along The Ring Road



Safdarjung Residential Area

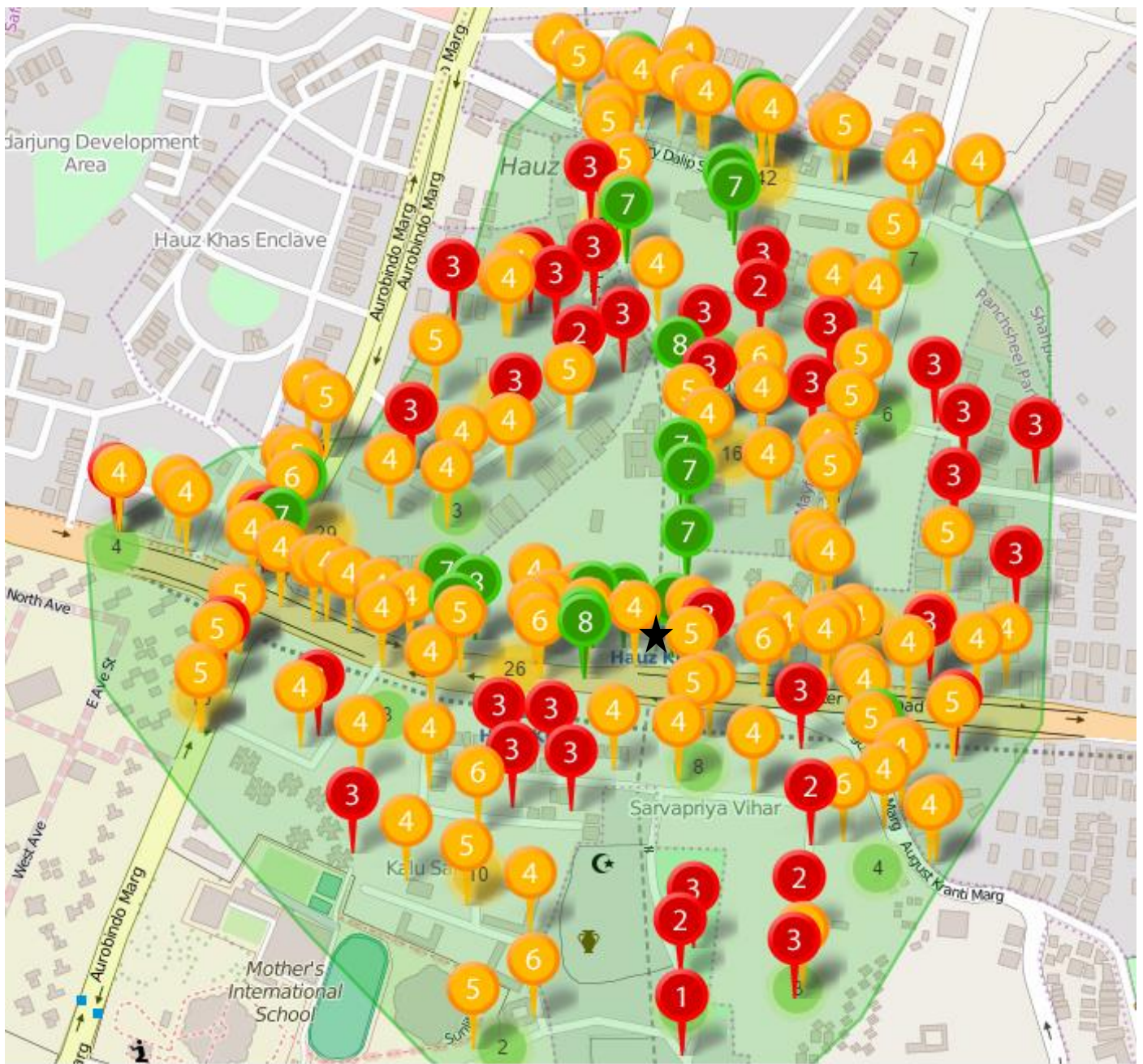
- **Activate Ring Road.** The Ring Road being an arterial road has been designed primarily for cars. However, for the pedestrians forced to walk along it while they interchange from bus to metro or vice versa, walking here becomes unsafe. AIIMS has a considerable edge along the arterial road. Since all the facilities are behind the boundary wall a dead edge has been created all along the length of AIIMS. The open spaces of the institute along the boundary can be integrated with the service lane and can be used for institutional activities. Such spaces are ideal for activities which benefit from public involvement. The same should be done along the Safdarjung Hospital side as well.
- **Develop area along Metro Vomitories.** The metro vomitories have vacant area around them and these along with the vomitories are occupied by homeless and ill people. These people are the only eyes on the street this area has. This area needs to be better developed so as not to affect the movement and safety of the commuters.
- **Integrate Para-transit.** The autos and cycle-rickshaws are easily available outside the metro station. However, in the other areas it is difficult to get them. Stands need to be created along the Bus Stops as well as at regular distances in the institutional areas.
- **Enhance Lighting.** The institutional areas are well lit. However, along the Ring Road the lighting along the footpath is low while the flyover is brightly lit. The area used for walking needs to be well lit.

10

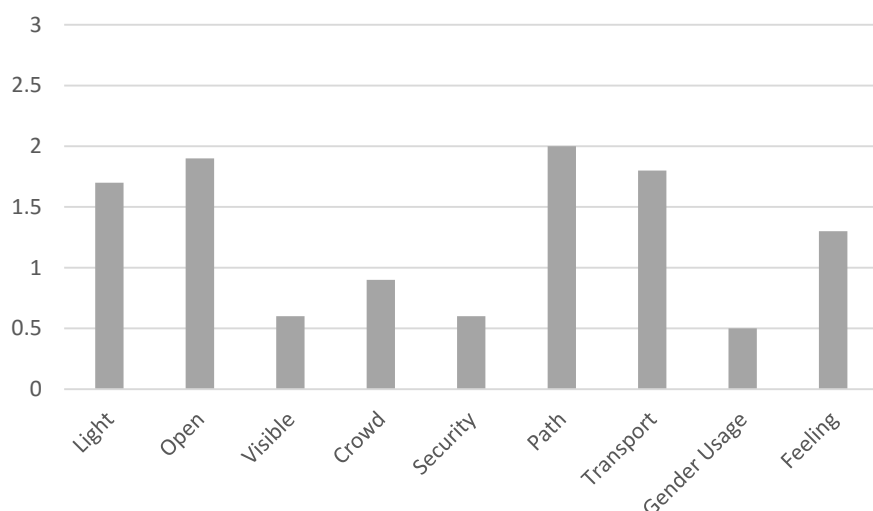
HAUZ KHAS

SAFETY SCORE: 2.9/5

Hauz Khas metro station is located on the arterial Outer Ring Road. It would be an interchange station after the Phase-3 of Delhi Metro is complete. The metro station currently serves the residential areas of Hauz Khas, Safdarjung Development Area, Sarvapriya Vihar, Panchsheel Enclave; and also the national Indian Institute of Technology, Jawaharlal Nehru University, Qutab Institutional area along with other institutes. It also connects to Hauz Khas Village and Shahpur Jat- two popular destinations for recreation and shopping.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.7 – AVERAGE

The area is lit throughout. There are no dark spots. But the illumination levels are low and at many places the light is screened by the foliage.



1.9 – ABOVE AVERAGE

The main road is fairly open except for the stretch along the flyover. The neighbourhood level streets are narrower and offer greater enclosure.



0.6 – POOR

The visibility along the arterial roads-Outer Ring Road, Aurobindo Marg and August Kranti Marg is poor. The residential streets however do offer some visibility.



0.9 – BELOW AVERAGE

The area outside the metro station is active. The Ring Road otherwise does not have people walking. The area overall sees few people on the road.



0.6 – POOR

There is very less security in this area.



2.0 – ABOVE AVERAGE

The area has good walkpaths especially along the August Kranti Marg.



1.8 – AVERAGE

Autos are available from the metro station. There is also a Metro Feeder service available. But there are no dedicated auto stands in the neighbourhoods for people to access these.



0.5 – POOR

Very few women are visible except in Hauz Khas and around the metro station.



1.3 – AVERAGE

The area feels comfortable.

Visibility Rating at Hauz Khas



Crowd Rating at Hauz Khas





Lighting Rating at Hauz Khas



Rating of Public Transport at Hauz Khas



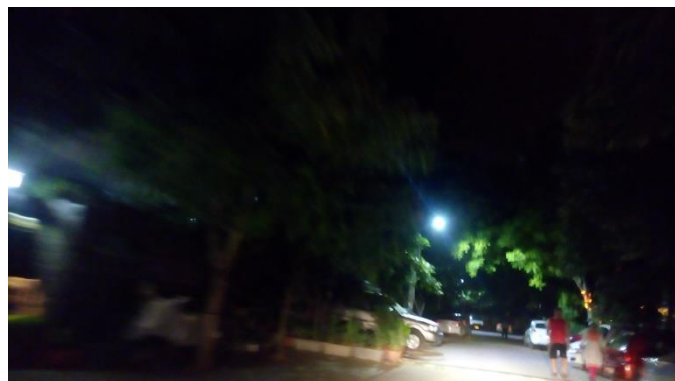
Sri Krishna Chaitanya Mahaprabhu Marg



Chaudhary Dalip Singh Marg



August Kranti Marg



Sarpapriya Vihar

RECOMMENDATIONS

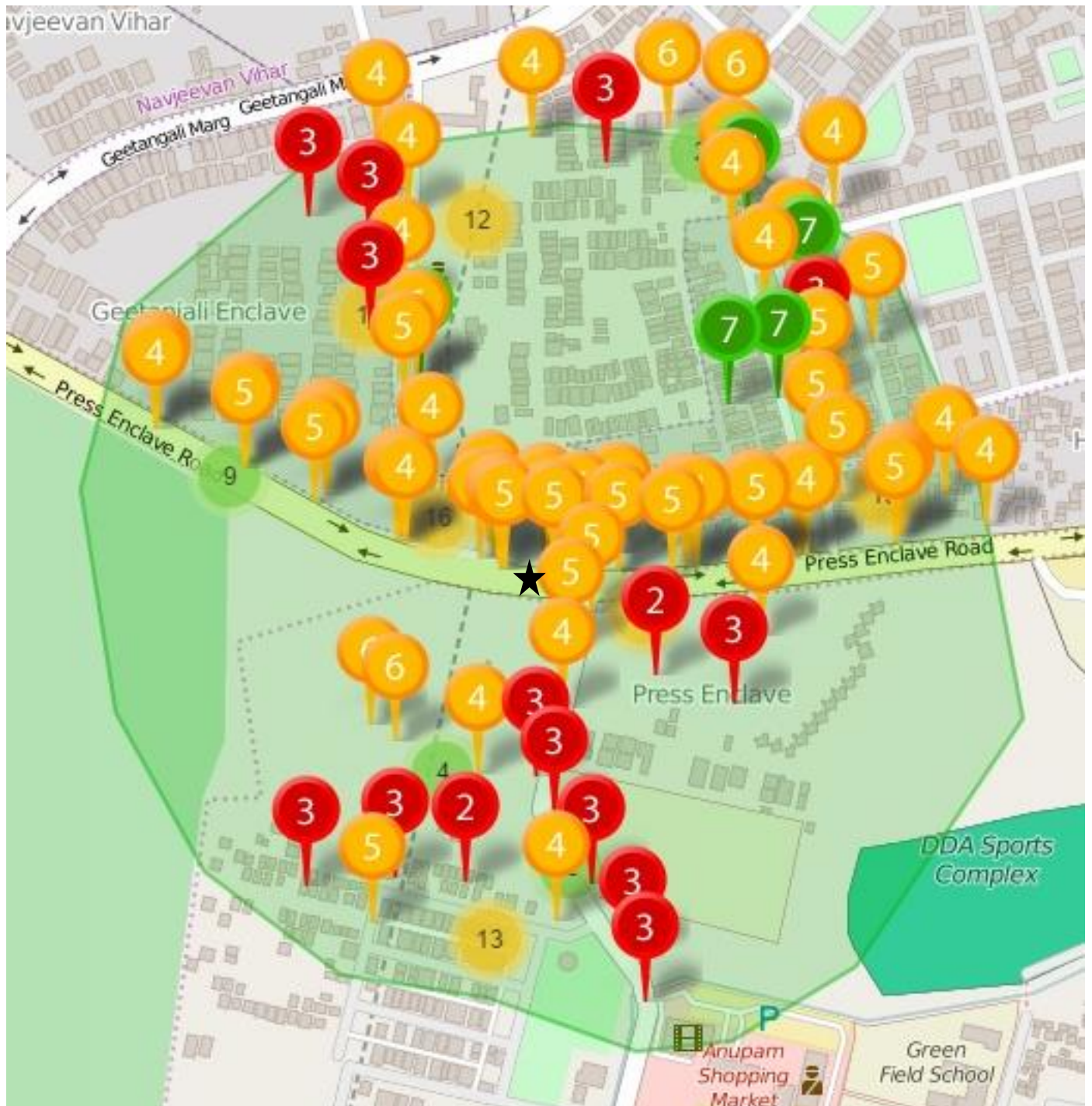
- **Enhance Lighting.** The Outer Ring Road is well lit though the illumination level needs to be increased. In the residential areas the lighting levels are very low. At most places the lights are hidden behind trees. The trees need to be pruned and at certain points the light pole needs to be shifted. The residential areas are preferred by cycle-rickshaws and pedestrians as they provide short cuts to reach Shahpur Jat and SDA. It is important that these intensely used stretches be well lit and safe.
- **Strengthen IPT.** Para-transit facilities are available outside the metro station but in the residential areas there is limited access to these facilities. Also, auto stands need to be created along the entry/exits of the Universities and other institutes. Dedicated lanes for non-vehicular movement needs to be built along the Outer Ring Road & Aurobindo Marg leading to the institutional areas; Sri Krishna Chaitanya Mahaprabhu Marg, Block D Hauz Khas Road and Chaudhary Dalip Singh Marg connecting to Shahpur Jat and Hauz Khas; through Kalu Sarai towards Mother's International & Sri Aurobindo Centre.
- **Strengthen Public Places.** The area has many diverse public places like the Mayfair Gardens, Essex Farms, Begumpur Masjid etc near the metro station. The routes connecting to them need to be strengthened by giving greater importance to NMV and pedestrian movement. This will encourage a more diverse mix of crowd into the area thereby activating it and making it safer.
- **Reclaim Walkpaths.** In a lot of areas the walkpath space is used for parking cars by the residents forcing people to walk on the vehicular carriageway. The walkpaths need to be reclaimed and maintained for comfortable movement of pedestrians.

11

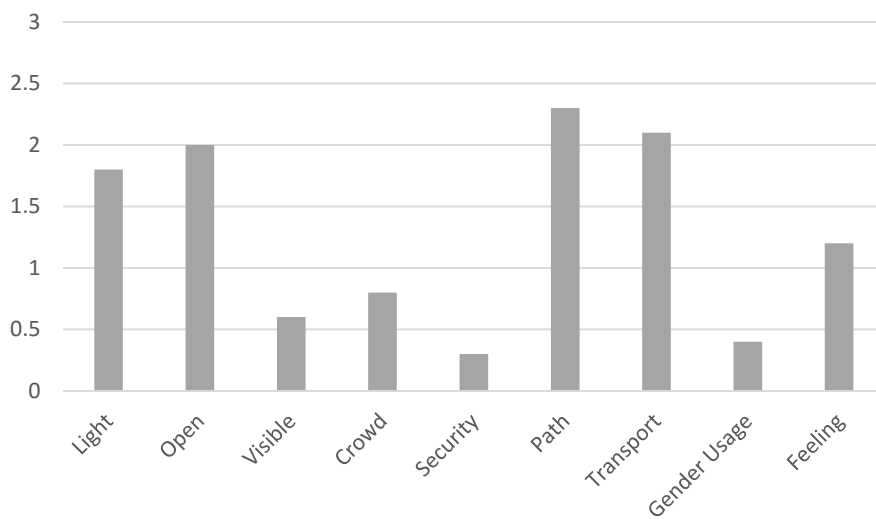
MALVIYA NAGAR

SAFETY SCORE: 3.1/5

Malviya Nagar metro station is an underground station located on the Press Enclave Road. It caters to the residential areas of Malviya Nagar, Geetanjali Enclave, Navjeevan Vihar, Begumpur, Khirki Village, Hauz Rani and Sheikh Sarai. The road has many public functions like Hospital, Colleges, District Court and the Saket District Centre.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.8 – AVERAGE
The area is fairly well lit.



2.0 – ABOVE AVERAGE
The area has wide roads.



0.6 – POOR
The main road offers poor visibility being flanked by inactive edges. The residential area roads provide good visibility.



0.8 – BELOW AVERAGE
The area outside the metro station is active and the residential streets have few people.



0.3 – POOR
There is very less security in this area though private guards are there, the overall feeling of safety is low.



2.3 – ABOVE AVERAGE
The area has good walkpaths in the area along the main road as well as in the residential streets.



2.1 – ABOVE AVERAGE
Autos are available from the metro station and a dedicated zone has been created for them.

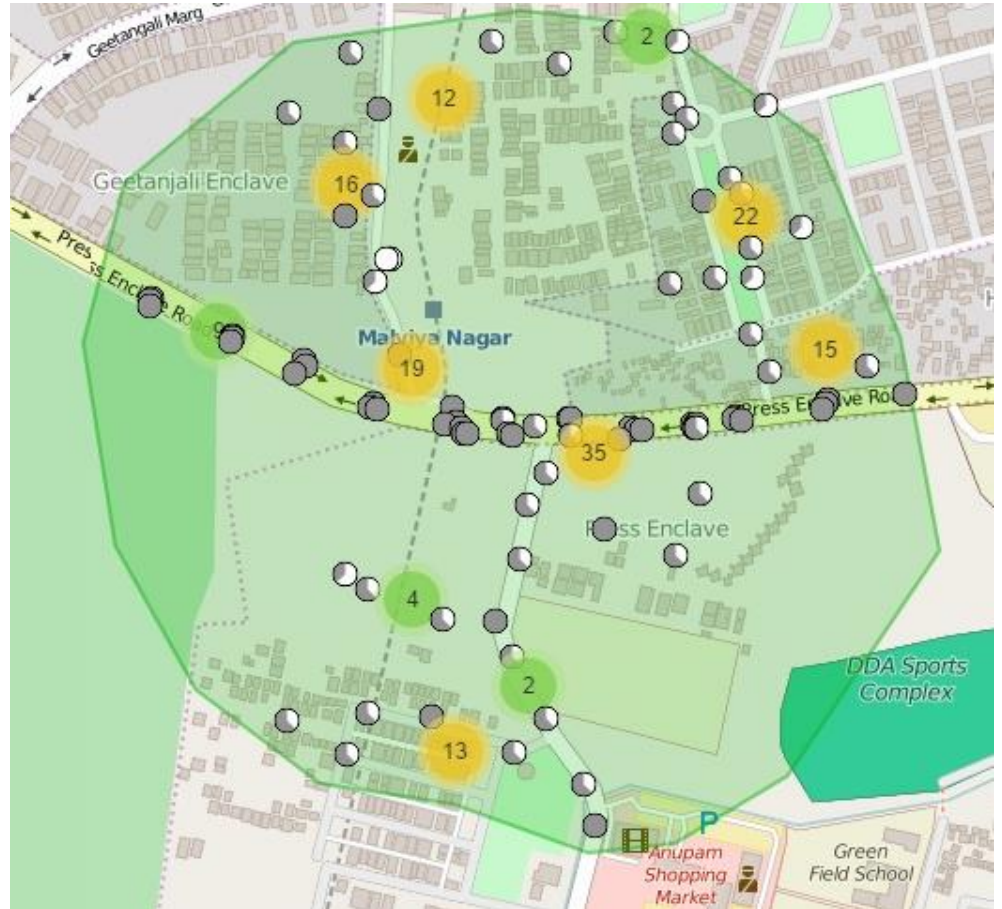


0.4 – POOR
Very few women are visible on the road.

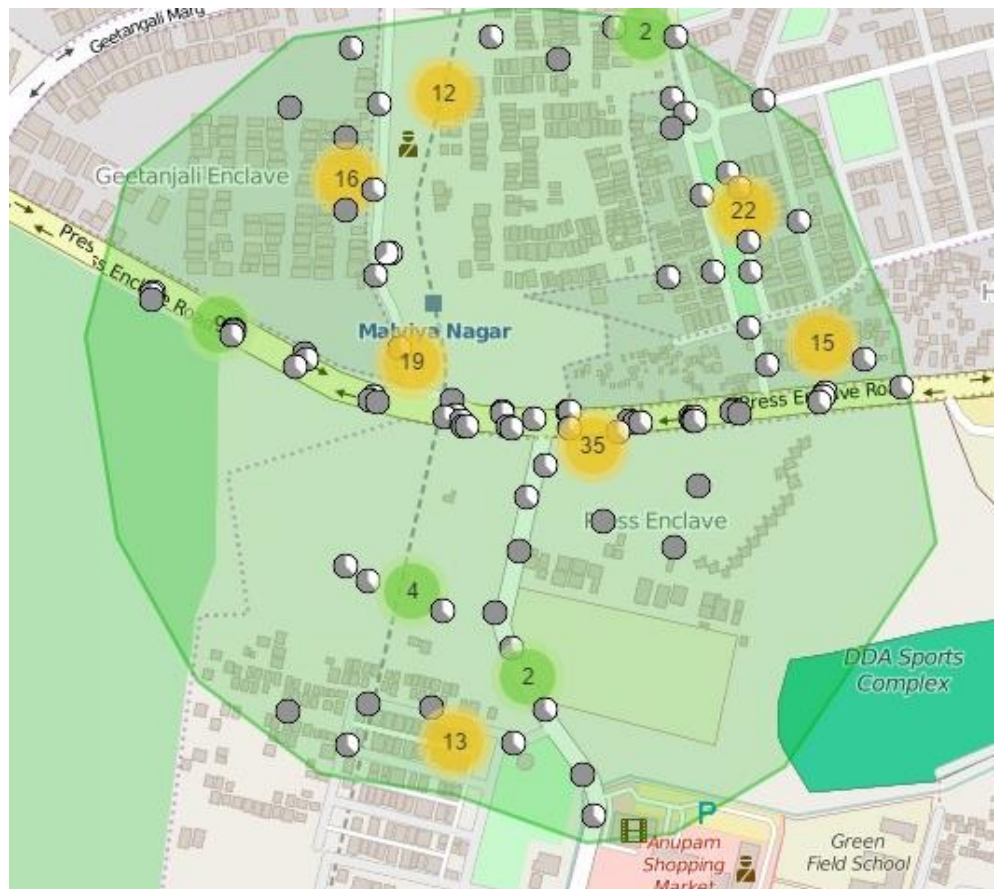


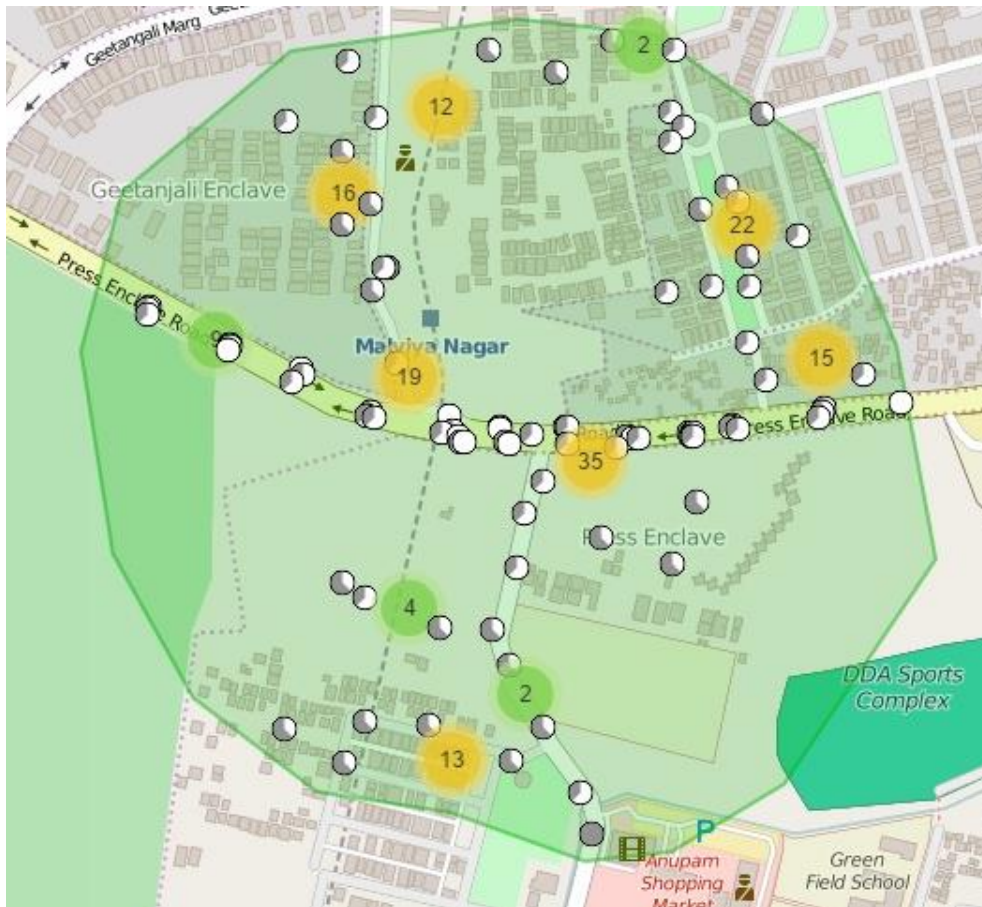
1.2 – BELOW AVERAGE
The area feels comfortable.

Visibility Rating at Malviya Nagar

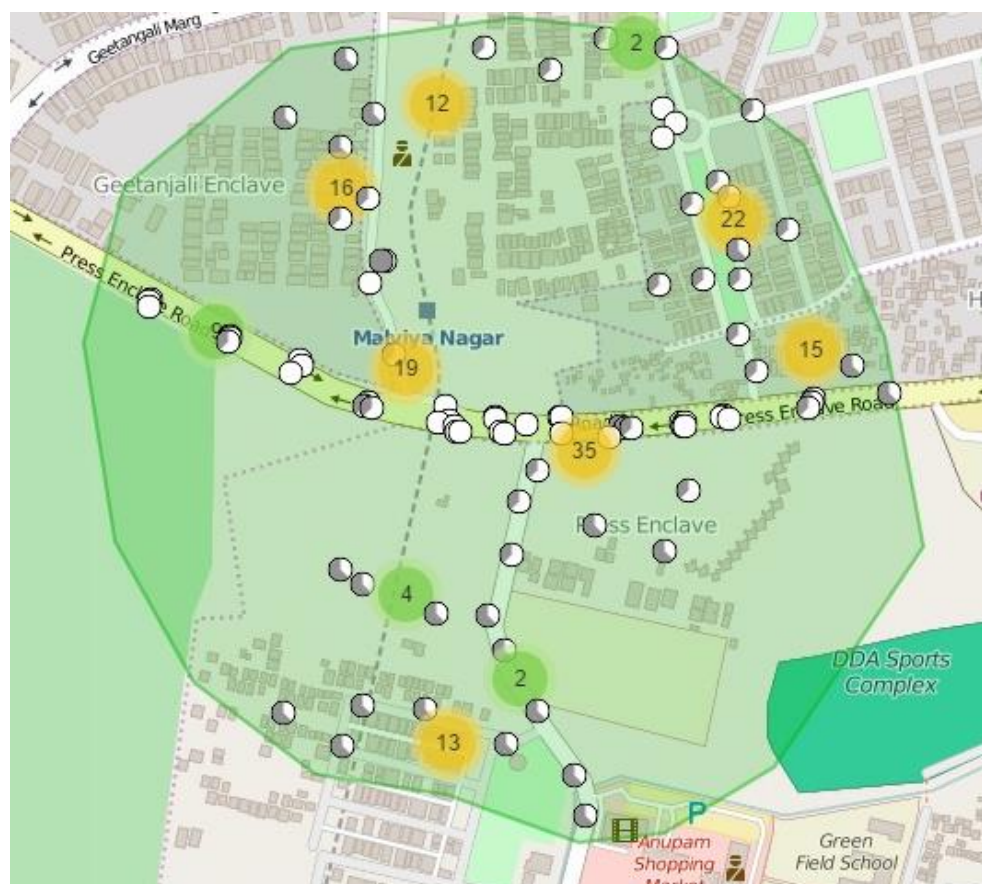


Crowd Rating at Malviya Nagar





Lighting Rating at Malviya Nagar



Rating of Public Transport at Malviya Nagar



Towards Geetanjali Marg



Towards Anupam Shopping Complex

RECOMMENDATIONS

- **Enhance Lighting.** The area overall is lit but the illumination level is insufficient except for a few stretches. Certain light poles need to be shifted as they are being obstructed by the trees. Along the Press Enclave Road the lighting of footpaths is from the lights of the residential areas which is less. Light poles need to be provided along the walkpath for uniform and constant illumination.
- **Encourage Informal Sector by creating Hawker Zones.** The Press Enclave Road offers no visibility except at a few points and along Hauz Rani. The residential areas do not offer any visibility. Even outside their gates there are no vendors present. Hawker Zones can be created along these colonies.
- **Vehicular Parking Zones.** Provision needs to be made for off-street parking of private cars along the Press Enclave Road. Currently, the cars are parked on the road along the footpath. As a result the footpath is not visible and is scary. People tend to walk on the vehicular carriageway. The area can be used for creating a lane dedicated for Non-Motorized vehicles.
- **Integrated Para-transit.** While autos and shared autos are available outside the metro station to provide last mile connectivity to one's destination, reaching the metro station from the residential areas is still not comfortable. Para-transit stands need to be created in these areas to provide easy access.
- **Strengthen Secondary Connections.** Certain streets are connecting the metro station with the important residential streets. These connections need to be strengthened as Pedestrian and NMV routes with space for hawkers along them. These routes have to give priority to non-motorized movement.

12

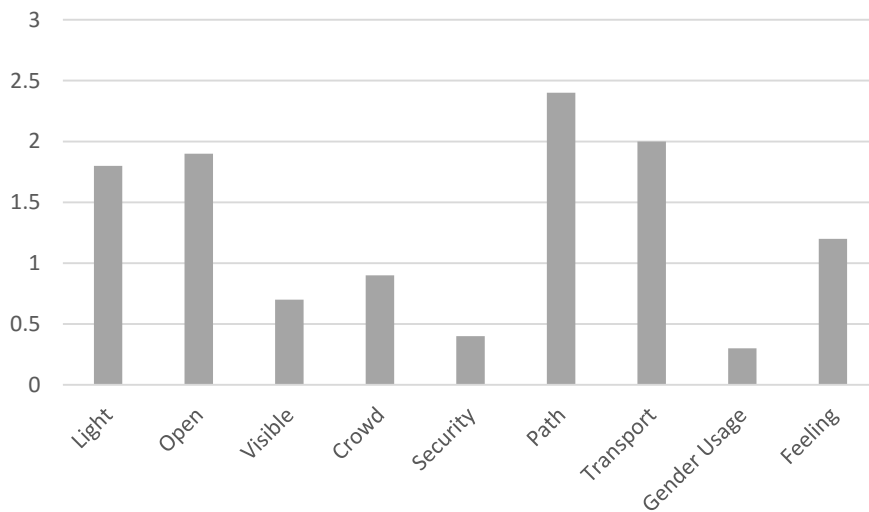
SAKET

SAFETY SCORE: 3.1/5

Saket metro station is located along the Mehrauli Badarpur road. This is an important station where people switch mode from bus to metro and vice versa for Badarpur, Mehrauli, Pushp Vihar and Ambedkar Nagar. The station caters primarily to residential neighbourhoods of Saket, Neb Sarai, Sainik Farms, and Saidulajab; along with the Indira Gandhi National Open University (IGNOU) . It is also used to access the Garden of Five Senses- a popular recreational destination among youngsters. It is an underground station after which the metro becomes overhead further south.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.8 – AVERAGE

The main Mehrauli-Badarpur Road and the roads leading to it are fairly well lit in most parts.



1.9 – ABOVE AVERAGE

The area has wide roads.



0.7 – BELOW AVERAGE

The Mehrauli Badarpur road offers poor visibility. The residential area roads in Saket and Saidulajab have some vendors. The road leading to the Garden of Five Senses offers no visibility.



0.9 – BELOW AVERAGE

The area outside the metro station is active with some youngsters even hanging around. The residential roads are active but the main road is otherwise not very active.



0.4 – POOR

There is very less security in this area.



2.4 – ABOVE AVERAGE

The area is walkable as there exists walkpaths in good condition in most parts of it.



2.0 – ABOVE AVERAGE

Autos and shared autos are available from the metro station.



0.3 – POOR

Very few women are visible on the road.



1.2 – BELOW AVERAGE

The area feels comfortable.

Visibility Rating at Saket



Crowd Rating at Saket





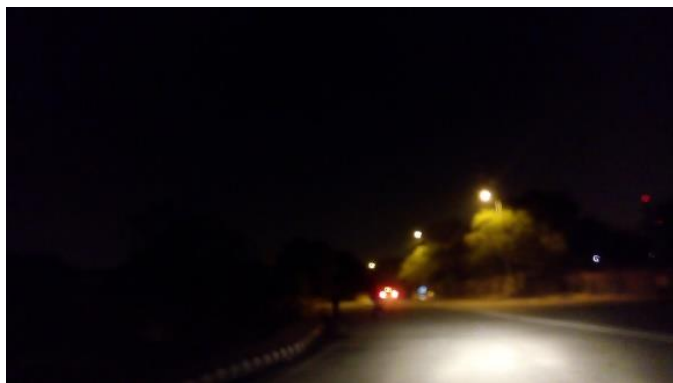
Lighting Rating at Saket



Rating of Public Transport at Saket



Badarpur Road



Westend Road towards Garden of Five Senses



IGNOU Road along Neb Sarai



Saket

RECOMMENDATIONS

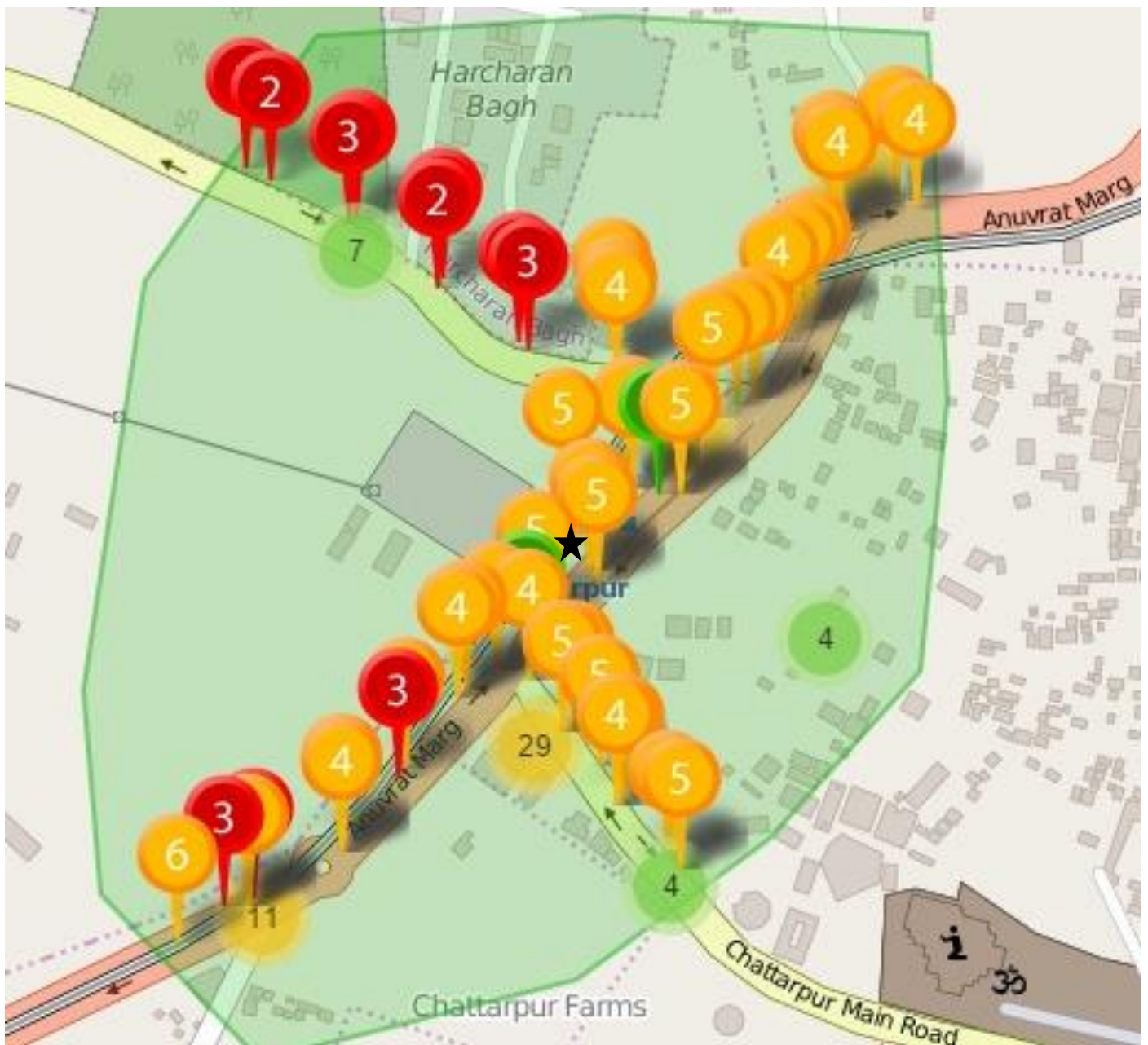
- **Improve Lighting.** The Mehrauli Badarpur Road is lit almost uniformly throughout. The residential areas are poorly lit. Street Lighting has to be focused on the walkpath. This requires pruning of trees and shifting the poles at some places.
- **Integrated Para-transit.** Outside the Saidulajab vomitory, space has been provided for autos and shared autos. But the area needs to be properly developed with dedicated lanes to make it convenient for people to avail these facilities. The Saket side vomitories also need to have provision for auto stands. Also, auto stands need to be built in the Saket residential area.
- **Mehrauli Badarpur Road.** This is the road connecting South Delhi to Badarpur and further beyond to Faridabad. This station is where people change mode from metro to bus and vice versa. There is a service lane towards Saket side serving the residences. The Saidulajab side is lined with shops with goods spilling out onto the unpaved part of the road. This makes the road congested along with obstructing pedestrian movement. The unpaved part needs to be properly developed for pedestrians and NMV.
- **Activate Westend Road.** The Westend Road connects Mehrauli Badarpur Road to the Garden of Five Senses and hence sees a lot of youngsters. Distance wise it is walkable but since it is secluded people prefer to drive or take an auto. The road needs to be developed by introducing functions which would activate the street. Dedicated NMV track should be built. A cycle-rental service would further encourage youngsters to adopt this mode further adding crowd on the street.
- **Re-develop IGNOU Road.** The IGNOU Road is a mixed use road with shops and godowns on the ground floor and residences on the upper floors. There is a shared auto service plying on this road from the metro station connecting Neb Sarai, Paryavaran Complex, Freedom Fighters Enclave, Maidangarhi and IGNOU. The goods from the shops spill out onto the road affecting both pedestrian and vehicular movement. These obstructions need to be removed and preference needs to be given to public transport and the movement of NMV on this road.

13

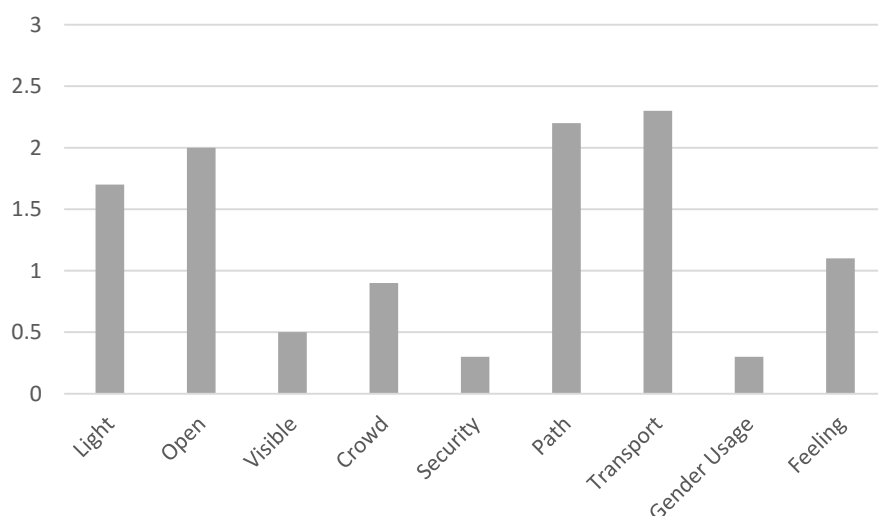
CHATTARPUR

SAFETY SCORE: 2.4/5

Chattarpur Metro Station is located at the junction of the M.G. Road with the Abdul Gaffar Khan Marg along with the Kalka Das Marg connecting to Mehrauli. This is the station which caters to the residential area of Vasant Kunj, Chattarpur and Mehrauli. There are also a few institutes along the A.G.K. Marg. The station has huge vacant land along its premises which is currently being used for parking of vehicles.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.7 – AVERAGE

The Anuvrat Marg is well lit. However, the A.G.K. Marg has no provision for street lighting.



2.0 – ABOVE AVERAGE

The Anuvrat Marg being an arterial road is wide. Also the metro station is located at a T-point which is open in all directions. The roads feeding it are also wide.



0.5 – POOR

The area has very poor visibility. There is some activity towards the Andheria Mor side and CDR Chowk, but overall very few eyes on the street.



0.9 – BELOW AVERAGE

There is some crowd along the Chattarpur market.



0.3 – POOR

There is very low security offered in this area.



2.2 – ABOVE AVERAGE

In most parts of this area there is a walkpath provided.



2.3 – ABOVE AVERAGE

There are autos and shared autos available outside the metro station.



0.3 – POOR

Very few women users are seen in this area.



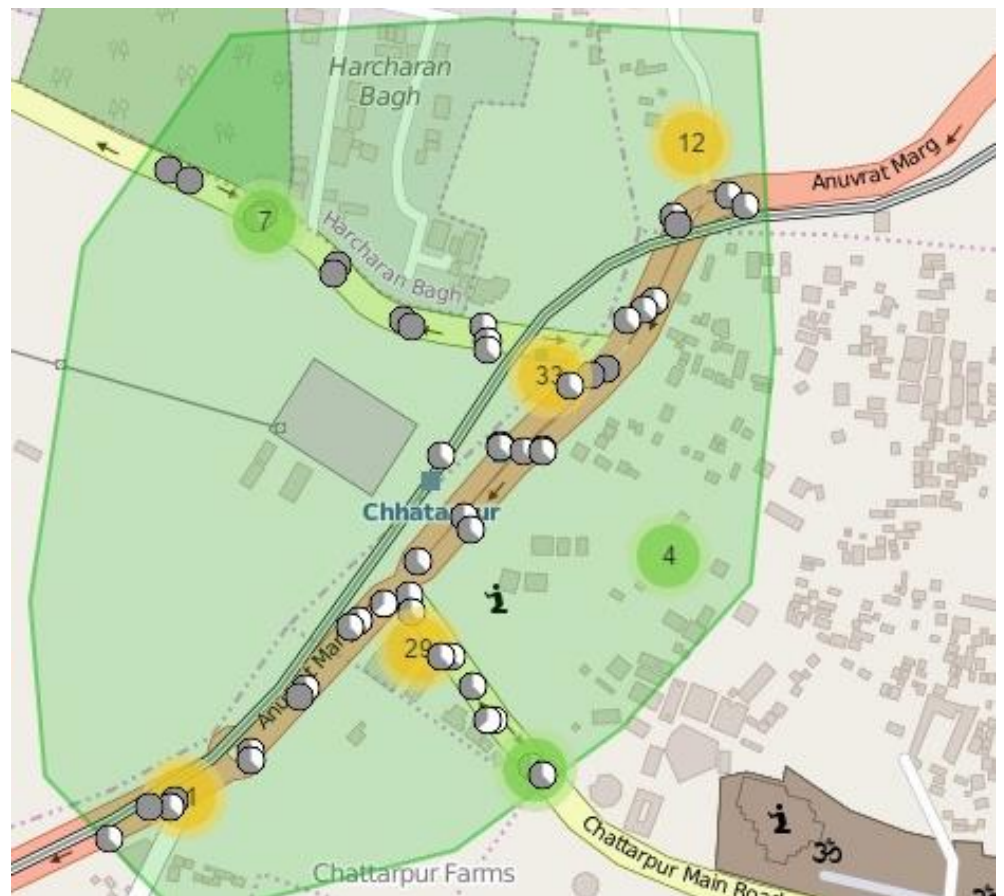
1.1 – BELOW AVERAGE

The area feels fine.

Visibility Rating at Chattarpur



Crowd Rating at Chattarpur



Lighting Rating at Chattarpur



Rating of Public Transport at Chattarpur





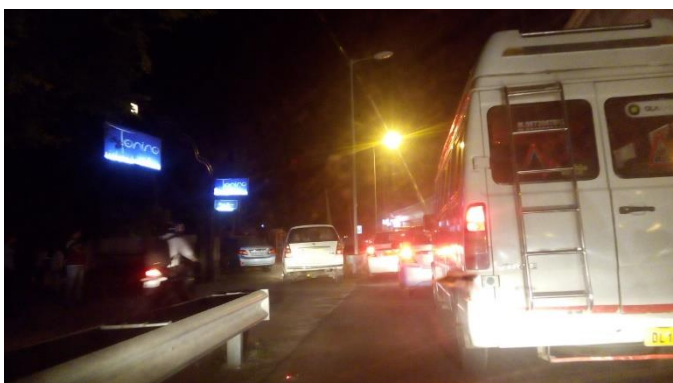
Outside the metro station



Along Chattarpur Main Road



Abdul Gaffar Khan Marg towards Vasant Kunj



Along Mehrauli Gurgaon Road

RECOMMENDATIONS

- **Enhance Lighting.** The A.G.K. Marg going towards Vasant Kunj is not lit and is completely dark except for some light from street stalls. Provision needs to be made for proper lighting of this stretch. Along M.G. Road and Chattarpur Main Road there are certain spots with low lighting level. The streetlights need to be maintained to ensure they are functional at all times.
- **Promote Tourism.** The area boasts of many religious institutes along with cultural center like Kisan Haat. Developing and promoting these as Tourist destinations will increase the influx of both men and women in this area.
- **Re-develop Edges along Religious Institutes.** The area has many religious institutions especially along the Chattarpur Main Road. Traditionally, temples were public places for the community to come together. However, in this area these are pushed back behind articulated boundary walls. As a result a blank dead edge is created dividing the footpath from the Temple Complex. The Temple boundaries need to be re-developed such that while the temple land is clearly defined, the public spaces are inter-connected atleast visually. This will make the pedestrians passing by feel safer and even create the opportunity for them to become a part of the Temple activities.
- **Improve walkpaths.** Throughout the area, while there is provision for people to walk, due to lack of proper maintenance and enforcement of law, it is difficult to walk. Vehicles are moving in the pedestrian lanes or are parked along it and at places it is broken.
- **Develop area outside the metro station.** There is huge vacant land right outside the Chattarpur metro station where currently metro feeder buses, autos and cars are parked. However, there are no proper lanes and the entire area is unpaved and poorly lit. Proper lanes need to be created for different modes such that the movement of pedestrians emerging from the station is comfortable.
- **Re-develop A.G.K. Marg.** This stretch witnesses huge footfall as it connects to Vasant Kunj. The stretch has bus plying along it along with metro feeder bus service. Bus stops exist at few points only. Proper Bus stands need to be built. Para-transit facilities need to be integrated with these.

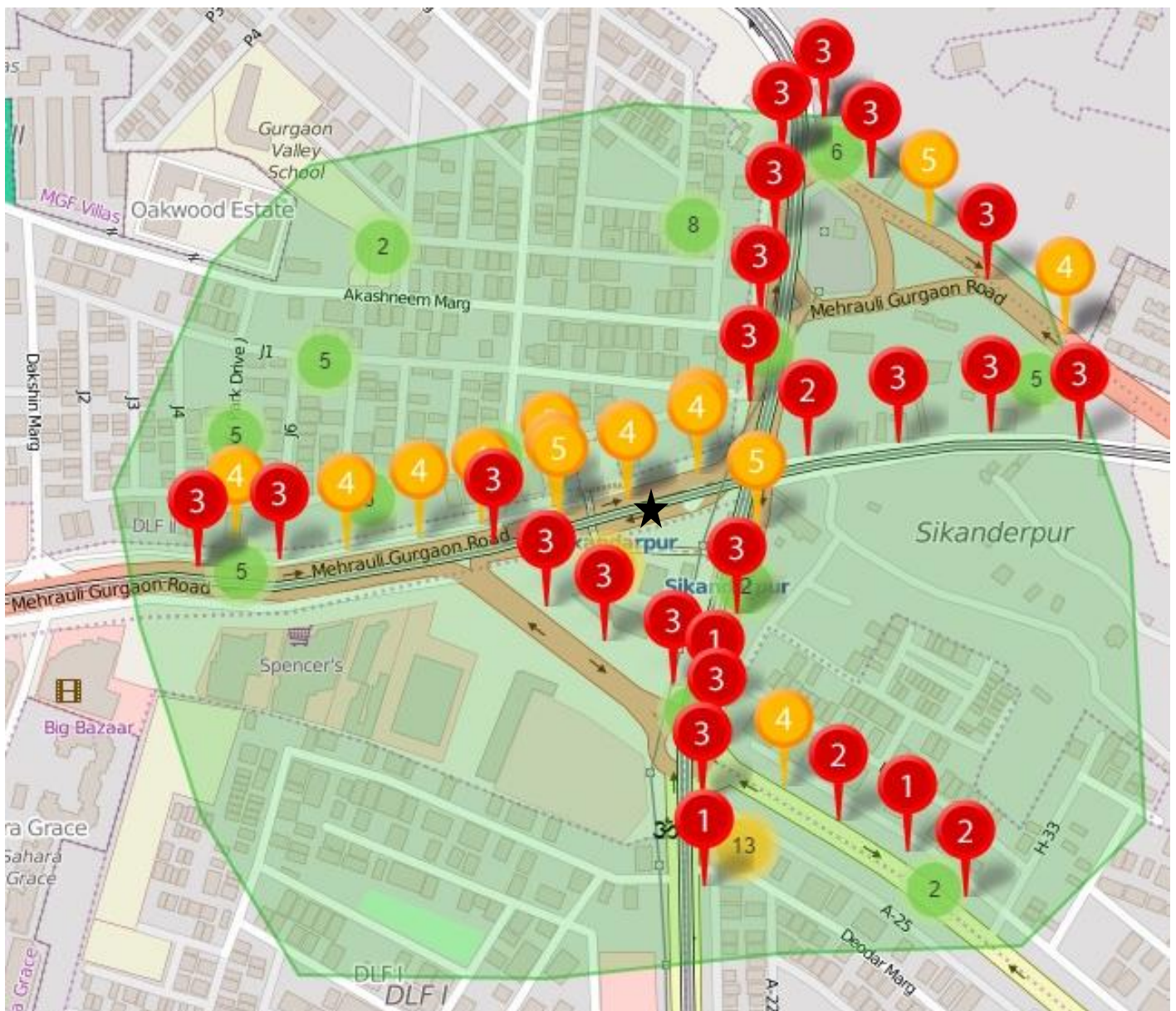
14

SIKANDERPUR

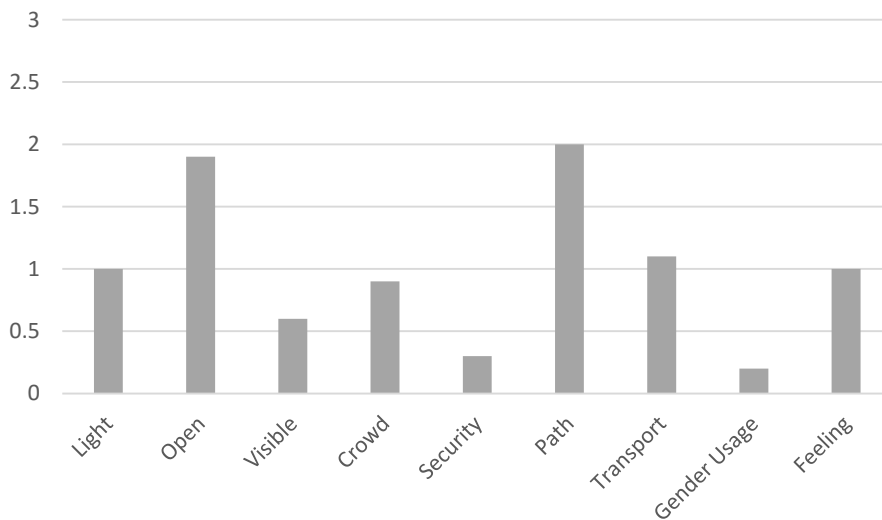
SAFETY SCORE: 1.9/5

Sikanderpur Metro Station is an overhead interchange station for the Rapid Metro line. It caters to Sikanderpur, DLF Phase 1 & 2.

The M.G. Road stretch has been rated average for safety but the Golf Course Road along which the Rapid Metro is operational has been rated very unsafe. The entrance to the Rapid Metro is through a very narrow road and is very difficult to access.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.0 – BELOW AVERAGE

The main road and service lane along it both have street lights. The secondary roads leading to the station are not sufficiently lit.



1.9 – ABOVE AVERAGE

The metro station is at a junction of main roads which are wide.



0.6 – POOR

The area has very few eyes on the street. The hawkers are located only below the metro station. Sikanderpur market offers some visibility but the other roads do not offer any visibility.



0.9 – BELOW AVERAGE

There is some crowd near the station and along the market. Otherwise the area does not have many people using it.



0.3 – POOR

There is some security only along the metro station.



2.0 – ABOVE AVERAGE

In most parts of this area, the walk path exists. However, along the market it is difficult to walk as the goods from the shop spill out. The entrance to the Rapid Metro does not have a proper footpath.



1.1 – BELOW AVERAGE

There are autos and shared autos available outside the metro station. Overall the area lacks facilities to reach the station. There are no dedicated stands for these.



0.2 – POOR

Few women are seen outside the station. Sikanderpur being a hardware market has very few female visitors.



1.0 – BELOW AVERAGE

The area feels fine.

Visibility Rating at Sikanderpur



Crowd Rating at Sikanderpur





Lighting Rating at Sikanderpur



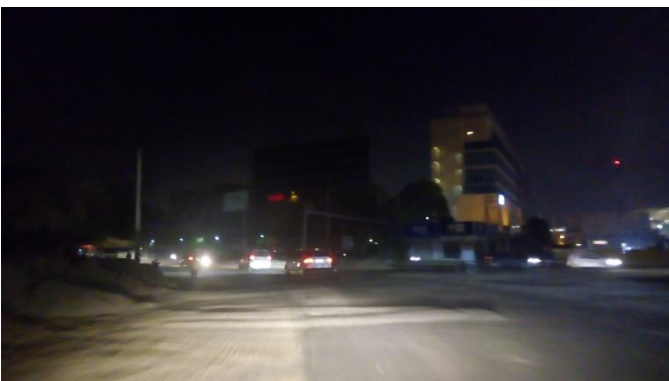
Rating of Public Transport at Sikanderpur



Mehrauli Gurgaon Road



Road along entrance to Rapid Metro



Golf Course Road



Rapid Metro along Mehrauli Gurgaon Road

RECOMMENDATIONS

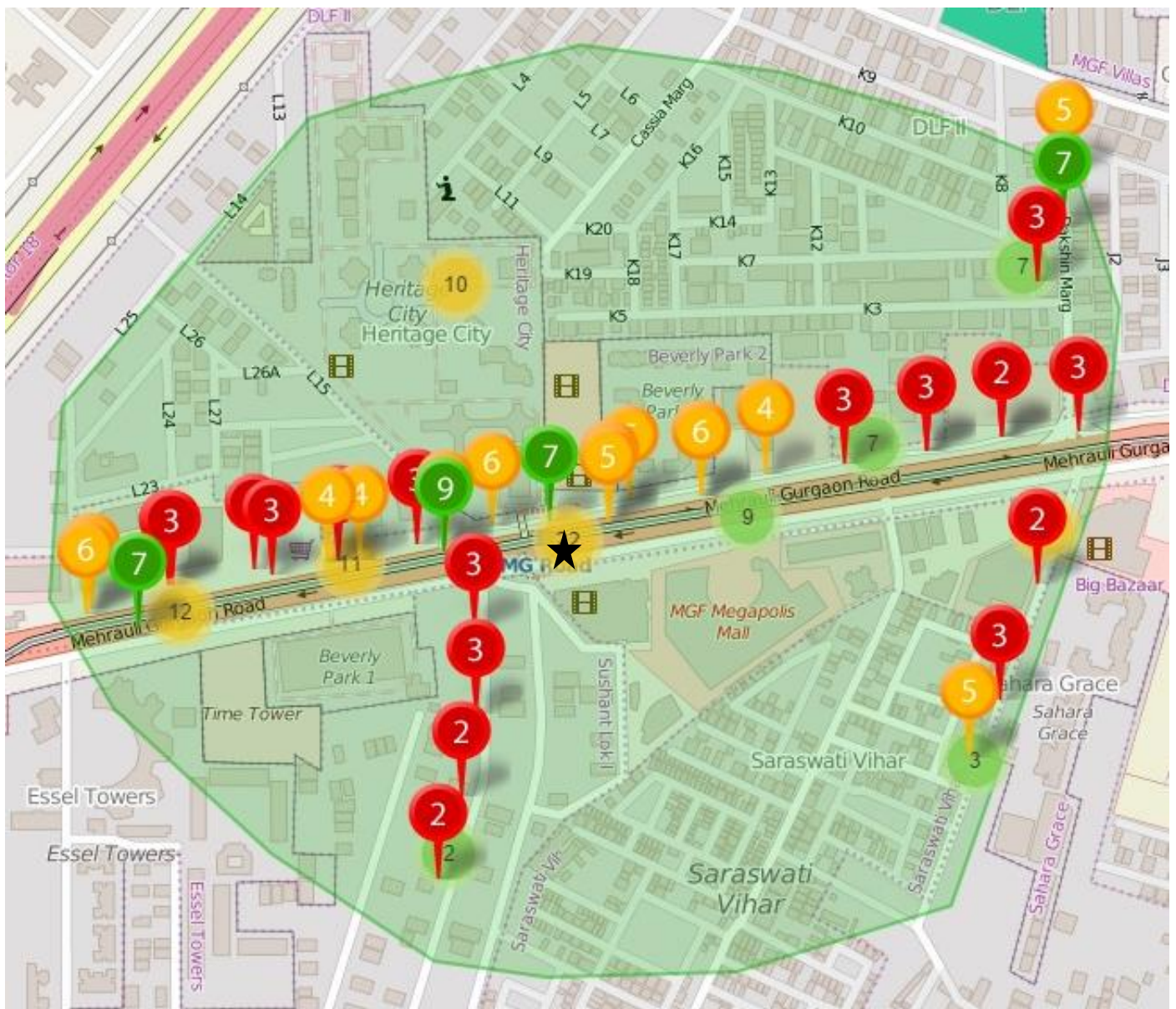
- Re-work movement with priority to Pedestrians.** While the metro station sits on the M.G. Road which has provision for pedestrians, the station is easily accessible by people reaching in vehicles. For pedestrians reaching the station it is very difficult owing to the nature of vehicular movement network around it. Also crossing roads to reach one's destination near the station is very difficult especially reaching Sikanderpur.
- Develop a Pedestrian Spine towards South of the Station.** The area surrounding the southern entry/exit has diverse range of activities taking place. There is a Business Centre along with the fish market; the nursery; and some cafes and hawkers immediately outside the entry/exit. Crossing the fish market is currently difficult. A Pedestrian Spine needs to be developed with proper street furniture in place, along this exit connecting these activities together. This would also connect the Delhi Metro entry/exit with the Rapid Metro's. There is space in between the two exits where Shuttle buses are being parked along with shared autos and autos. This area would also be connected with The Spine. Separate bays would be created for Shuttle buses and autos to ensure comfortable access to them from both Delhi Metro and Rapid Metro.
- Para-transit Stand towards North of the Station.** Currently the service lane outside the station is being used for auto parking along with the road edge. Proper stands need to be created with dedicated lanes to prevent these from obstructing pedestrian movement. Many food stalls are located along the service lane. Provision for them needs to be made in the layout.
- Improve Lighting.** The road towards Sikanderpur and Golf Course Road are very poorly lit with few dark spots. These need to be fixed.
- Provision for Para-transit and Pedestrian movement within the Residential Neighbourhoods.** Access to para-transit facilities is limited within the residential areas like DLF Phase-II. Stands need to be created at regular distances such that people can easily walk avail these facilities. Also currently while space has been left for a walkpath it hasn't been built. As a result this area has been encroached upon forcing people to walk along the vehicular carriageway. The encroachment needs to be removed and a continuous footpath needs to be built.

15

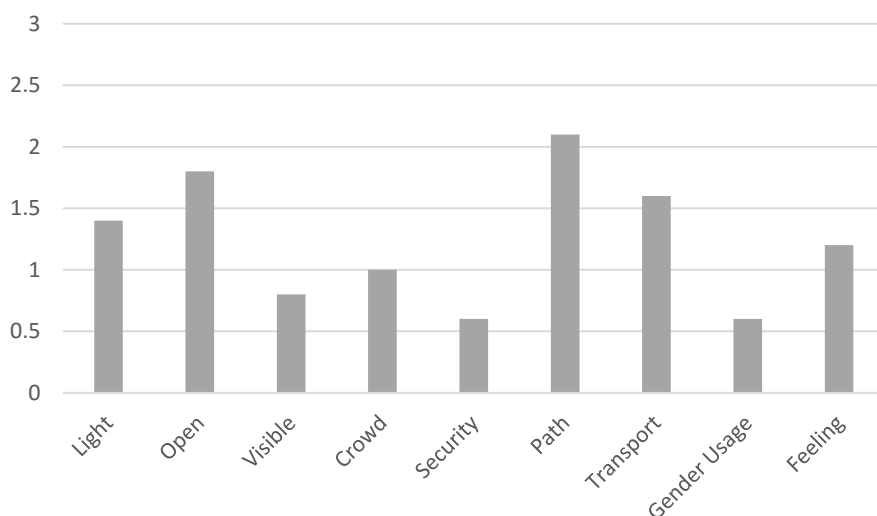
M.G. ROAD
SAFETY SCORE: 2.6/5

M.G. Road Station is the last stop on this arterial connection between Delhi and Gurgaon. The station abuts many Office buildings; Malls; and also residential neighbourhoods - both higher income group societies and lower income urbanized villages engulfed in the later development. The station thus sees high footfall.

The roads leading to the metro station have some amount of mixed use. As a result the safety ranking of this station is slightly better than its neighbouring stations.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.4 – AVERAGE

The main road and service lane along it both have street lights. The secondary roads leading to the station are not sufficiently lit and are marked by an occasional dark spot.



1.8 – AVERAGE

The main road is wide and has a service lane. The roads coming from Chakkarpur and Saraswati Vihar and DLF Phase 2 side too are of a comfortable scale.



0.8 – BELOW AVERAGE

The entry/exit points of the station and the malls are active. There are vendors along the service lane of M.G. Road outside the Office buildings. But the other streets offer poor visibility to the people.



1.0 – BELOW AVERAGE

The metro station entry/exits and area along the malls are active. Also, some people are seen on the roads leading to the residential areas behind the malls.



0.6 – POOR

There is regular patrolling along the main M.G. Road, but not in the neighbouring areas.



2.1 – ABOVE AVERAGE

In most parts of this area, the walk path exists in a good condition. The walk path along the service lane is well maintained.



1.6 – AVERAGE

There is a pre-paid auto booth outside the metro station. Cycle rickshaws too are available in this area though there isn't a dedicated stand.



0.6 – POOR

Few women are seen in this area despite having a number of malls and offices.



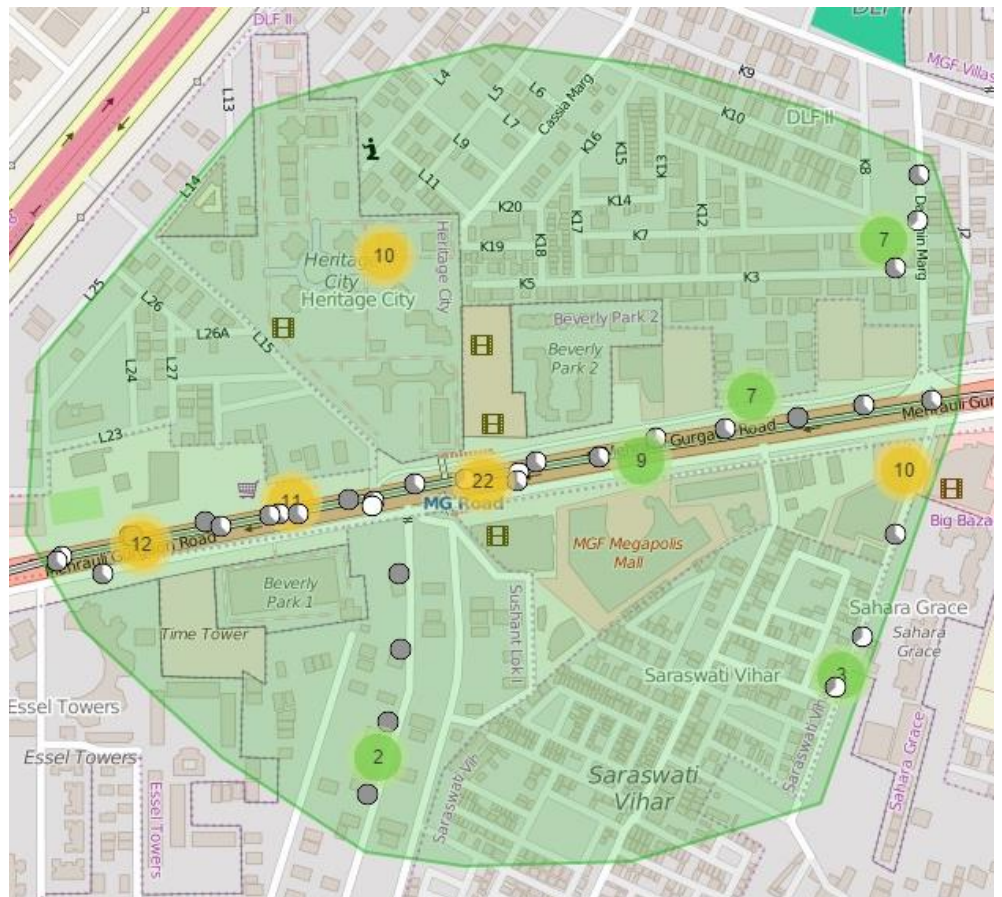
1.2 – BELOW AVERAGE

The area feels fine.

Visibility Rating around M.G. Road



Crowd Rating around M.G. Road





Lighting Rating at M.G.Road



Public Transport Rating at M.G.Road



Dakshin Marg



Maruti Housing Colony, Sector-28

RECOMMENDATIONS

- **Insufficient Lighting.** The roads have street lights installed but the distance between consecutive poles is too much to ensure uniform lighting. As a result a lot of dark spots are created. Since the metro corridor runs in the center of the road, there are no street lights provided along the central median. The residential areas have street lights but the illumination is insufficient. Also, at many places the light is obscured by the foliage. It is important to have regular pruning of trees. At certain places, the light pole needs to be shifted.
- **Road Design.** The main road has a service lane which is being occupied by autos and cycle rickshaws in the absence of dedicated space for them. A wide walkpath exists in the service lane along the residential societies. However, in the area flanked by commercial uses, the walk path is not maintained. The roads feeding to M.G.Road, like Dakshin Marg, have provision for a walkpath but since it has not been constructed, the allotted space is used for parking vehicles forcing people to walk along the carriageway.
- **Seamless Movement.** The Malls and Office buildings do not have a boundary wall defining their territory. However, the movement to these is still not through the shortest distance and not smooth. A Pedestrian Movement Plan needs to be developed. The area outside the metro station needs to be better designed to allow smooth movement to the offices/residential neighbourhoods. A Metro Plaza can be created from which people can disperse to their respective destinations.
- **Integrated Para-transit.** Outside the metro stations, various para-transit options are available-cycle rickshaws, auto rickshaws, shared autos. There is also a pre-paid auto booth. There is no stand for them and they queue outside the station in the service lane and also on the main road. This disrupts both pedestrian and vehicular movement outside the station. A dedicated stand needs to be created and the movement and parking streamlined. Also dedicated IPT stands need to be established at regular intervals on the roads leading to the station. These can also be used for private shuttle bus service.

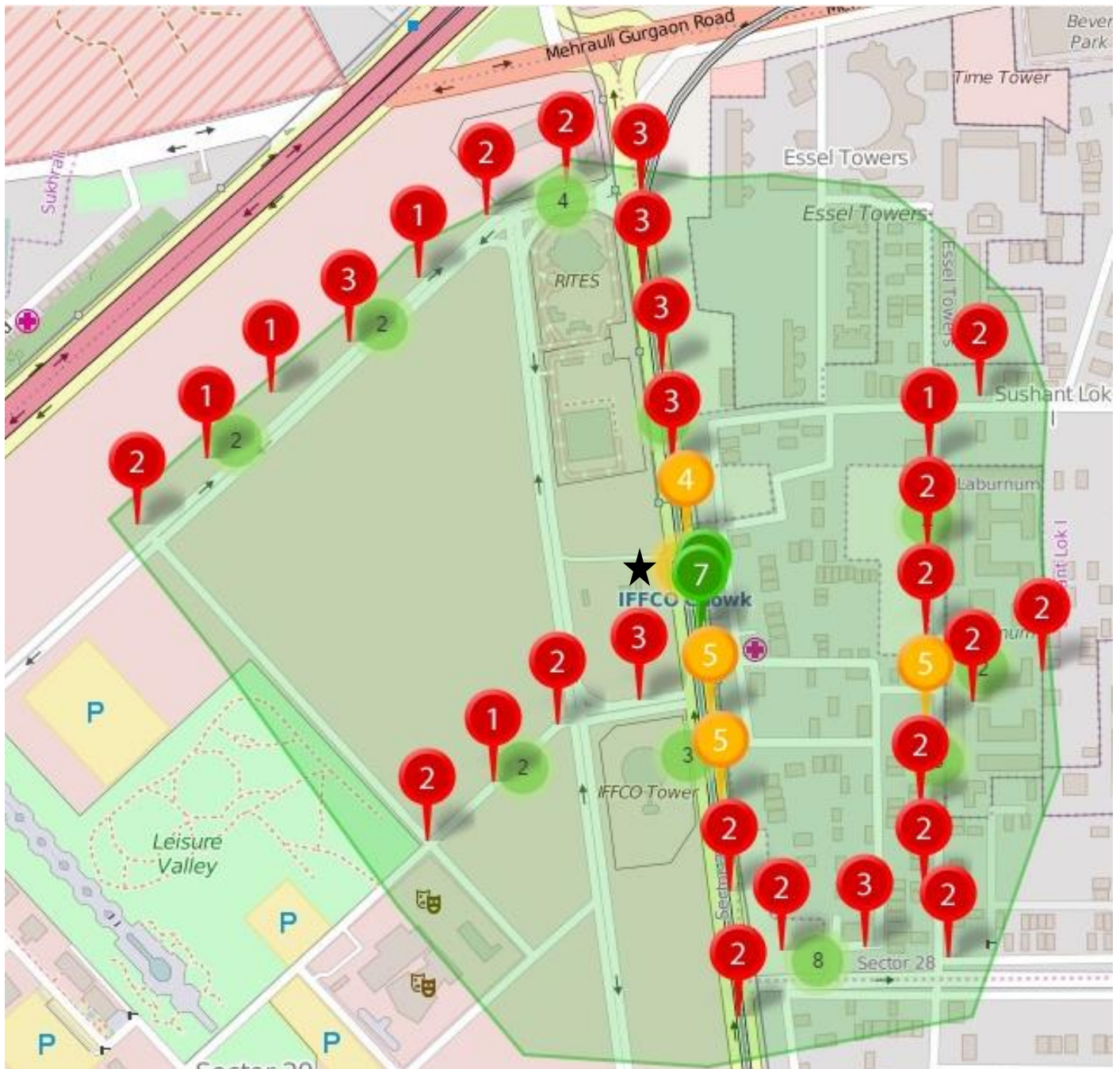
16

IFFCO CHOWK

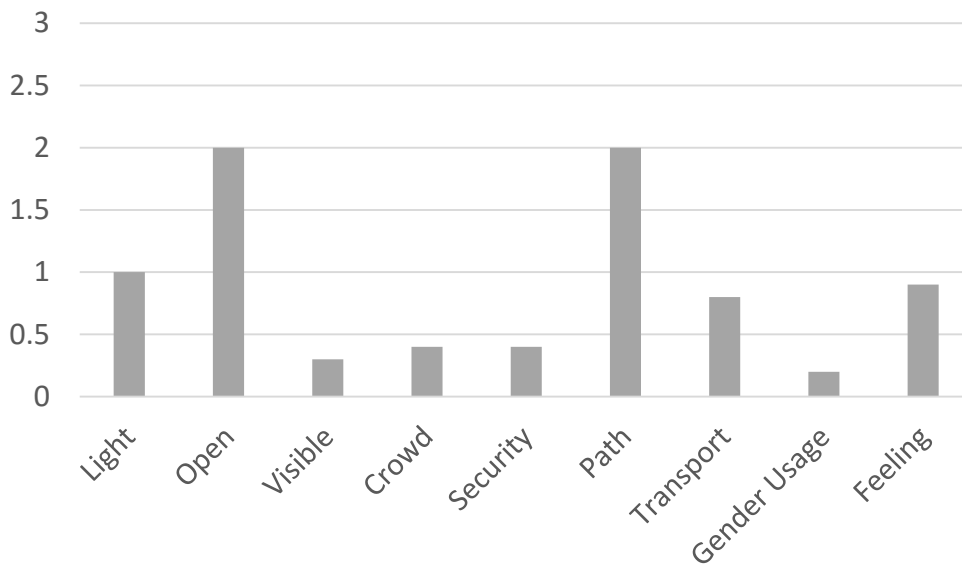
SAFETY SCORE: 1.5/5

IFFCO Chowk metro station is located closest to the NH-8 which divides old and new Gurgaon. Also since the Gurgaon Bus Stand is located nearby, this station is most accessible to a larger population from old Gurgaon.

The station has both commercial office complexes as well as residential neighbourhoods around it. Leisure Valley and Kingdom of Dreams are popular recreational destinations near this station.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.0 – BELOW AVERAGE

The main road has street lights installed and which are operational, but the secondary roads feeding to this are not lit.



2.0 – ABOVE AVERAGE

The area has wide roads and the buildings are setback from the road edge.



0.3 – POOR

The entry/exit points of the station have few vendors or autowallahs. The roads leading to the metro station offer poor visibility to the commuters.



0.4 – POOR

The metro station entry/exits are active. However, there is hardly any person seen on the road.



0.4 – POOR

There is very little police patrolling in this area.



2.0 – ABOVE AVERAGE

In most parts of this area, the walk path exists and is in a good condition.



0.8 – BELOW AVERAGE

Except outside the metro station, there are no auto/cycle rickshaw stands.



0.2 – POOR

Very few women are seen near the metro station.



0.9 – BELOW AVERAGE

The area mostly feels uncomfortable.

Visibility Rating around IFFCO Chowk



Crowd Rating around IFFCO CHowk





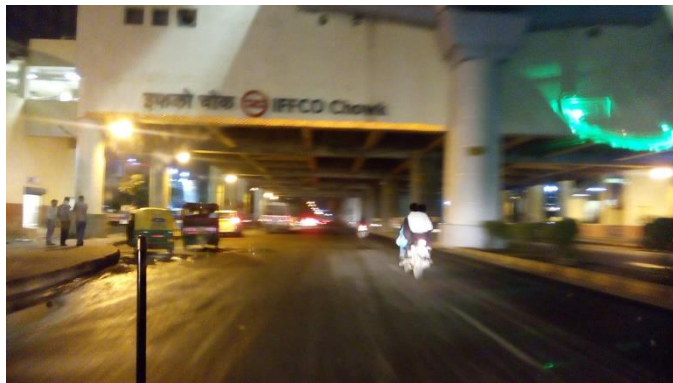
Lighting Rating at IFFCO Chowk



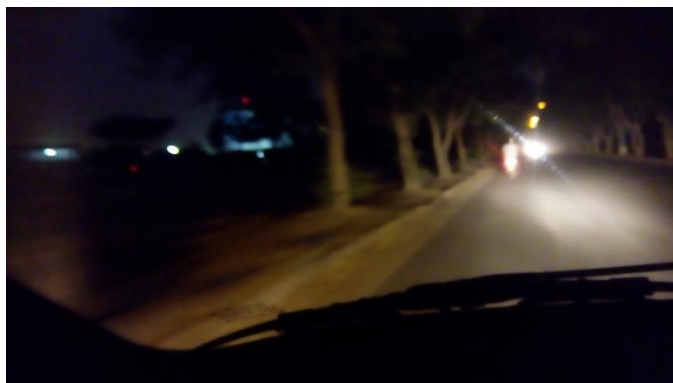
Public Transport Rating at IFFCO Chowk



Along IFFCO Tower



Approaching the Metro Station



Along the Power Grid Corporation, moving North



Sector Road towards the Metro Station

RECOMMENDATIONS

- **Insufficient Lighting.** The roads have street lights installed but the distance between consecutive poles is too much to ensure uniform lighting. As a result a lot of dark spots are created. Since the metro corridor runs in the center of the road, there are no street lights provided along the central median.
- **Inward Functions.** The roads leading to the metro station have their plot edge defined by a boundary wall which creates a blank face on the street. The huge front setback pushes these away from the public edge further reducing the visibility.
- **Road Design.** The main road has a service lane. The service lane can be used to provide dedicated tracks for the movement of non-motorized vehicles. The secondary roads feeding to this main road do not necessarily have footpaths in good condition. The secondary roads also need to have provision for the smooth movement of non motorized vehicles.
- **Street Furniture.** The footpaths along these roads do not have any street furniture or public convenience facilities. Incorporating these would encourage people to pause and create activity pockets where vendors could locate themselves as well.
- **Integrated Para-transit.** Outside the metro stations, various para-transit options are available- cycle rickshaws, auto rickshaws, shared autos. There is also a pre-paid auto booth. There is no stand for them and they queue outside the station in the service lane and also on the main road. A dedicated stand needs to be created and the movement and parking streamlined. Also dedicated IPT stands need to be established at regular intervals on the roads leading to the station. These can also be used for private shuttle bus service.
- **Streamline movement outside Metro Station.** The area outside the metro station needs to be better designed to allow smooth movement to the offices/residential neighbourhoods. A Metro Plaza can be created from which people can disperse to their respective destinations.

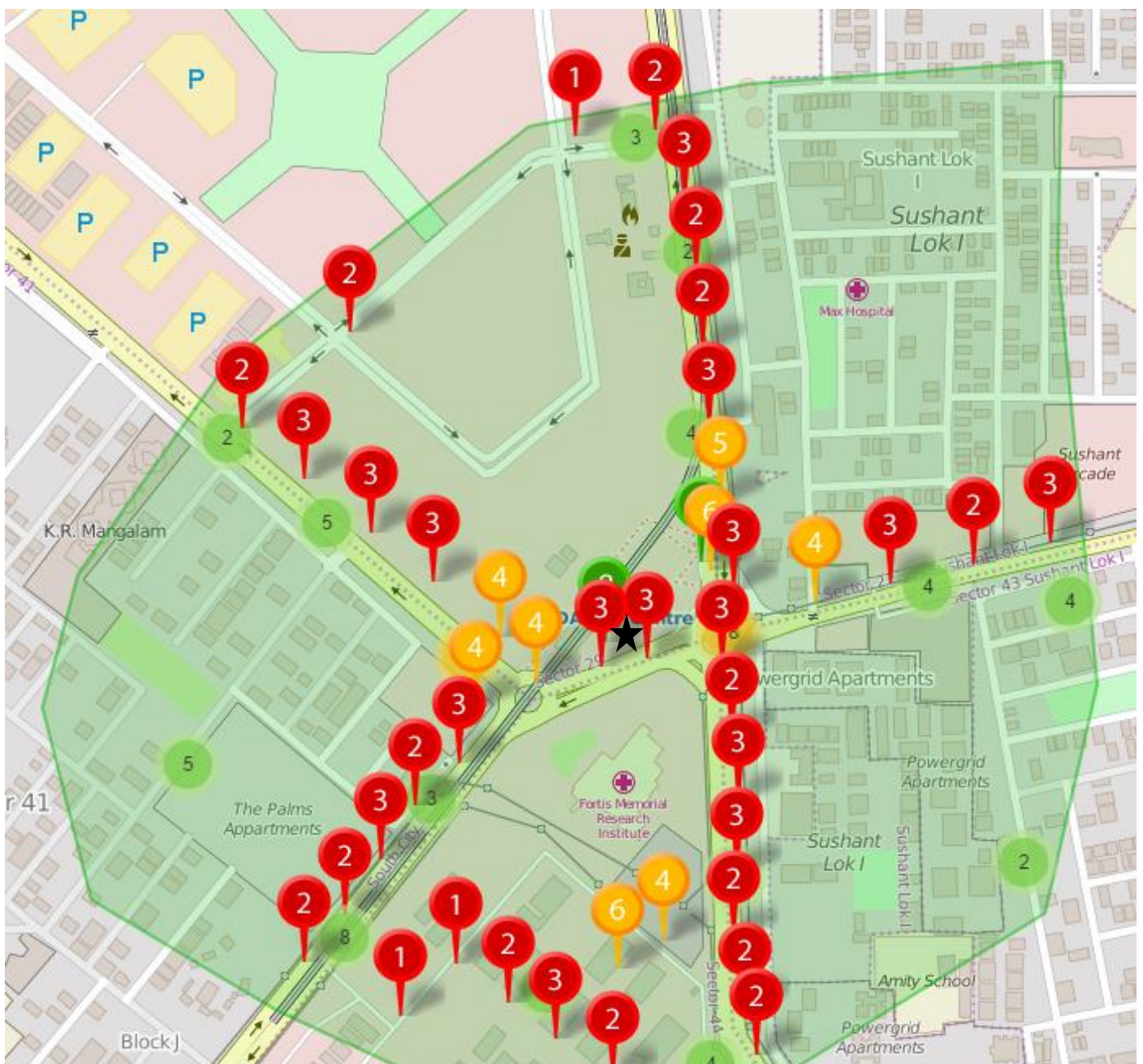
17

HUDA CITY CENTRE

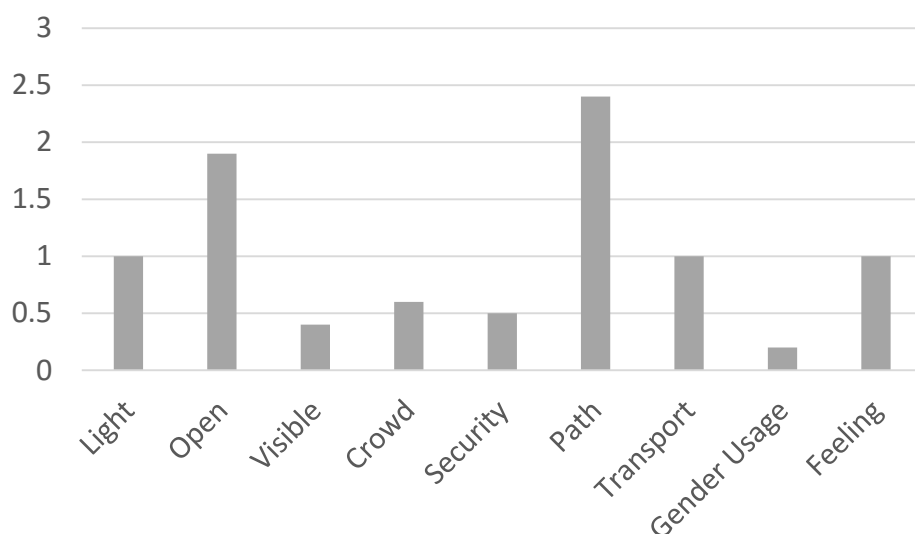
SAFETY SCORE: 1.7/5

HUDA City Centre is currently the last metro station of the Yellow Line terminating in Gurgaon. Besides serving the immediate localities Sushant Lok Phase-1, Kanhai, Sector 44-45; it is the station used by people coming from further south of Gurgaon.

The area along the entry/exit of the station has been rated fair for safety. The station has its own plaza which is used by the public at large. However, all the roads leading to the station have a poor safety rating.



Map showing Audit Pins



Average Audit Parameters
(on a scale of 3)



1.0 – BELOW AVERAGE

The roads have street lights installed, but the illumination is insufficient and at few spots, the lights do not work.



1.9 – ABOVE AVERAGE

The area has wide roads and as a result the junctions they form are of an open scale.



0.4 – POOR

The entry/exit points of the station have few vendors or autowallahs. The area otherwise has no eyes on the streets.



0.6 – POOR

The metro station entry/exits are active. The café/eateries within the station premises also ensure some crowd. However, there is hardly any crowd on the roads leading to the station.



0.5 – POOR

There are Policemen present at the traffic junction. But the other areas are not under police surveillance.



2.4 – ABOVE AVERAGE

In most parts of this area, the walk path exists and is in a good condition. Though along certain stretches it is not sufficiently wide.



1.0 – BELOW AVERAGE

There is a Pre-paid auto booth outside one exit. All entry/exits are lined with autos and cycle rickshaws. However, a proper stand needs to be created and their movement streamlined so as not to obstruct the pedestrian movement.



0.2 – POOR

Very few women are seen near the metro station.



1.0 – BELOW AVERAGE

The area mostly feels uncomfortable.

Visibility Rating at Huda City Centre

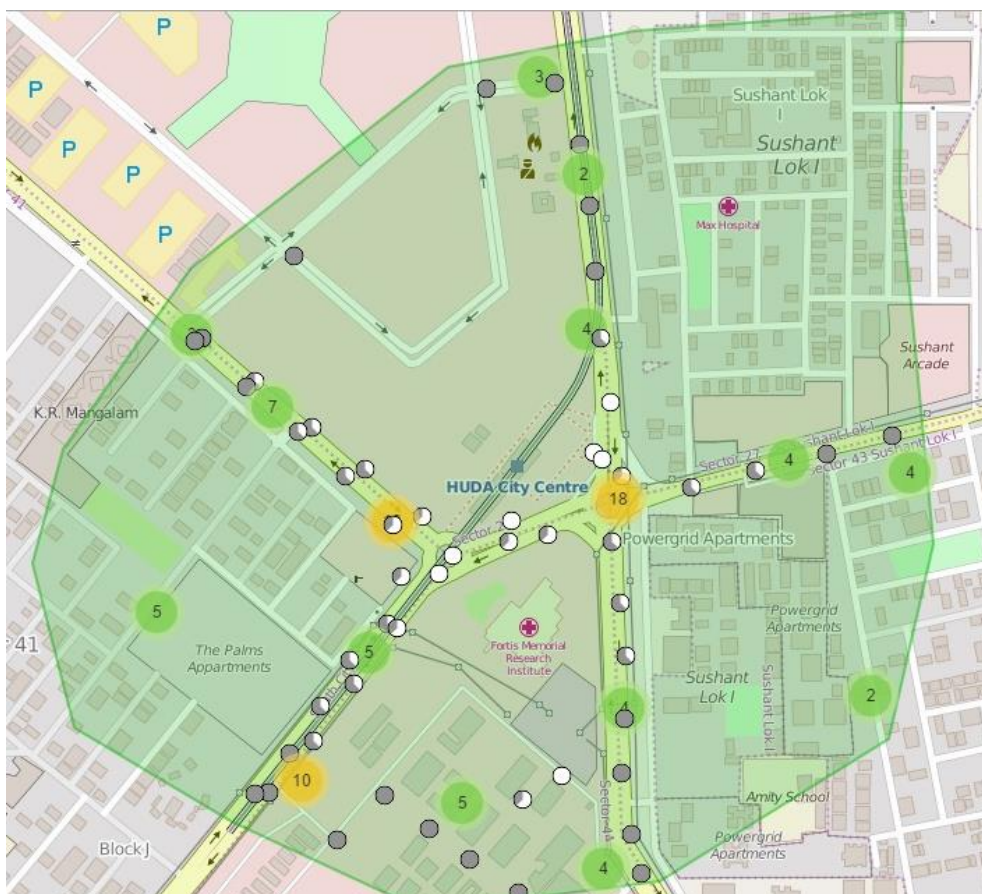


Crowd Rating at Huda City Centre





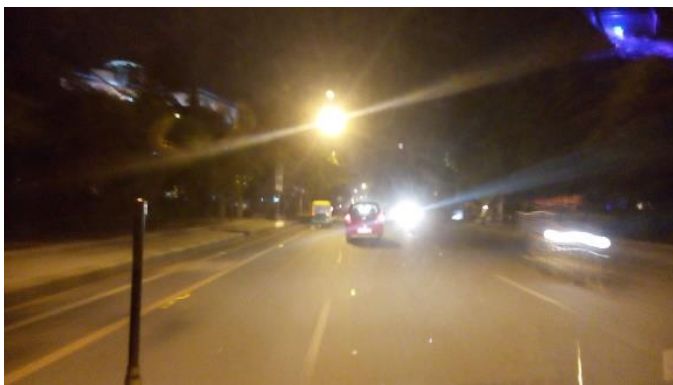
Lighting Rating at Huda City Centre



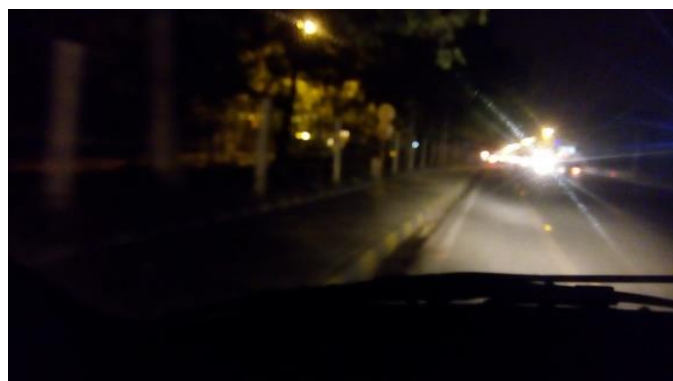
Public Transport Rating at Huda City Centre



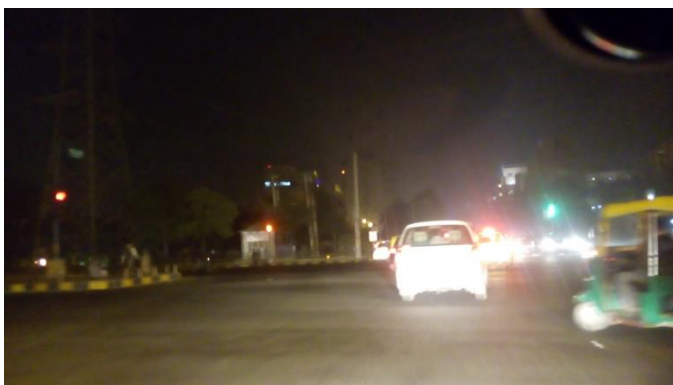
Along Sector-30 Road



Sushant Arcade



Sushant Lok side



Along the roundabout

RECOMMENDATIONS

- **Enhance Lighting.** The roads have street lights installed, but the illumination is insufficient and at few spots, the lights do not work. Also, the street lights have been installed along the central median of the road. This results in very little light reaching the footpath. Even the periphery of the metro station is insufficiently lit in some parts.
- **Porous Edges.** The roads leading to the metro station have introverted activities(/land use) like hospital, housing societies. These have their plot edge defined by a boundary wall which creates a blank face on the street. The huge front setback pushes these away from the public edge. Bye-laws have to be introduced to ensure these functions do not create a dead edge along their plot line. The edge of the metro station with it's cafes and eateries, needs to be better integrated with the public realm. Currently, while the station premises are active, the areas around it are devoid of any activity. The level difference between the metro plaza plinth and the road can be used to the designer's advantage.
- **Road Design.** Some of the roads have a service lane which increases the street scale and the visibility reduces as the edge of the building is pushed away from the footpath. The service lane can be used to provide dedicated tracks for the movement of non-motorized vehicles and can also accommodate street furniture and public convenience facilities.
- **Provide for Informal Sector.** As one moves away from the metro station no hawkers are seen on the road. Space needs to be provided for them along the road such that the movement does not get hindered. A part of the service lane can be used for this purpose.
- **Maintenance of Foliage.** The vegetation along the walk paths needs to be pruned on a regular basis to prevent the branches from hindering pedestrian movement and obstructing street lights.
- **Integrated Para-transit.** Outside the metro stations, various para-transit options are available- cycle rickshaws, auto rickshaws, shared autos. There is also a pre-paid auto booth. There is no stand for them and they queue outside the station in the service lane. This disrupts both pedestrian and vehicular movement outside the station. Dedicated lanes need to be created for each mode along with dedicated stands at regular intervals on the roads leading to the station.

