

# GURGAON

A SAFETY ANALYSIS





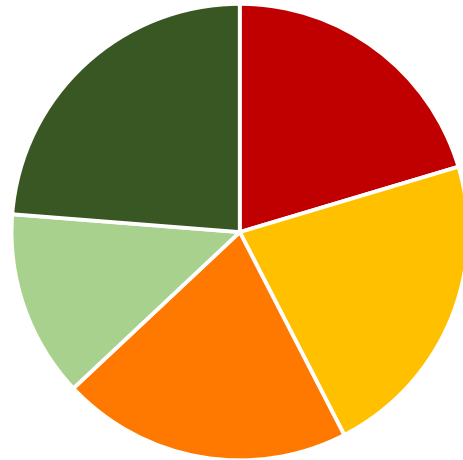
SafetiPin, is a map-based mobile phone and online application, which works to make communities and cities safer by providing safety-related information collected by users and by trained auditors. At the core of the app is the Women's Safety Audit. A Women's Safety Audit (WSA) is a participatory tool 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.

Safetipin has been conducting safety audits of Gurgaon since August 2013 and a total of 7195 audits have been done.

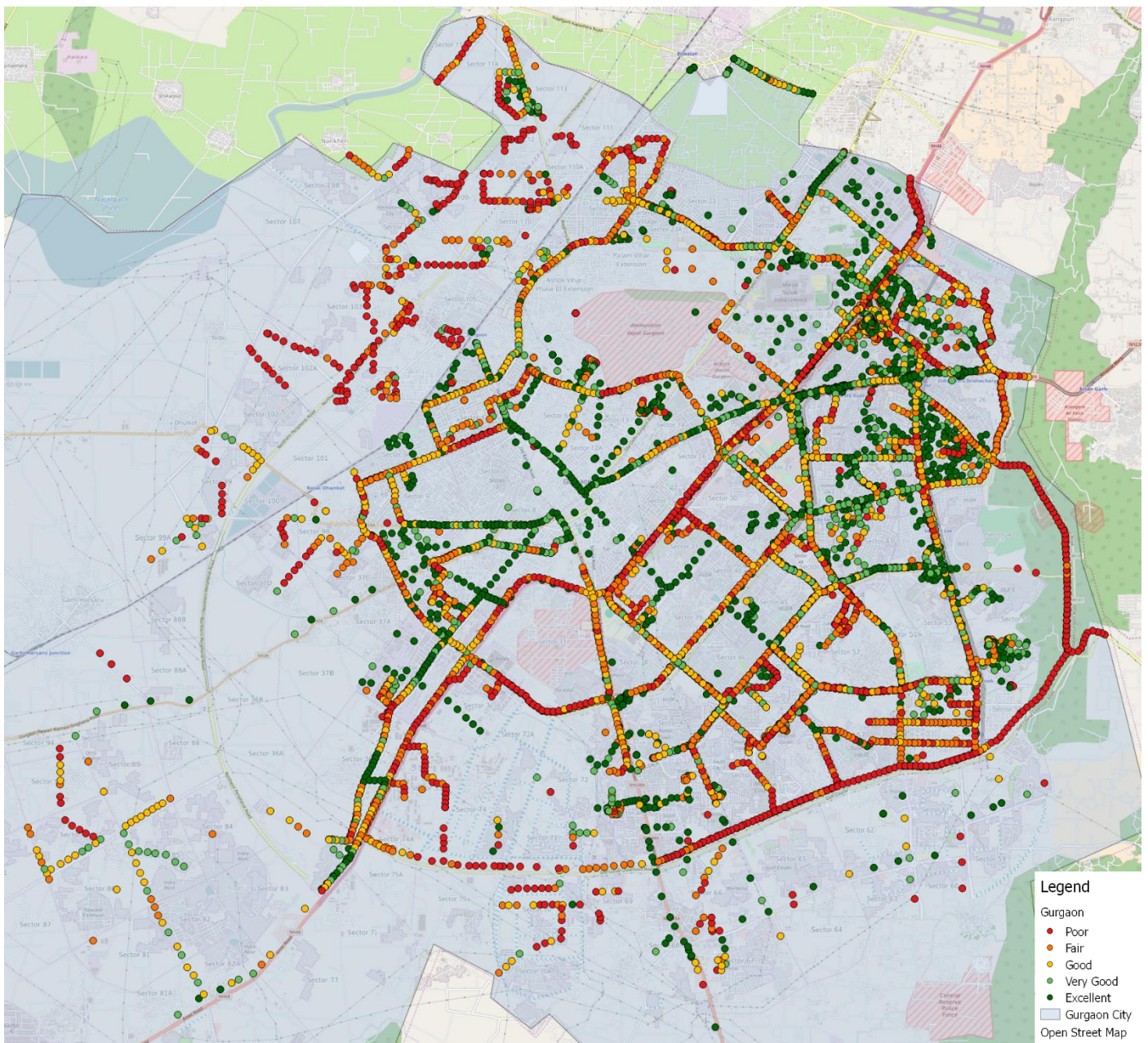
**The Safety Score along this stretch is 2.4/5.**

37% of the city has been rated as safe while 20% was audited to offer average levels of safety and 42% of the city has been rated poorly.

*Pin Distribution per Safety Rating*



■ Poor ■ Fair ■ Good ■ Very Good ■ Excellent



*Safety Score Rating*

Walkpath, Openness and Feeling parameters have been rated Average for Gurgaon. All other parameters have been rated as Below Average or Poor.

Lighting has been rated Below Average. While streetlights have been installed along most of the roads, many road stretches were found to be poorly lit on account of no or un-operational streetlights. Along some stretches the streetlights have been installed only on one side of the road. This results in a poorly lit footpath on the other side. Regular maintenance checks need to be carried out to ensure that the streetlights are operational post sunset. Along roads where currently no streetlights have been installed, pedestrian scale streetlights should be installed along the footpath. Along some stretches like the Golf Course Road, the LED streetlights do not offer sufficient levels of illumination. The lux level in such cases needs to be increased.

The Public Transport parameter has been rated well along the metro corridor and along markets and outside the entrances of housing societies. However, most of the city does not have any form of public transportation facility resulting in a poor rating for this parameter. The limited bus and metro network caters to a very small area of the city. Para transit facilities too are limited and in the absence of proper metering of fares, these are not a favored option. Also there are no para-transit stands from where these facilities can be availed. A proper bus service needs to be put in place and bus stops be constructed atleast along the main arterial and sub-arterial roads. These bus stops should also have para-transit stands to provide proper last mile connectivity. Para-transit stands should be created at regular intervals. Both these stands and the bus stops should have public toilets.

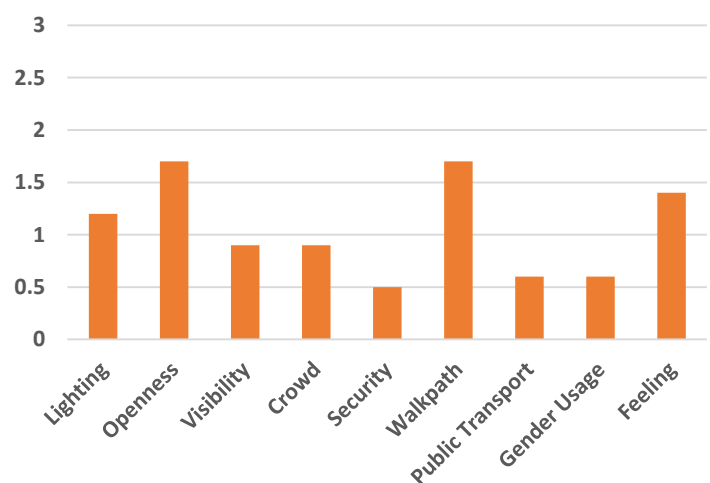
Visibility parameter also needs immediate action. This is based on the concept of 'eyes-on-the-street' and offers natural surveillance. Most of the roads are flanked by blank boundary walls. A majority of roads have a service lane. The front setback of the buildings from the plot edge are also very high. These result in very few or no eyes on the street. At places where hawkers are present they offer some visibility. However, in the absence of designated hawker zones they are often harassed. Proper zones should be created for hawkers such that the footpath is not obstructed. These should be equipped with public convenience as well as street furniture.

Security too needs to be enhanced. Regular police patrolling should take place especially along roads where there is no natural surveillance.

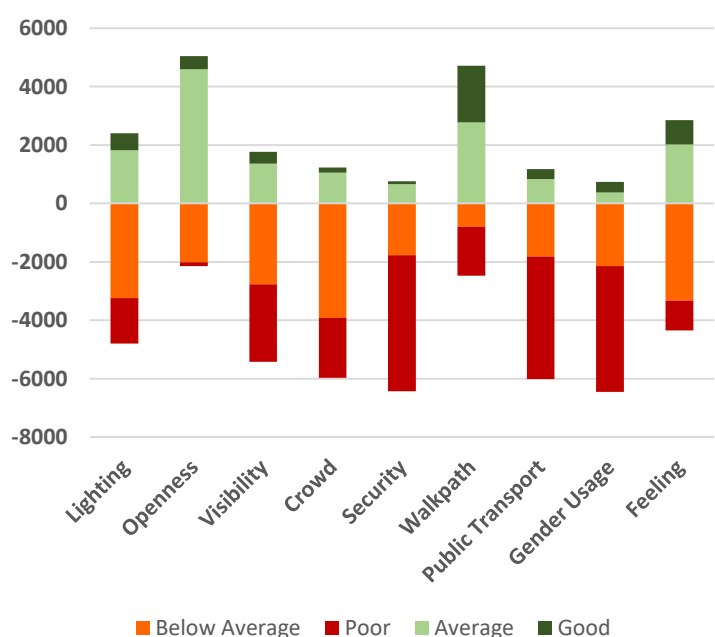
Due to the inadequate provision of infrastructure, people and mostly women are not seen using the public places at night resulting in poor rating for Crowd and Gender Usage parameters. Infrastructure upgradation will help in making Gurgaon safe and inclusive.



*Average Audit Parameters (on a scale of 3)*



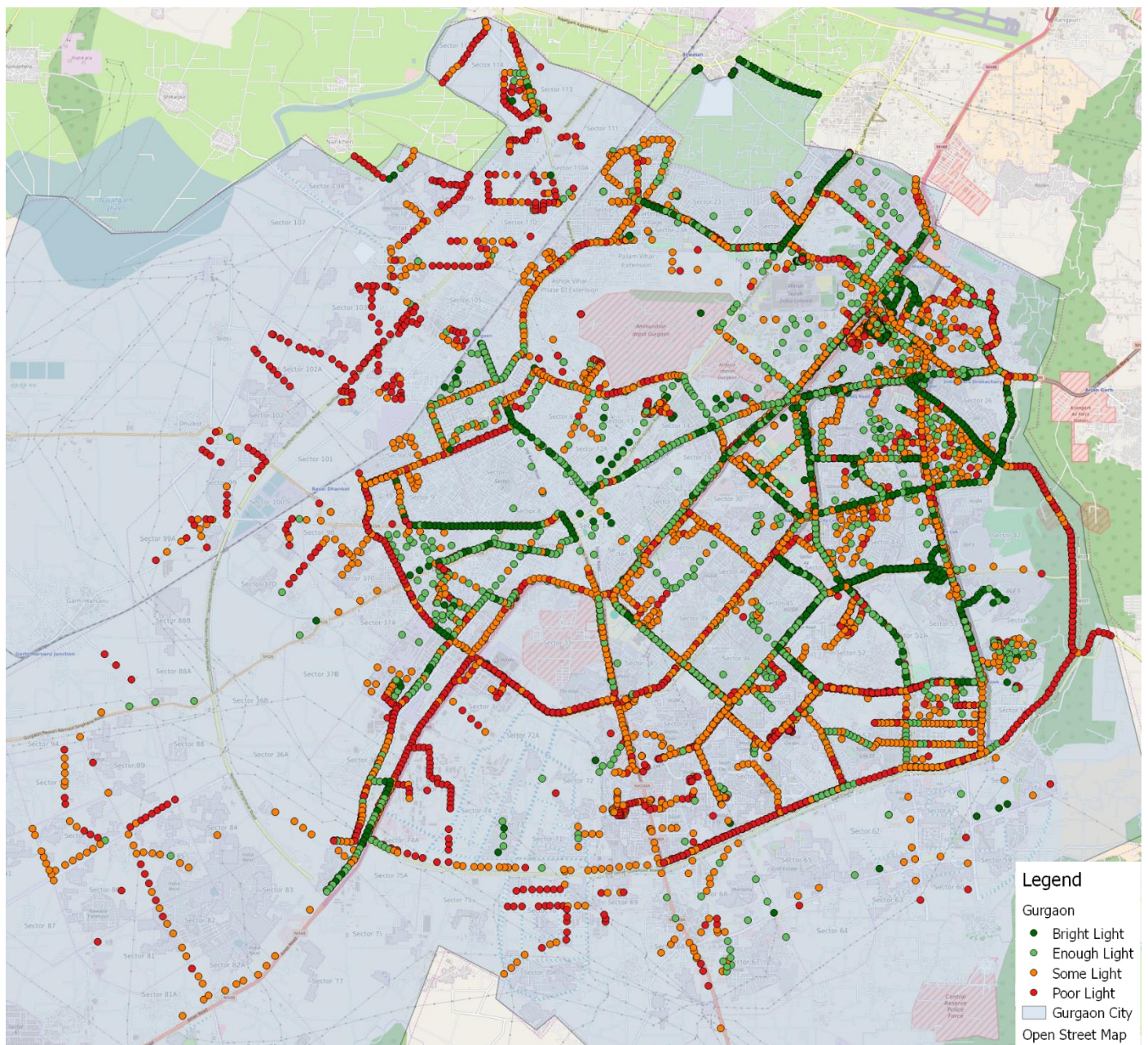
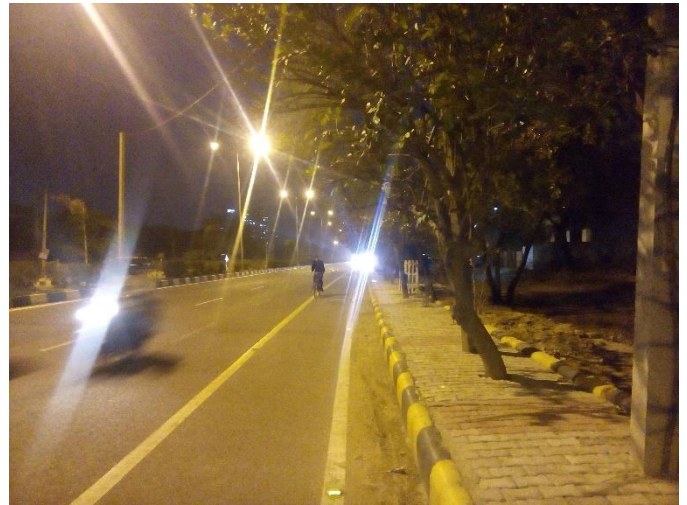
*Pin Distribution Graph*





## Lighting Rating – 1.2/3

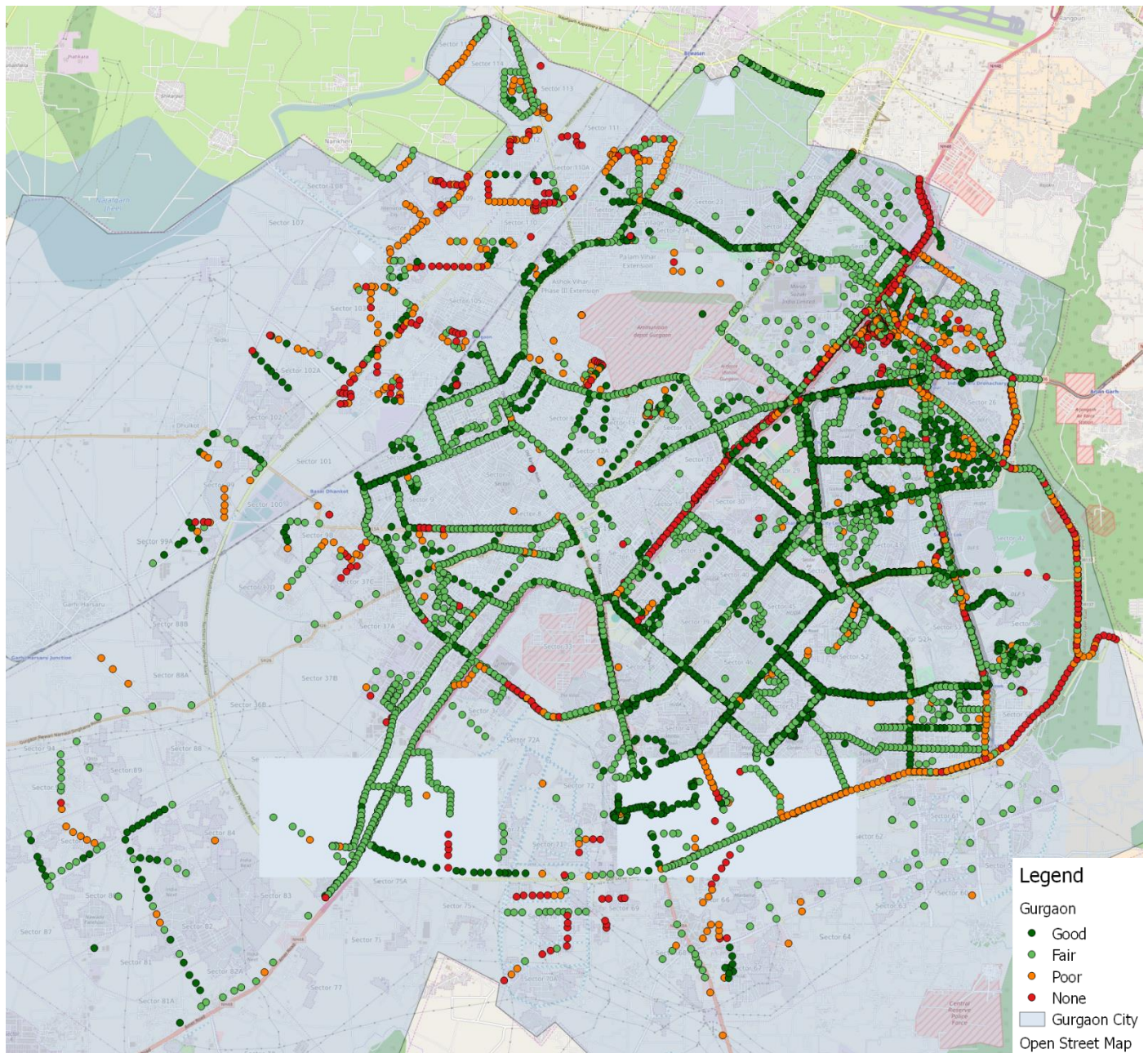
Lighting was found to be poor along most parts of the city. Increasing the illumination level at a place has the maximum impact in increasing the feeling of safety. New streetlights should be installed where there aren't any currently. Additional streetlights should be installed where they are too far or only on one side of the road. Regular pruning of trees is necessary to ensure the light isn't obstructed by foliage.





## Walkpath Rating – 1.7/3

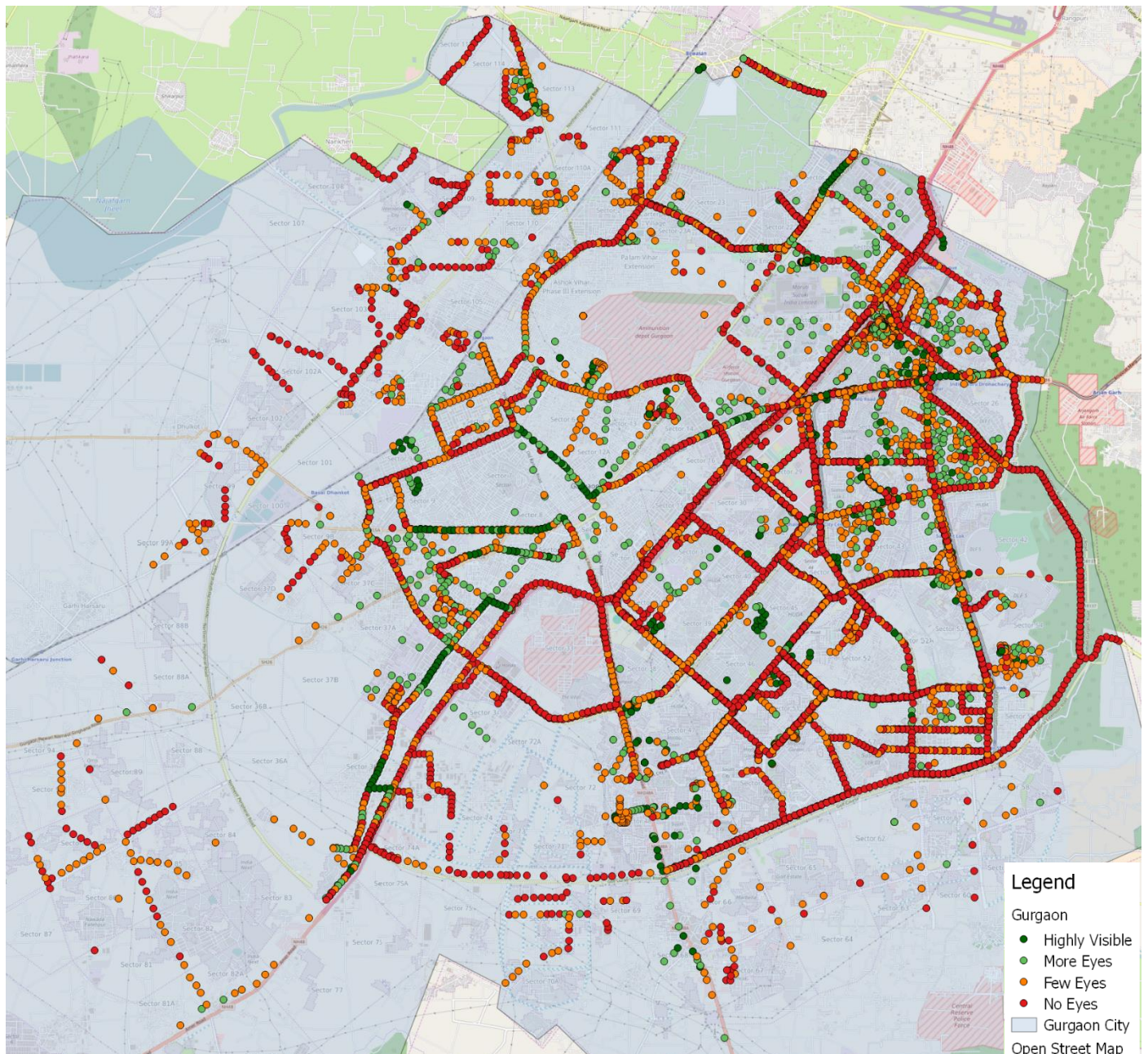
Walkpath has been rated Average for the city. While it exists in many locations and in good condition, along many point it is either not properly paved or is broken. At many locations the footpath was observed to be obstructed by trees, streetlights, traffic lights, electrical poles and other built structures. These should either be removed or the footpath widened where it isn't possible to clear the footpath. Also tactile paving should be incorporated at all places.





## Visibility Rating – 0.9/3

After Lighting and Gender Usage, the Visibility parameter was found to have the maximum impact on the feeling of safety. In Gurgaon most of the roads are flanked by dead edges making it unsafe. The height of the boundary walls should be reduced. At places with wide footpaths or green buffers or where a service lane exists, there is a possibility of using the road space more efficiently to make it active and safe. At such places creating hawker zones or even incorporating street furniture would make the space more usable and inclusive.





## Rating of Public Transport – 0.6/3

Public transportation network in Gurgaon is very limited catering to a few neighbourhoods. While the Rapid Metro line is being expanded, the city largely lacks proper public transportation facilities, both - mass (rapid) transit and para transit. A bus system for the city should be developed such that the bus movement is given priority on the city roads. Additionally the para-transit network and facilities need to be improved. A bicycle-rental scheme should be introduced with bicycle stands at regular intervals. Dedicated cycle tracks should also be built.

