

ENHANCING LAST MILE CONNECTIVITY

a safety analysis of the Janpath Metro Station



This Report has been prepared as part of the Project being undertaken with NDMC to Enhance the Last Mile Connectivity along the metro stations within it's jurisdiction. The safety audits were conducted by Smt. Rita Sethi, architect from NDMC along with Safetipin team.



Janpath

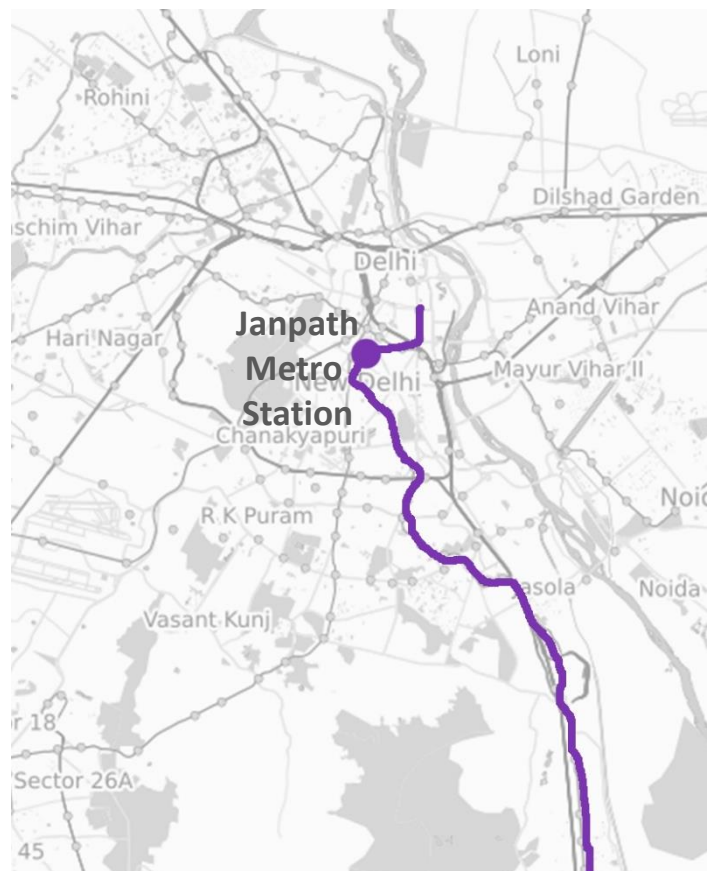
SAFETY SCORE: 3.9/5

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.

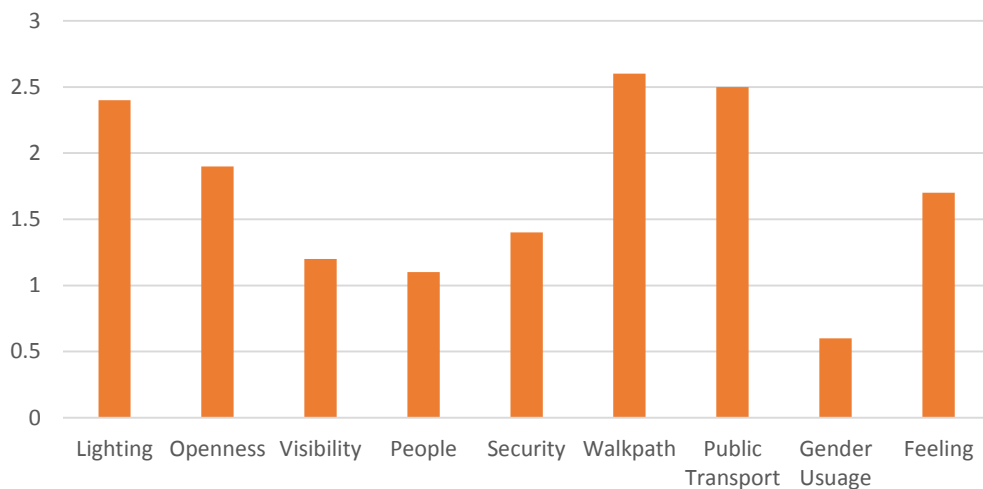
The audits were conducted by an architect from NDMC along with Safetipin team. The assessment was done post sunset till 9pm.

Janpath is an underground metro station of Delhi Metro's violet line. Located in one of the busiest commercial area of the city, it is surrounded by various offices, hotels, shops and restaurants.

An area of approximately 500m radius around the metro station has been studied and 57 audit pins have been generated. The area outside the metro entry/exit and the bus stop were studied. The commercial area around the metro station was studied in detail.

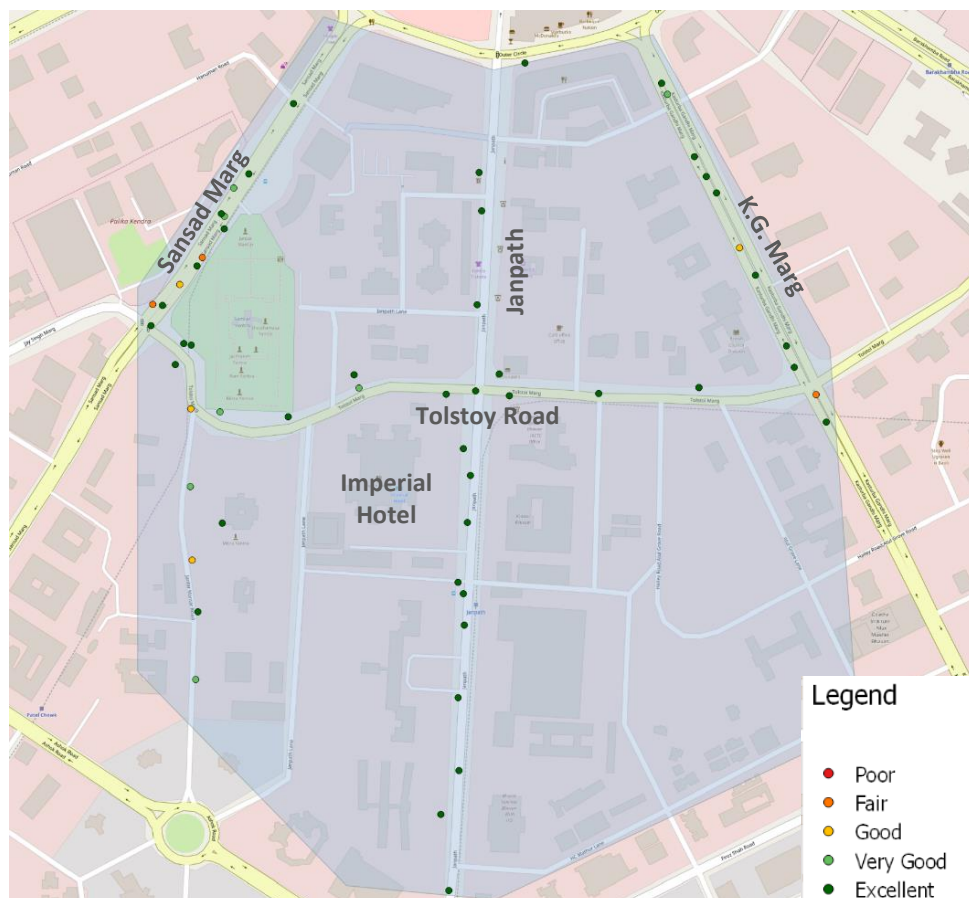


Average Audit Parameters (on a scale of 3)



Safety Audits indicate that the area around the metro station is safe. However, at few spots on Sansad Marg, the safety score is low. The parameter of Lighting and Walkpath has been rated Above Average and Good respectively. Owing to the availability of metro station, and bus stops at regular distance, the parameter of Public Transport in this area has been rated Good. With regular police patrolling in the area, the parameter of Security has been rated Average.

Visibility has been rated Below Average as except Janpath, all the other roads offer low visibility post sunset. With offices getting closed by 7PM, the number of people on streets decreases. As a result, the parameter of People and Gender have been rated Below Average and Poor respectively. Overall, auditors have rated the Feeling in this area as Average.



Map indicating Safety Score

Lighting



Lighting Rating

Lighting Parameter has been rated 2.4/3 i.e. Above Average. Streetlights are installed on both sides of the main road throughout the audit area.

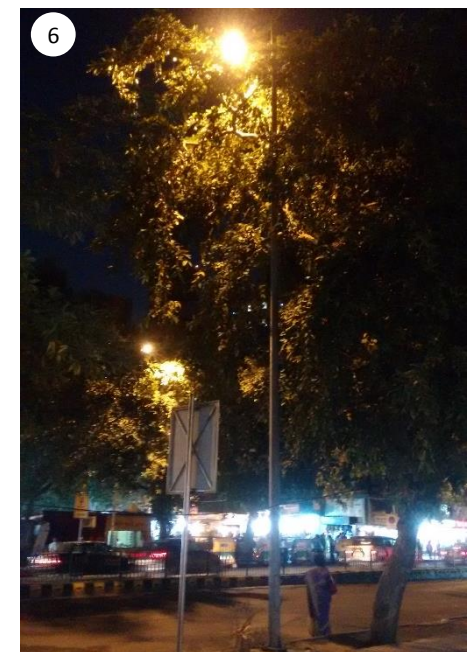
However, streetlights are installed along the footpath facing the vehicular carriageway resulting in brightly lit road but dim lit footpath. Additional streetlights need to be installed to provide pedestrian scale lighting on the footpath.

Also, at some points streetlights are hidden behind trees' foliage. They need to be pruned regularly.

Another issue found was absence of streetlights in some inner lanes. These lanes used for parking are illuminated by temporary sources i.e. lights from vendors and adjoining building. Streetlights need to be installed in these lanes to provide uniform illumination.



The walkpath provided for the pedestrians is wide throughout the audit area as seen in Pic 1, 2 and 5. Currently, the streetlights have been provided focusing on the vehicular carriage way of the road resulting in poorly lit footpath. Additional pedestrian scale lights should be installed on both sides of the road along the edge of the footpath or along the boundary wall, facing the footpath.

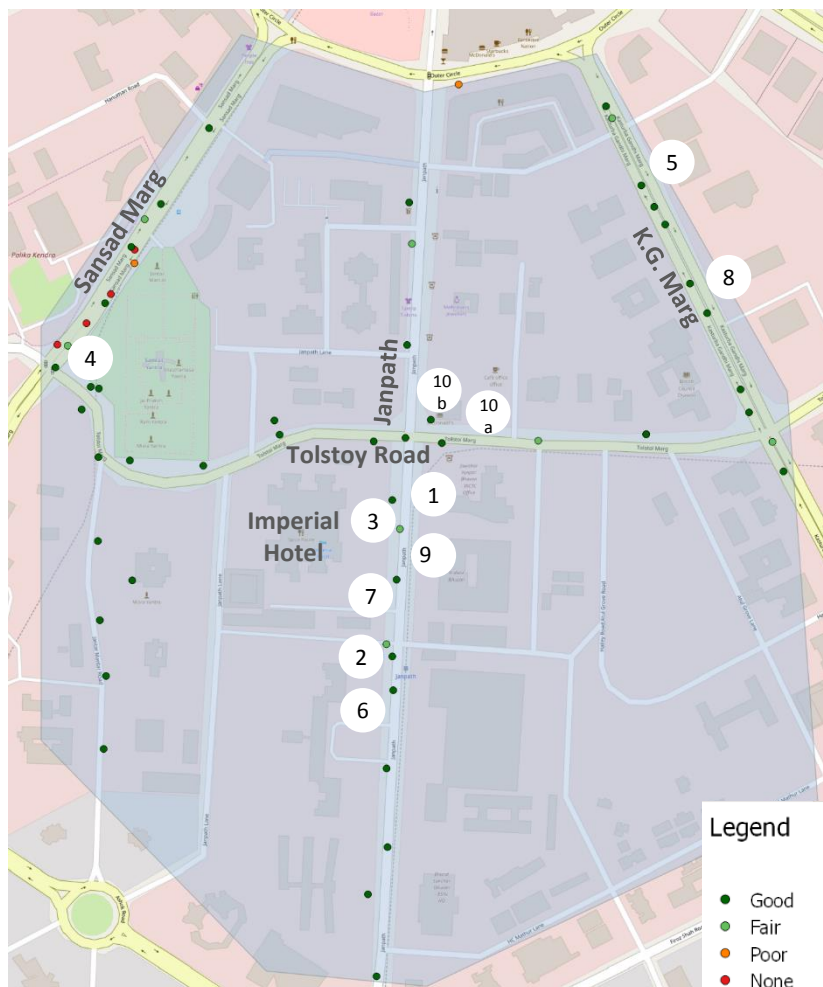


Also, the foliage around some streetlights needs to be pruned regularly as the overgrown leaves shield the light fixture resulting in poor illumination.



In absence of streetlights, dark spots are created in India Connaught lane (Pic 3). As seen in Pic 3 and 4, the inner lanes are illuminated by lights from vendors, and lights installed on boundary walls of adjoining building complex. However, these are not a permanent source of lighting. Therefore, streetlights should be installed to ensure uniform illumination.

Walkpath



Walkpath Rating

Walkpath Parameter has been rated 2.6/3 i.e. Good. The footpath exists throughout the audit area and is well maintained.

However, commonly observed on footpath are various types of obstructions – vehicles, signage board, advertisement boards, temporary stalls etc. These obstructions should be removed to provide smooth movement for the pedestrians.

On KG Marg, there are street vendors obstructing the walkpath. Some street vendors are provided a designated kiosk, clear of the footpath. Similar provisions should be provided for other hawkers by setting up a hawker zone so that the pavement is clear for pedestrian use.



Though the footpath exists in good condition throughout the audit path, they are not easily accessible by physically disabled due to multiple issues. Seen in image 1, the ramp with steep slope is difficult to use for a person using wheelchair. On the other hand in absence of bollards on a wide and gradual slope, vehicles are parked on the footpath (Pic 2). At another audit point as seen in pic 3, designated parking for disabled is provided but there is no ramp provided to reach the footpath. Also, the footpath is obstructed by the signage board.

To offer unobstructed and comfortable movement for the disabled, a ramp having a gradual slope, clear of any obstruction should be provided. Bollards should be placed to avoid vehicular entry.



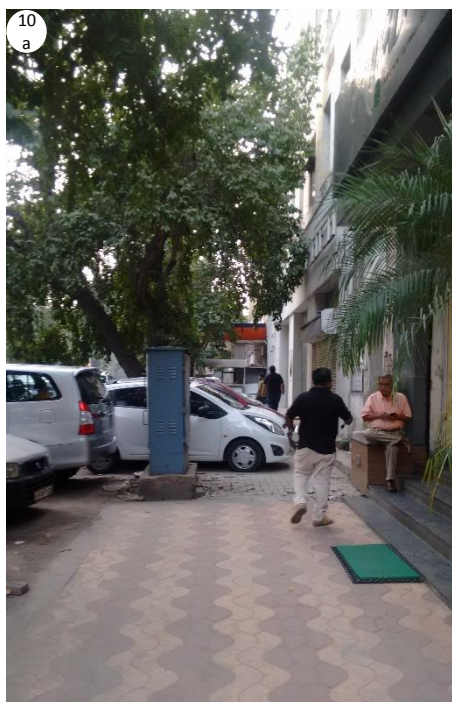
The zebra crossing (Pic 4) is not flushed with the footpath, which makes commuting difficult for disabled people. Additionally, the light pole installed at the zebra crossing can prove risky. A continuous paved pathway (or table top crossing) should be provided (as seen in Pic 5) which is accessible through ramp connecting them to the pedestrian entry/exit of a building or a traffic island. The light pole seen in Pic 4 should be relocated to the other edge of the footpath.



Tactile paving at the bus stop is obstructed by the advertisement board, and ends abruptly. In order to make Public Transport easily accessible for visually challenged, proper tactile paving should be provided from the metro station to the nearest bus stop (Pic 6), clear of any obstruction.



Footpath should be continuous and clear of any obstruction. As seen in the Pic 7, footpath is obstructed by signage board, planter and streetlights. These should be placed at the edge of the footpath, thereby providing unobstructed movement for the pedestrians.



The stretch on KG Marg has street vendors occupying the footpath at regular distance. Seen here in Pic 8, the pavement near the subway is broken and the footpath is occupied by the temporary stall. This footpath should be repaired, and a designated space should be provided for the temporary stalls, clear of the footpath.



Wherever obstructed by a tree (Pic 9), the footpath should be widened to provide smooth movement for the pedestrians.



Vehicular parking on the pavement is seen at multiple audit points. Despite providing a designated space for parking, few bikes are parked on the footpath (Pic 10b). This should be disallowed. Also, seen in pic 10a space left for walkpath is used as parking space. The footpath should be raised at a level from the road, to avoid vehicles being parked on it.

Visibility



Visibility Rating

Visibility Parameter has been rated 1.2/3 i.e. Below Average. There are few temporary stalls present on Sansad Marg and KG Marg. But with many offices getting closed by 7 PM, it has resulted in low visibility.

Due to the presence of street market, shops and restaurants visibility has been rated high on Janpath. On the other hand, the stretch on Tolstoy Marg towards Sansad Marg offers very poor or no eyes on the street owing to high boundary walls. In such cases, the visibility can be improved by lowering the height of opaque boundary walls and should be replaced with grills.

At points with street vendors, a designated space should be created for them in a way that, they do not obstruct the path of the pedestrians.

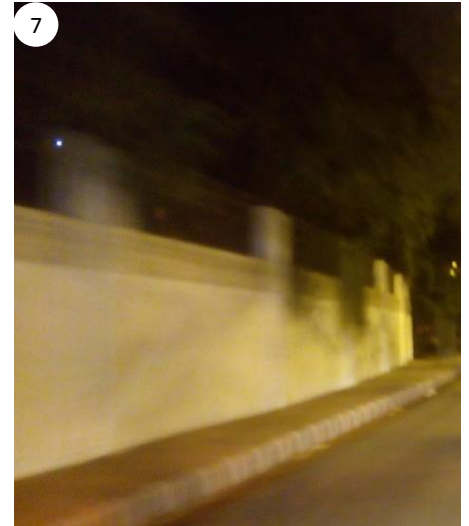
On Sansad Marg (Pic 1), there are few hawkers present near the entry/exit of building complex. However due to absence of light, this stretch is perceived inactive and unsafe. To make this stretch active, the space should have a designated space for hawkers equipped with pedestrian scale lighting and street furniture. Also, separate space for vehicular parking should be provided, clear of the footpath.

As seen in Pic 2, 3, 4 and 5 on KG Marg, temporary stalls and hawkers are present at regular distance catering to people from neighboring offices. But in absence of a designated space, hawkers end up crowding the footpath, forcing pedestrians to walk in service lane (Pic 3). At points as seen in Pic 2 and 3, the hawkers can be shifted to the space left for planters. Equipped with streetlights and street furniture, a hawker zone should be set up, clear of the footpath.

Seen in Pic 4 while a kiosk is set up clear of the footpath, another street vendor is occupying the service lane. There is a designated two – wheeler parking towards the edge of the road. Since, this service lane is not used for vehicular movement, the pavement should be widened to set up a designated hawker zone. The widened pavement would then have space for street furniture and a public toilet, clear of the footpath.

Along inner lane as seen in Pic 5, the footpath should be widened to accommodate the street vendors.





The stretch on Tolstoy Marg towards Sansad Marg, is characterized by high boundary walls. These are inconvenient and unsafe for a pedestrian, be it a day or night as seen in Pic 6 and 7. To improve visibility, the height of the solid part of boundary wall should be limited to 1 m and rest of the height should be achieved using grills. Also, a Public Convenience facility is needed along this stretch.



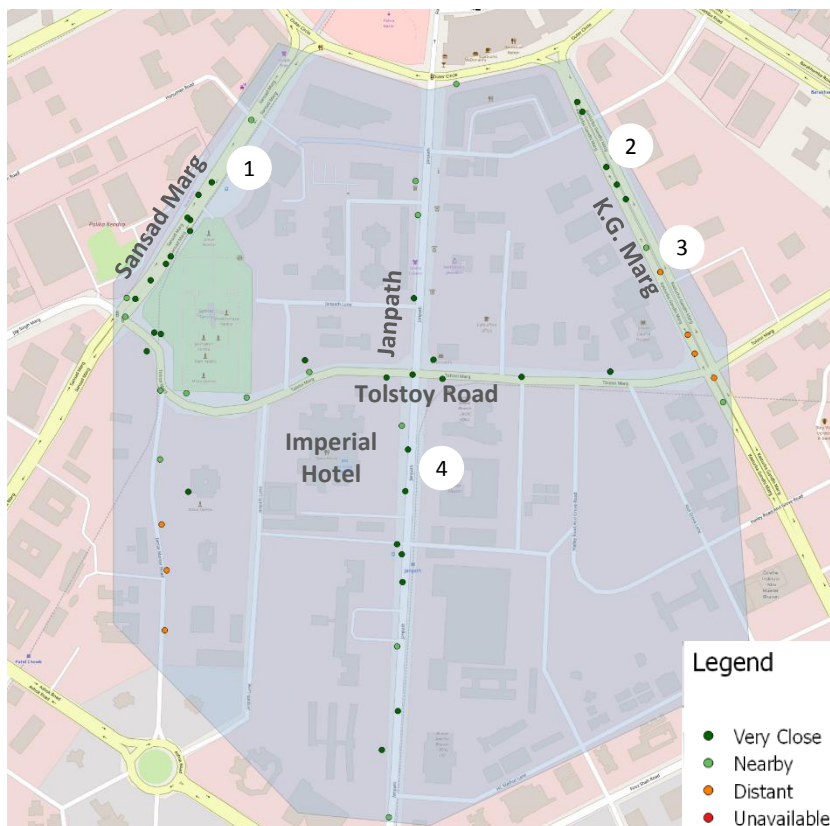
Seen in Pic 8 is a stretch on Janpath near the metro station. This stretch can be redesigned to set up a designated hawkker zone equipped with the street furniture and public convenience. Also, space for a para – transit stand should be provided.



On Sansad Marg, as seen in Pic 9 and 10, the environment of same stretch changes from day to night. While it is quite active during the day, it becomes secluded during the night. Since, this area is a part of built heritage, night tourism can be promoted here through heritage walks, photo walks, food walks, etc. This would ensure activity in these areas and could contribute to the feeling of safety.



Public Transport



Public Transport Rating

Public Transport Parameter has been rated 2.5/3 i.e. Good. The area is well connected through multiple lines of Delhi Metro, and bus stops located at regular distance. Autos are available at the bus stop and at the entry/exit gate of Janpath market. However, proper stand is not provided for the autos. It results in autos occupying the main road. Additionally, a taxi stand is present near the Imperial Hotel.

Designated stands for autos are needed to be created near the metro station and bus stop. On KG Marg, auto stand should be integrated with the existing temporary stalls and vendors. This para-transit hub should be well lit and equipped with street furniture and public convenience.



At most of the bus stops in this audit area, one can see autos waiting. But in absence of proper parking space, autos occupy main carriageway. On Sansad Marg as seen in Pic 1, there is a separate lane for the bus stop but no proper auto stand. An auto stand should be set up here with proper parking space for them.



On KG Marg, the area around the bus stop has autos waiting and few hawkers along the footpath. A Para – transit hub should be set up here catering to neighboring offices, pedestrians and commuters. The hub should have parking space for autos, public convenience and street furniture.



Further down the stretch on KG Marg, few autos can be seen waiting in front of HT media house and adjoining office complex. Parking space should be provided for the autos and taxi at places with high footfall.



On Janpath, as seen in Pic 4, with no designated para transit stand, taxi and autos can be seen waiting in No Parking zone. This space should be redesigned to set up a Para – Transit stand with proper parking space for the autos and taxi, equipped with Public convenience and street furniture.

