

# ENHANCING LAST MILE CONNECTIVITY

a safety analysis of the RK Ashram Marg 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.



# RK Ashram Marg

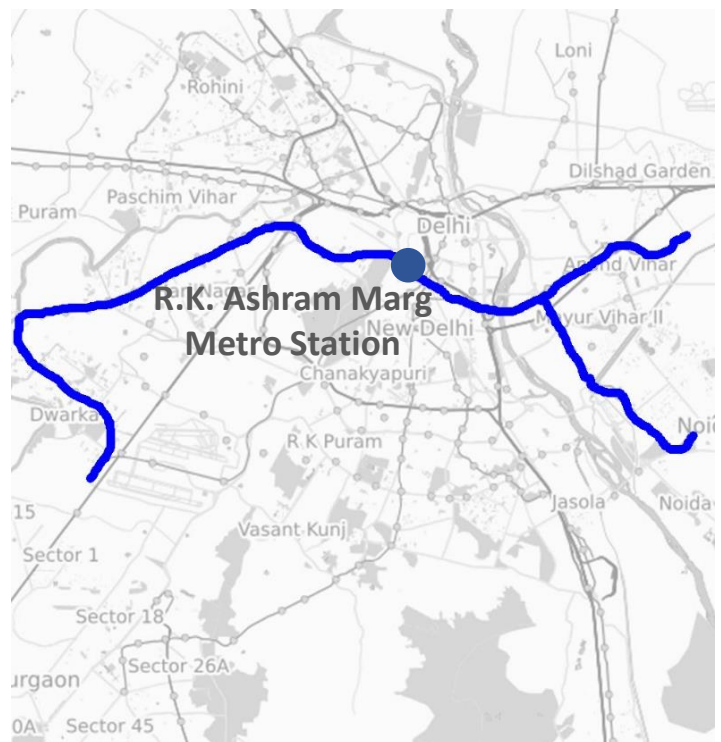
## SAFETY SCORE: 4.2/5

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.

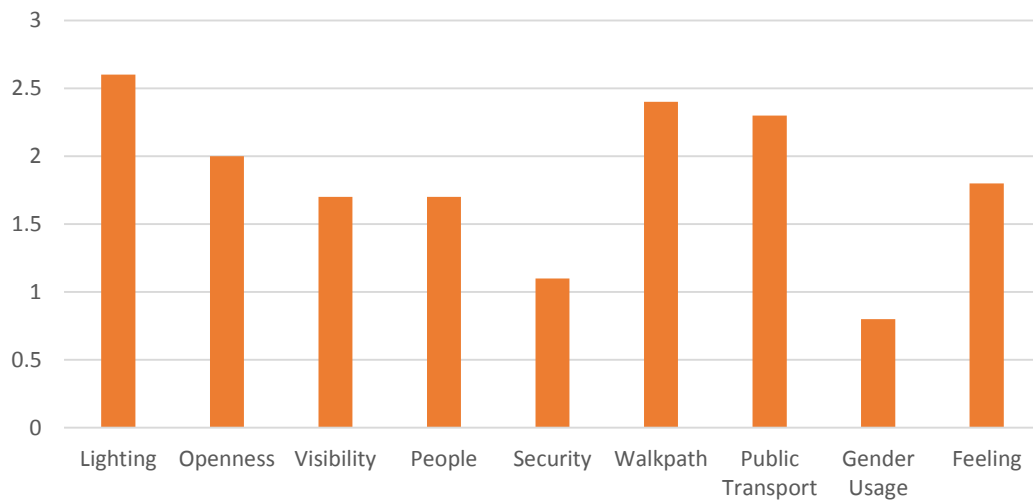
The audits were conducted by an architect from NDMC along with Safetipin team. The assessment was done post sunset till 9pm.

RK Ashram Marg is an overhead metro station on Delhi Metro's Blue line. It is named after Ramakrishna Mission's spiritual centre situated on Panchkuian Road. The area is known for two major markets namely Paharganj Market and furniture market along Panchkuian Marg. On the southern side of the metro station i.e. along RK Ashram Marg, there are government housing societies.

An area of approximately 500m radius around the metro station has been studied and 70 audit pins have been generated. The area outside the metro entry/exit and the bus stop were studied.



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



Safety Audits indicate that the area around the metro station is safe. Safety score was found to be good throughout the audit area. Lighting parameter has been rated Good i.e. the highest followed by Walkpath and Public Transport (Above Average). The parameter of Security has been rated Below Average.

Visibility has been rated Average owing to popular commercial market surrounding the metro station. The parameter of People and Gender have been rated Average and Below Average respectively. Overall, auditors have rated the Feeling in this area as Average.



Map indicating Safety Score



# Lighting

Lighting Parameter has been rated 2.6/3 i.e. Good. On Chitragupta Road and RK Ashram Marg, streetlights are installed along the central median. On Panchkuian Marg, streetlights are installed on edge of the footpath on both sides of the road. While streetlights face the main road on one side, on the other side it faces both the road and the footpath. However, this provision is limited to the market area near the metro station.

Rest of the area has streetlights facing only the main road. Pedestrian scale lighting should be installed along the edge of the footpath or boundary wall. Also, at some points overgrown leaves hide the streetlights, thus resulting in low illumination. Tree leaves should be pruned regularly. Regular maintenance checks should be carried out to ensure the same.



Lighting Rating



At few points on Panchkuian Marg, trees are lined along the footpath and cycle track. Streetlights installed on the edge of the green belt facing the main road, are not able to provide illumination on the pedestrian path. This lack of lighting can prove risky at the junctions and corners as seen in Pic 2. To avoid this, pedestrian scale lighting should be installed at the edge, clear of the pavement. Also, at points where streetlights are hidden behind tree's foliage, regular pruning of leaves should be carried out.



On neighbourhood roads, streetlights are installed on both the sides (Pic 3). However, they are placed too far each other resulting in poor illumination at points between two streetlights. Additional streetlights are needed along this stretch to ensure uniform illumination. At points where there are lights installed along the boundary wall of housing societies, additional streetlights can be installed alternately on both sides of the road.



At some points as seen in Pic 4, streetlights were found non – operational. Regular maintenance checks should be done.





# Walkpath

Walkpath Parameter has been rated 2.4/3 i.e. Above Average. Though the footpath exists throughout the audit area, it is not well maintained on Panchkuian Marg and Chitrugupta Road. The footpath along RK Ashram Marg was found to be well maintained but not easily accessible for the physically and visually challenged. At few points, the slope of ramp was too steep and not wide enough for a person on wheelchair.

While there was broken tactile paving on Panchkuian Marg and Chitrugupta Road, there was none on RK Ashram Marg. The broken tactile paving should be repaired and should be linked to the metro station entry/exit and the bus stop. Other issue was vehicular parking on the footpath. It should be disallowed and separate space should be provided for parking.



Walkpath Rating





As seen in Pic 1,2 and 3 the footpath is broken at many audit points. Tactile paving and bollards are damaged, and improperly placed. Seen in Pic 6, the slope of the ramp is not suitable for the physically challenged. The footpath should provide smooth and continuous pedestrian movement. The edge of the footpath should be clearly defined. Seen in Pic 2 and 3, the footpath and tactile paving should be repaired. Bollards should be properly placed such that it doesn't obstruct the tactile paving. The ramp should be wide and have a gradual slope to allow people on wheelchair to access the footpath (Pic 6).



Along Panchkuian Marg, the furniture kept on the footpath forces pedestrians to walk on the cycle track (Pic 4). The cycle track is also obstructed by vehicular parking. Separate parking space should be provided for the vehicles. The footpath and the cycle track should be cleared of all the obstructions.



Vehicular parking on the footpath is also seen all along Chitragupta Road (Pic 5). To avoid this, the footpath should be raised to a level from the road and its edges should be well defined. Separate parking space should be provided for the vehicles.



# Visibility

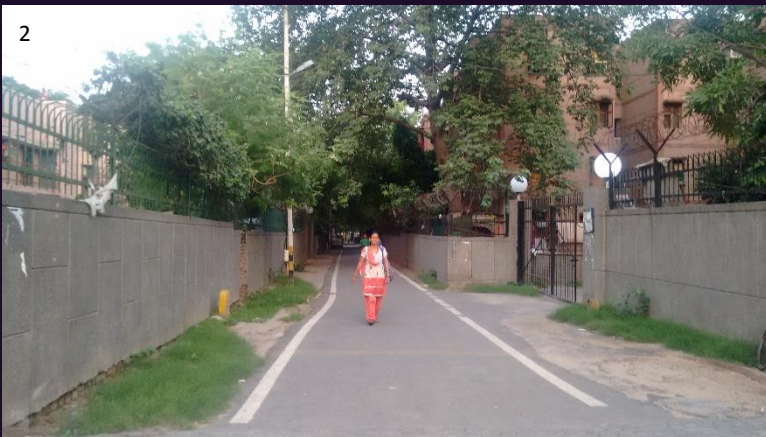
Visibility Parameter has been rated 1.7/3 i.e. Average. On one side of Panchkuian Marg towards Chitragupta Road, various shops, houses and street vendors overlooking the street contribute to visibility. The other side towards RK Ashram Marg is largely characterized by high boundary walls of residential society and offices, resulting in low visibility.

There are few kiosks set up clear of the footpath along these boundary walls that provide some visibility. Street vendors were seen occupying the footpath at various audit points. To improve visibility in residential neighbourhoods, the height of the solid part of the boundary wall should be maintained at 1 m. Also, designated hawker zones should be set up within the residential area, clear of the footpath.



Visibility Rating





As seen in Pic 1, 2 and 5, high boundary wall results in low visibility. These inactive edges can pose risk to the pedestrians, especially at night. The boundary walls of public buildings, commercial complex and residential society should be kept low to maintain some visual contact with the pedestrians. The solid part should be maintained at 1m and the rest of the wall should have uncovered grill.



Along these high walls, seen in Pic 3, 6 street vendors occupy the footpath. Niches can be created in the boundary wall to provide space for these hawkers, clear of the footpath. In Pic 4, near metro station entry/exit a designated hawker zone should be set up. This space can be enhanced by adding street furniture and proper lighting.



# Public Transport

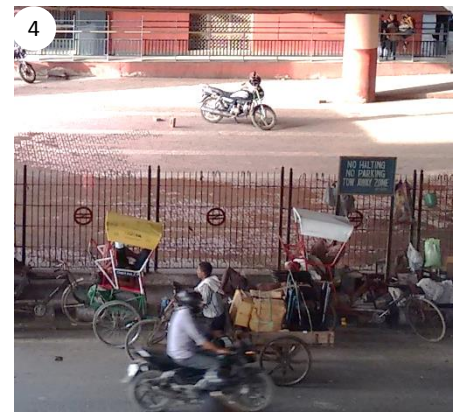
Public Transport Parameter has been rated 2.3/3 i.e. Above Average. Outside the metro station, designated space for autos have been provided at the metro station. However, similar provisions should be made for cycle rickshaw and e- rickshaw. There should be para transit stands at the bus stops, market and within the residential area.

These para transit stands should have proper parking space for rickshaw, public convenience and street furniture. Additionally, the cycle track provided on Panchkuian Marg, should be clear of any obstruction. The track should be well – lit and clearly demarcated. Vehicular parking should be disallowed on cycle tracks.



Public Transport Rating





As seen in Pic 1a and 4, a number of cycle rickshaws are present at the entry/exit of the metro station. While there is designated auto stand on the other side of the road, there is none for cycle rickshaw and newly introduced e-rickshaws. Outside RK Mission spiritual centre near Gate no. 2 of the metro station, there is vacant space that can be used to set up a proper para transit stand. Currently, the public space has been restricted using grills (Pic 1b). It should be opened up for public use. Designated space should be provided for the street vendors as well.



Seen in Pic 2, cycle rickshaws can be found at various points in this area. In the absence of a designated space, they occupy the pavement. People can be seen resting in their rickshaws. Proper para transit stands should be set up at regular distance. They should be equipped with public toilet and street furniture. The para transit stands should be set up at bus stops as well.



Further along, one can see street vendors occupying the cycle track and vehicles obstructing the footpath. The cycle lane should be clear of any obstruction. Separate space for the vendors should be provided clear of the pedestrians' and cyclists' path. Prune the tree leaves that currently blocks the signage indicating the cycle track.



