Safety Audits in Delhi

2023

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Methodology

SAFETIPIN NITE

The Safetipin Nite app is used to collect images along the main streets of the city, as well as key public spaces. A phone with the Safetipin Nite app installed was mounted on the screen of a car. When the car is being driven, the app automatically takes photos of the street in landscape mode. Using Safetipin Nite, the entire city road network is mapped with images that were then assessed on the Safetipin's backend technology platform.

Parameters Evaluated:

LIGHTING | WALKPATH | OPENNESS | VISIBILITY | PUBLIC TRANSPORT | SECURITY | PEOPLE | GENDER USAGE

Based on the parameters' ratings, an overall Safety Score is calculated on a scale of 10. Further, each parameter is examined on a comprehensive list of sub-parameters to identify key issues regarding safety in public spaces.

Safety Audits in Delhi

Audited Points include

3054 Bus Stops	90 Metro Stations

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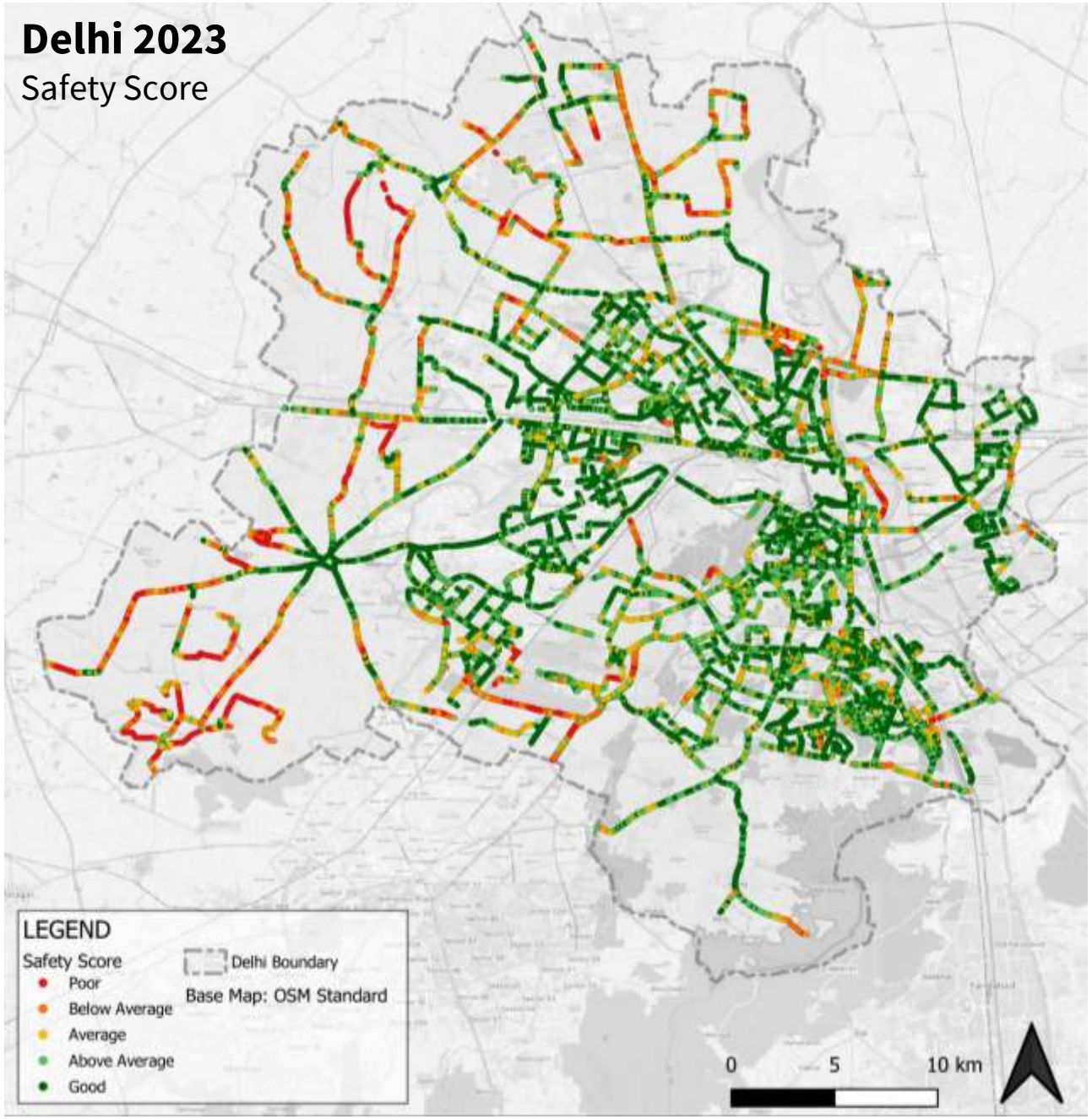
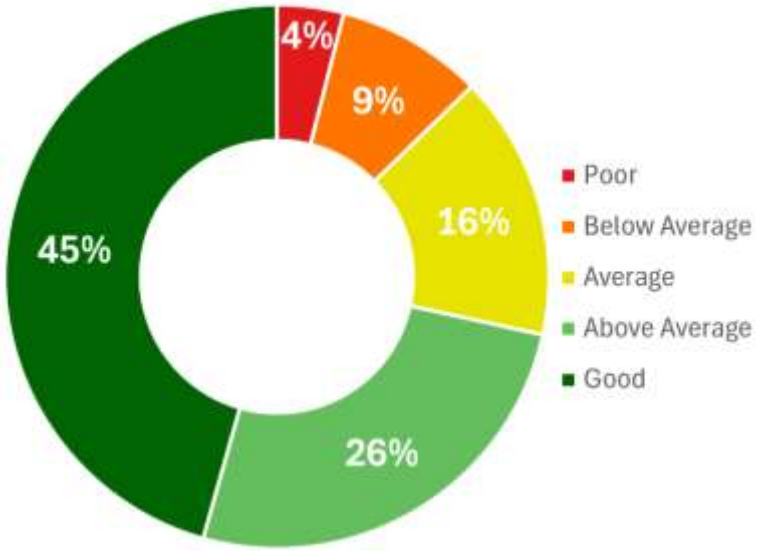
Key Findings



Safety Score

- Safety Score: **6.6/10 (i.e. Above Average)**
- **45%** of the audit points were rated '**Good**'.
- **13%** of the audit points were **rated low** that were mostly observed in the peripheries of the city.



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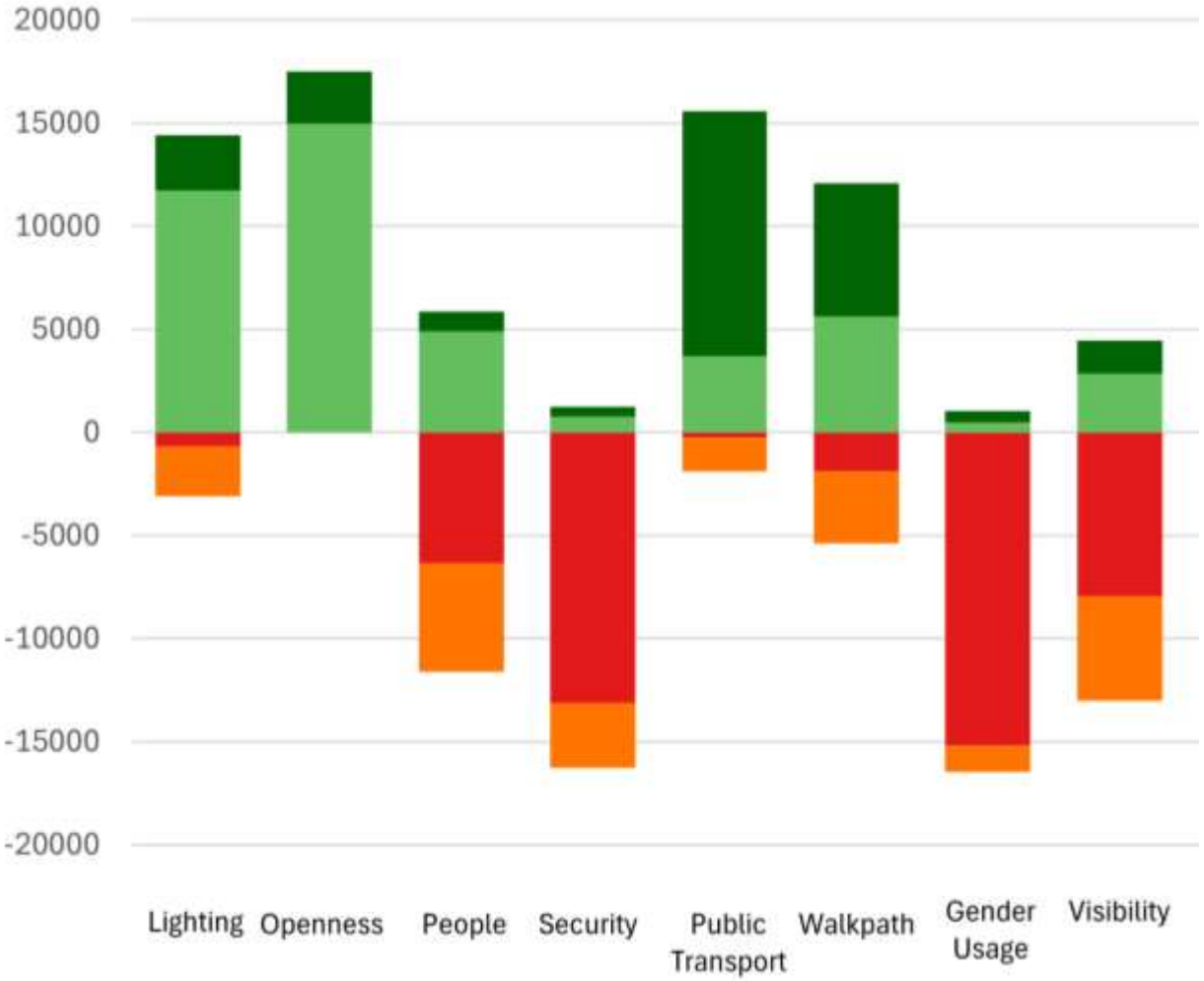
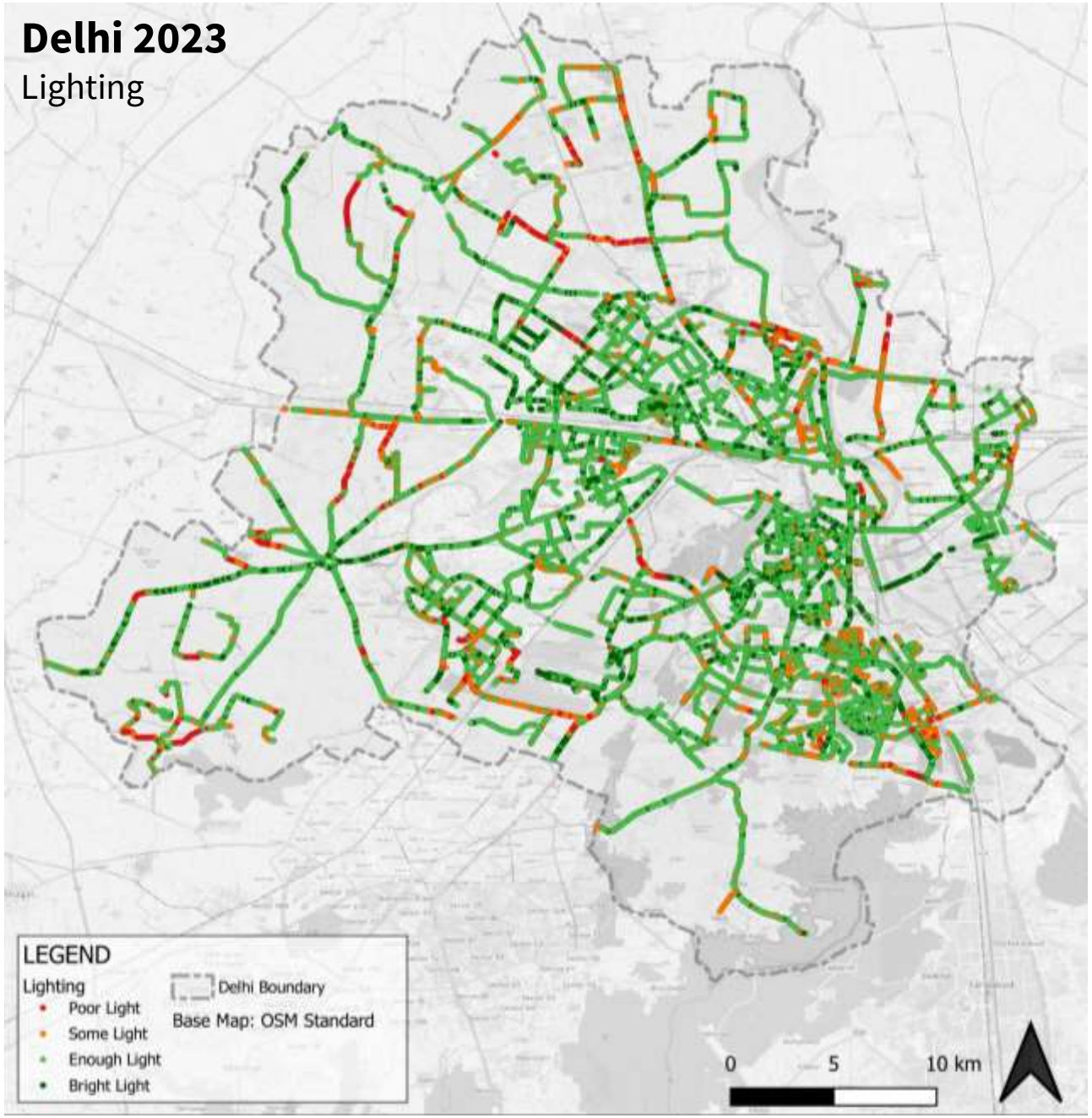
Parameter-wise Pin Distribution



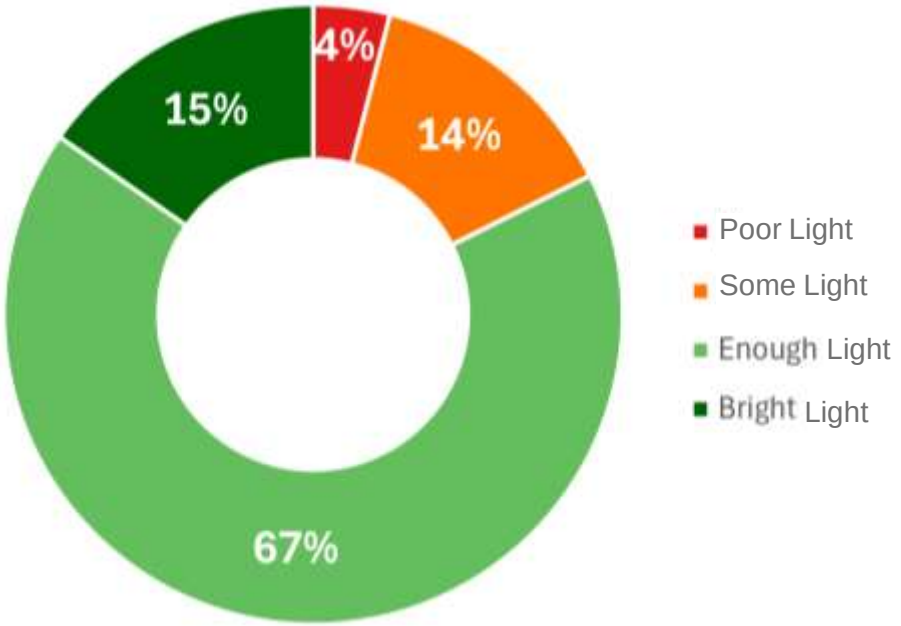
Most of the points were **rated high** for **Lighting, Walkpath** and **Public Transport.**

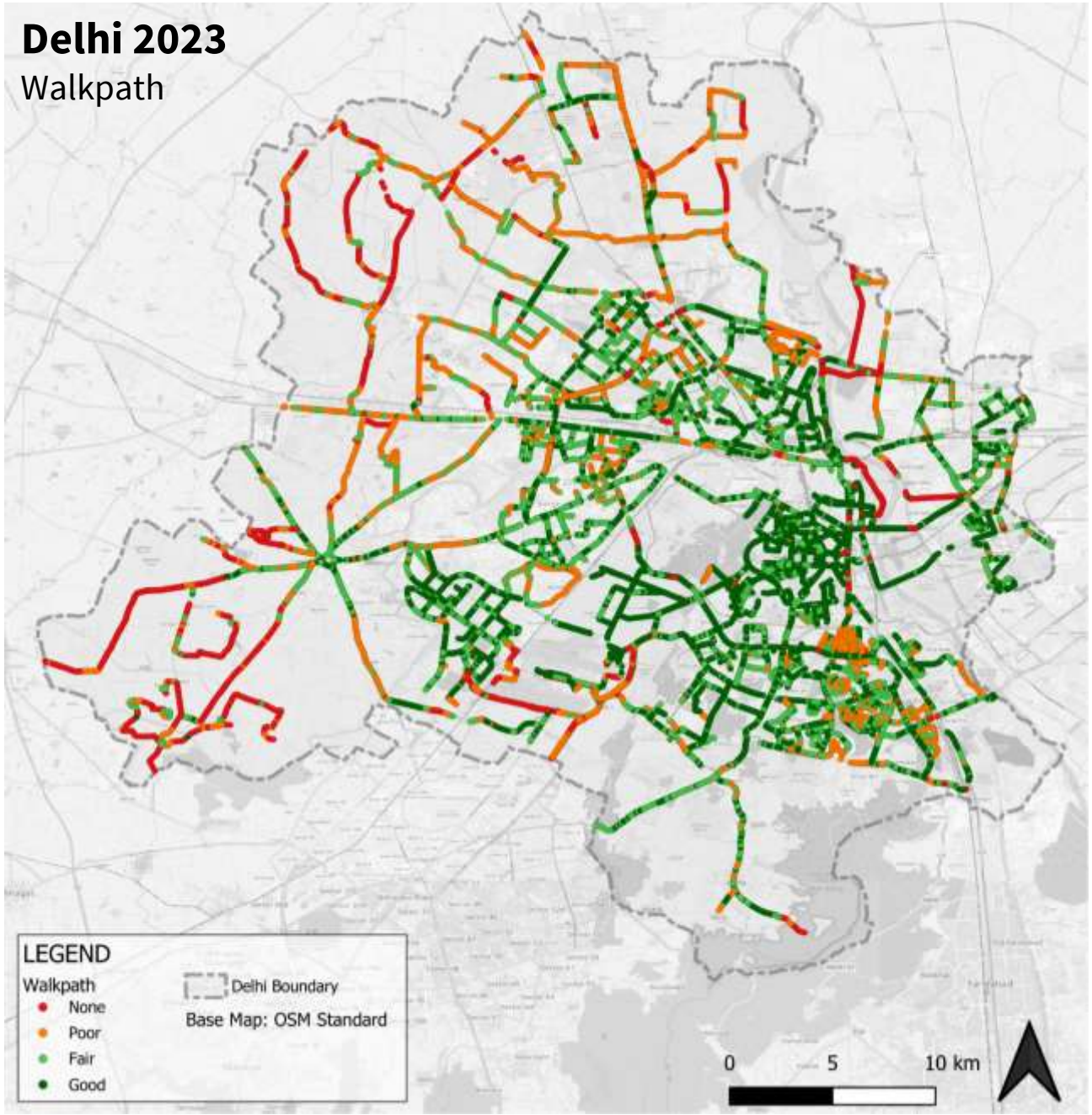
Visibility, People and **Gender Usage** parameters were **rated low** in most audits**.** This indicates that the presence of people, especially the participation of women and children in public spaces is influenced by the quality of built environment (natural surveillance through active streets).



Lighting

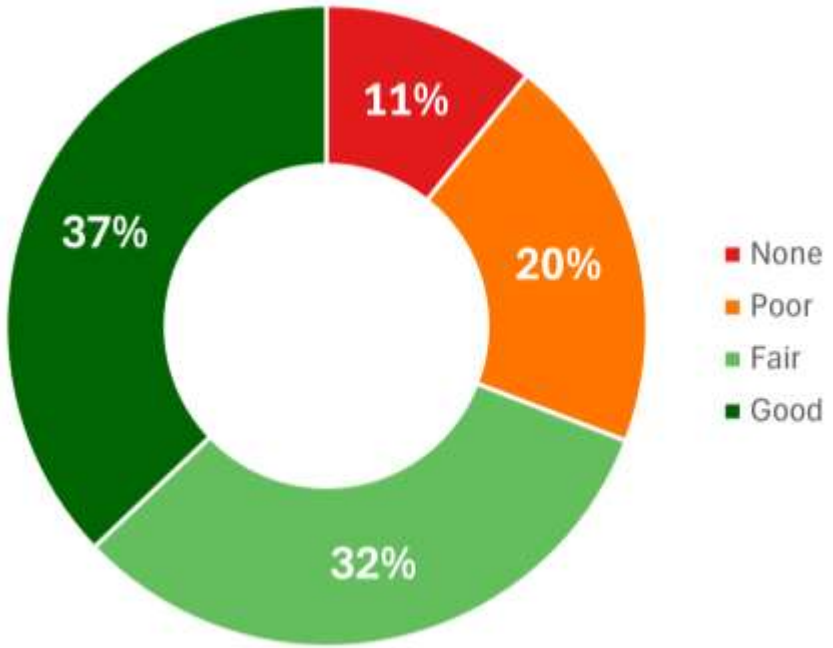
- The Lighting parameter is rated **1.9/3** (i.e. Above Average)
- **82%** of the audit points were found to have good lighting.
- **18%** of the audit points were rated low, which is largely attributed to non-functional streetlights.

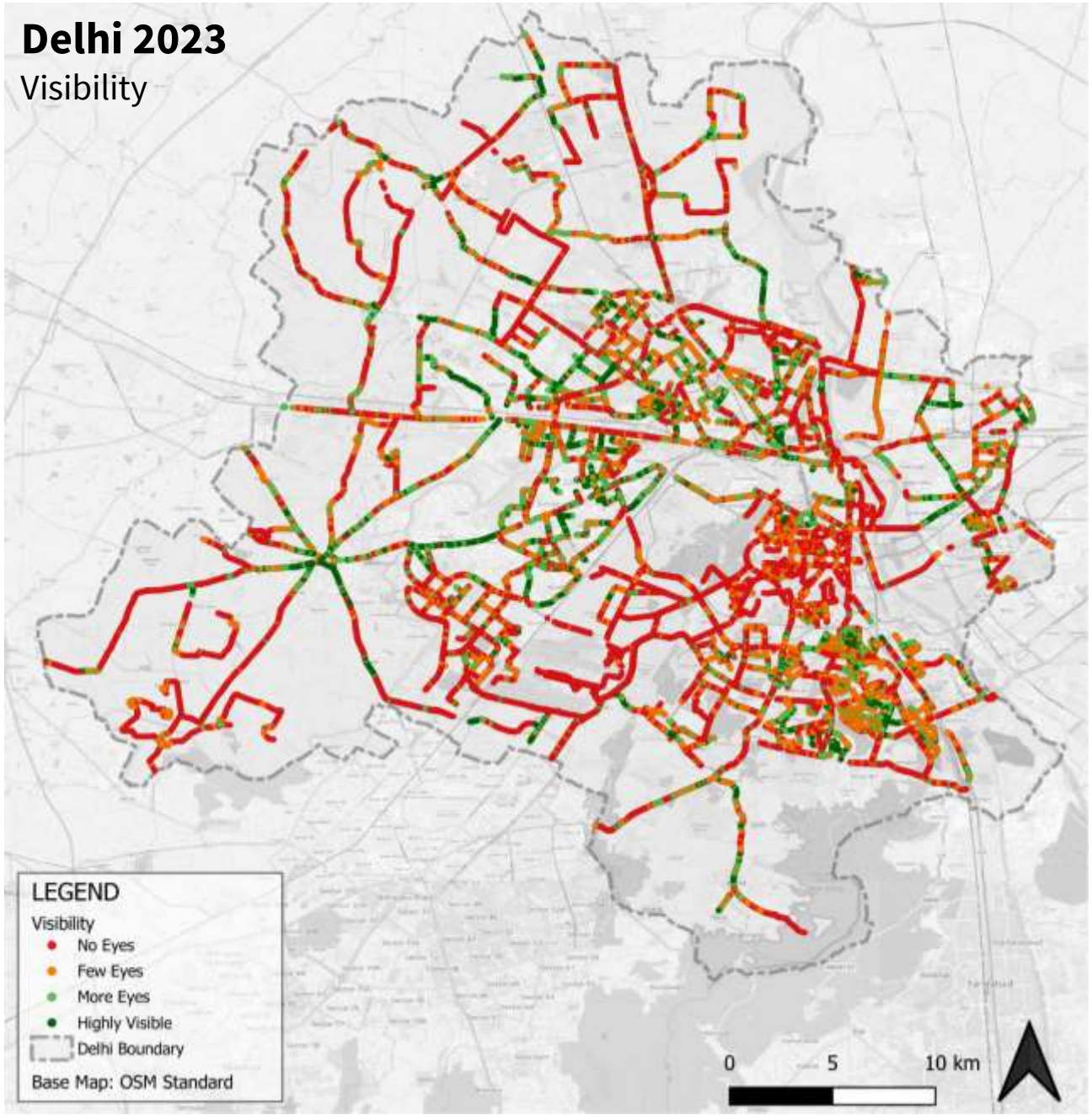




Walkpath

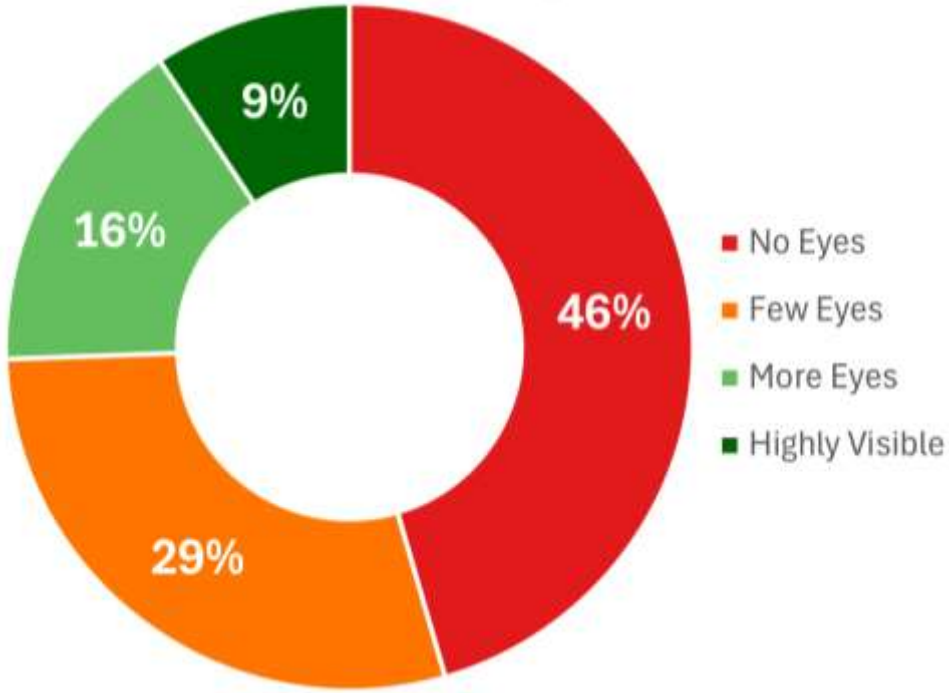
- The Walkpath parameter is rated **2.1/3 (**i.e. **Above Average**)
- **69%** of the city was found conducive to walk.
- **31%** of the audit points were rated low, owing to vehicles and vendors blocking the walkpath.





Visibility

- The Visibility parameter is rated **0.9/3 (**i.e. **Below Average**)
- **46%** of the audit points have no eyes on the streets, indicating lack of street activities (i.e. absence of natural surveillance), leading to unsafe streets in the area.



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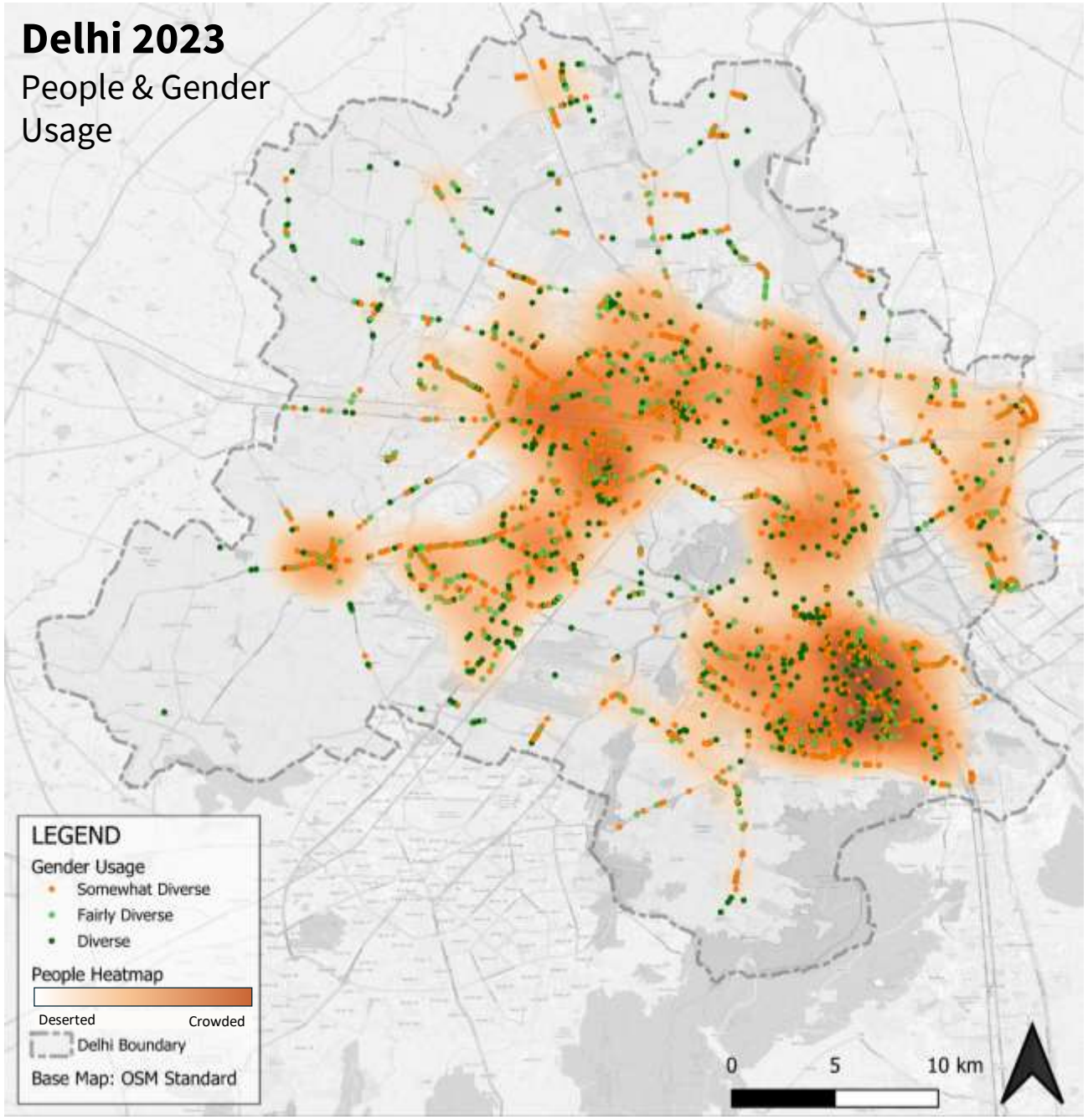
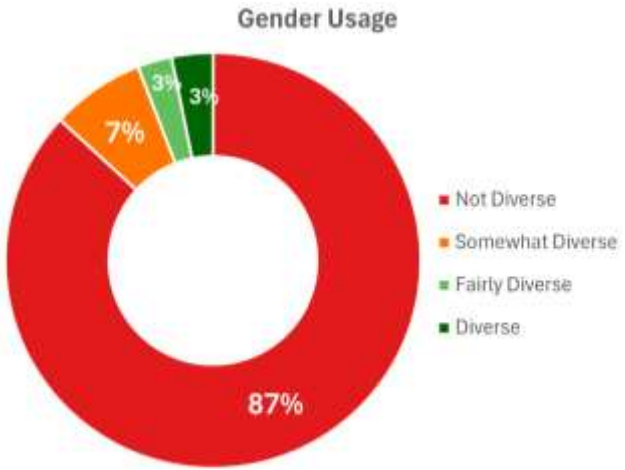


People & Gender Usage

- The People parameter is rated **1/3 (**i.e. **Below Average**), while the Gender Usage parameter is rated **0.2/3 (**i.e. **Poor**)
- **36%** of the city was found deserted, indicating absence of people on the street after sunset and at the same time **87%** of the city was found to be male dominated, indicating absence of women and children on the streets after sunset.



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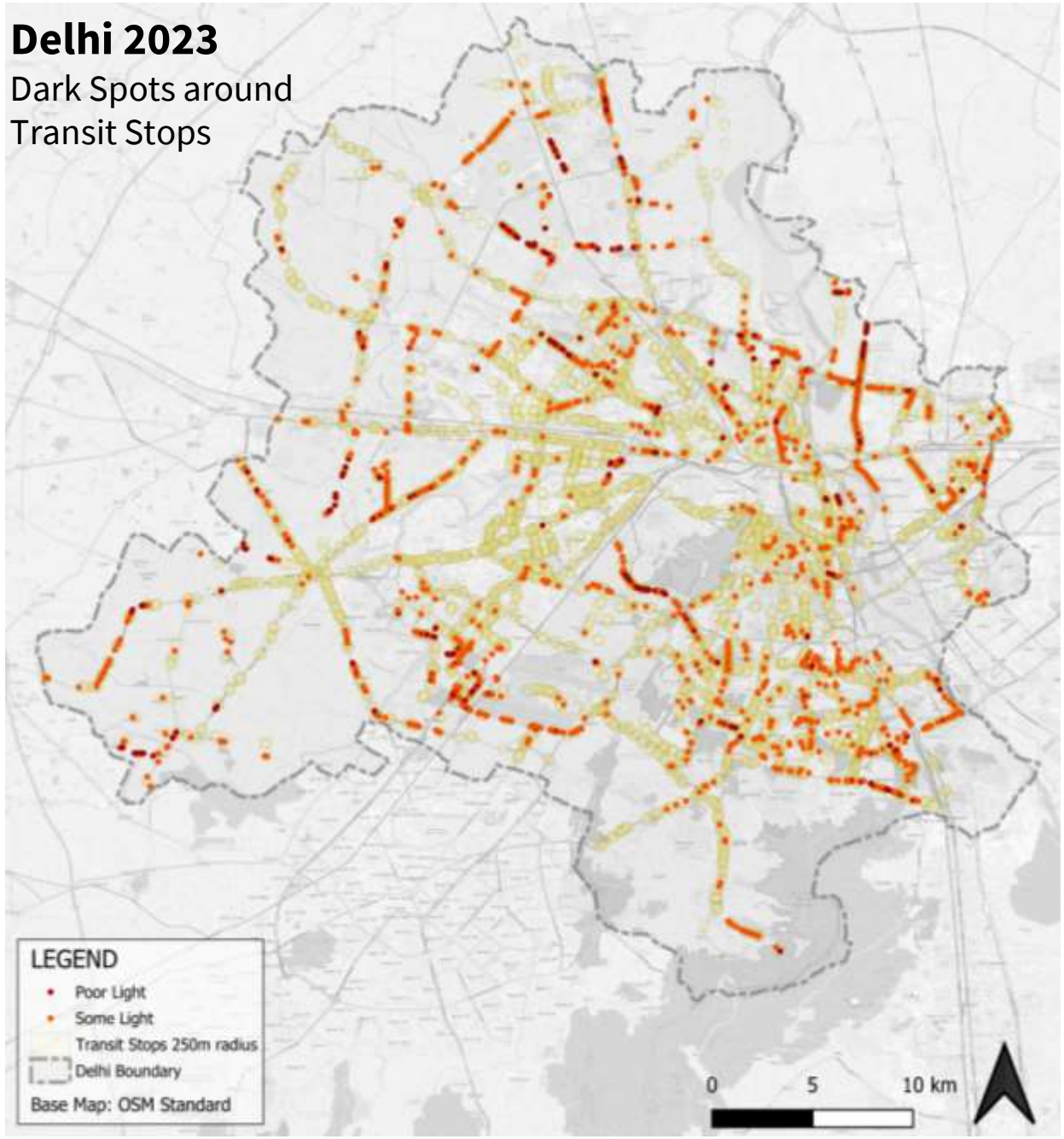
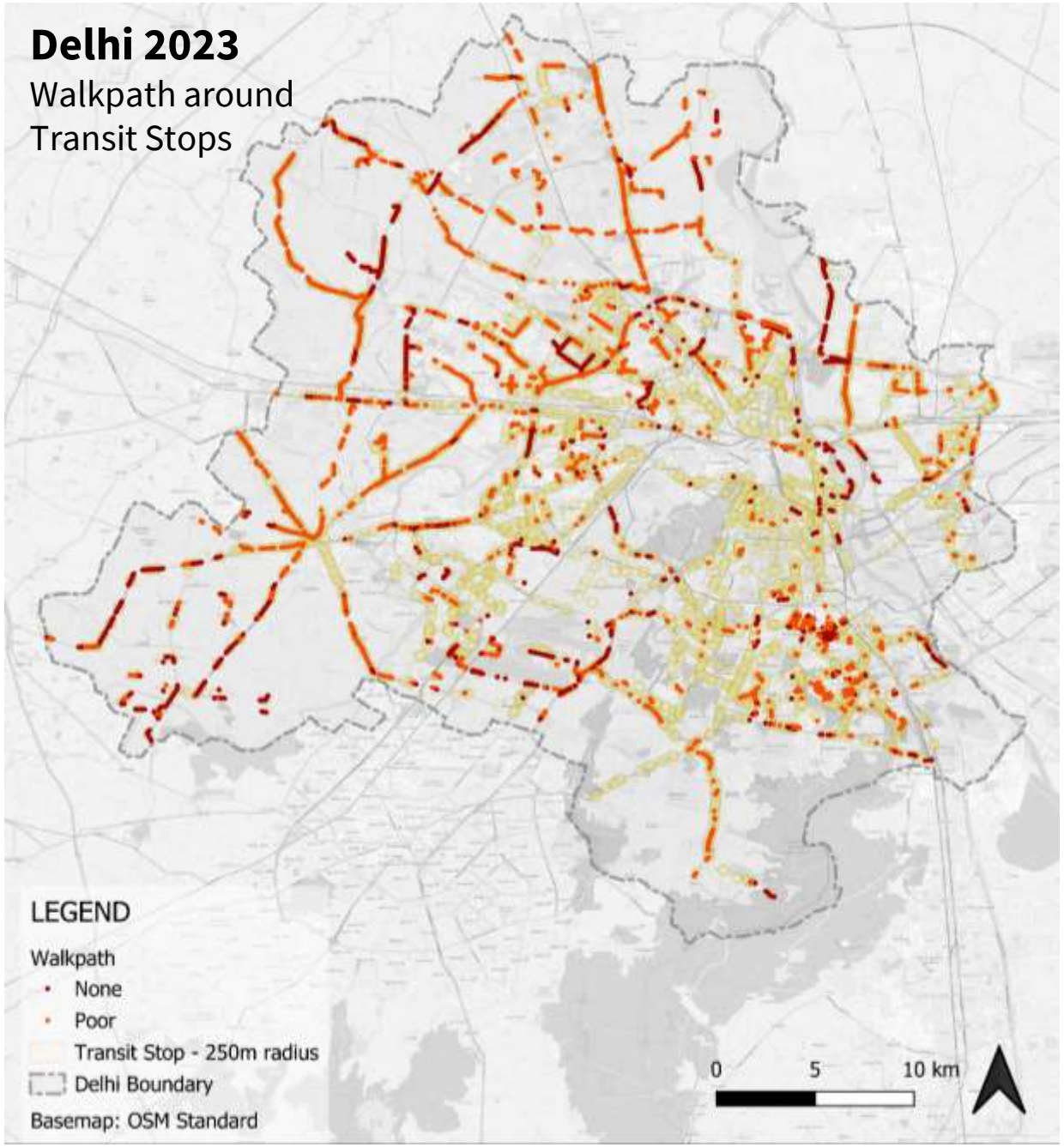
Safety around Public Transit Stops

Lighting around Transit Stops



25% of the audited points around transit stops (250m radius) were identified as **poorly lit.**

Vishwavidyalaya Marg: *poorly-lit bus stop*



Walkpath around Transit Stops

60% of the audited points around transit stops (250m radius) were found to have either **no walkpath or poor walkpath.**

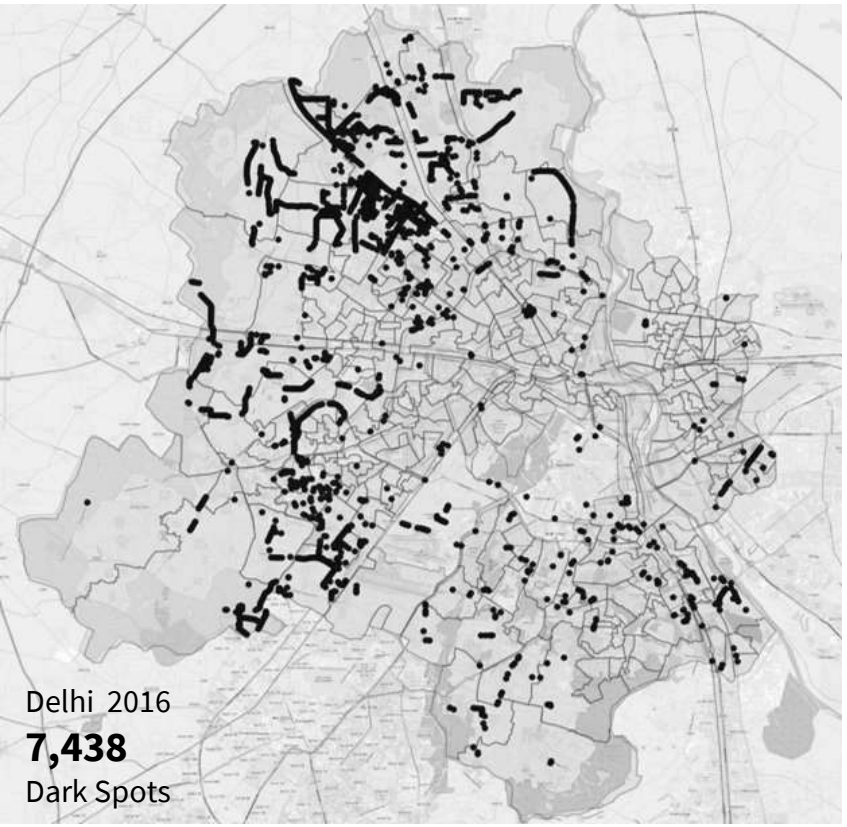
Mehrauli Badarpur Road: *poor walkpath near a bus stop*

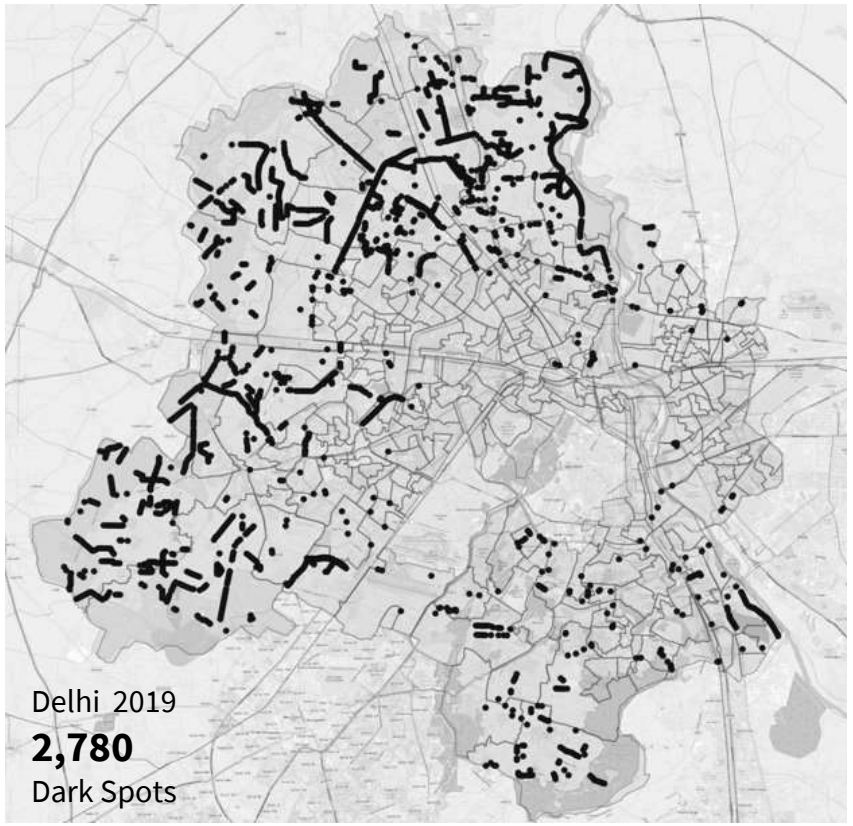
Mapping Delhi over the years

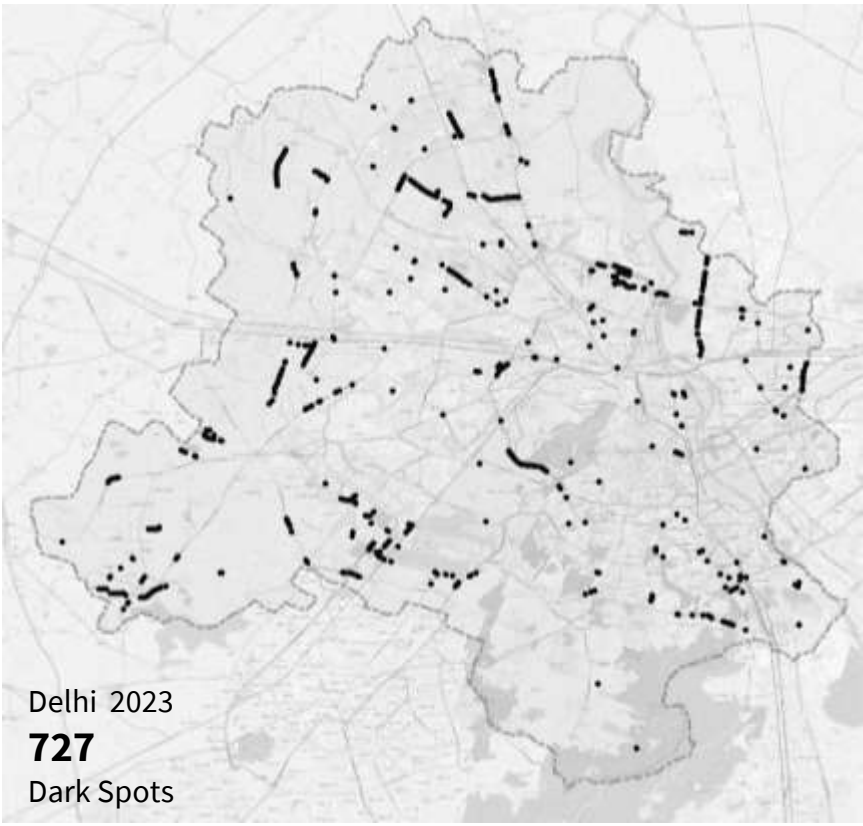
(2016 - 2019 - 2023)

Mapping Delhi over the years | Lighting

Over the years, the dark spots reduced by **60%** in 2019 from the baseline and subsequently by **26%** in 2023







Mapping Delhi over the years | Lighting

At Shah Alam Bandh Marg

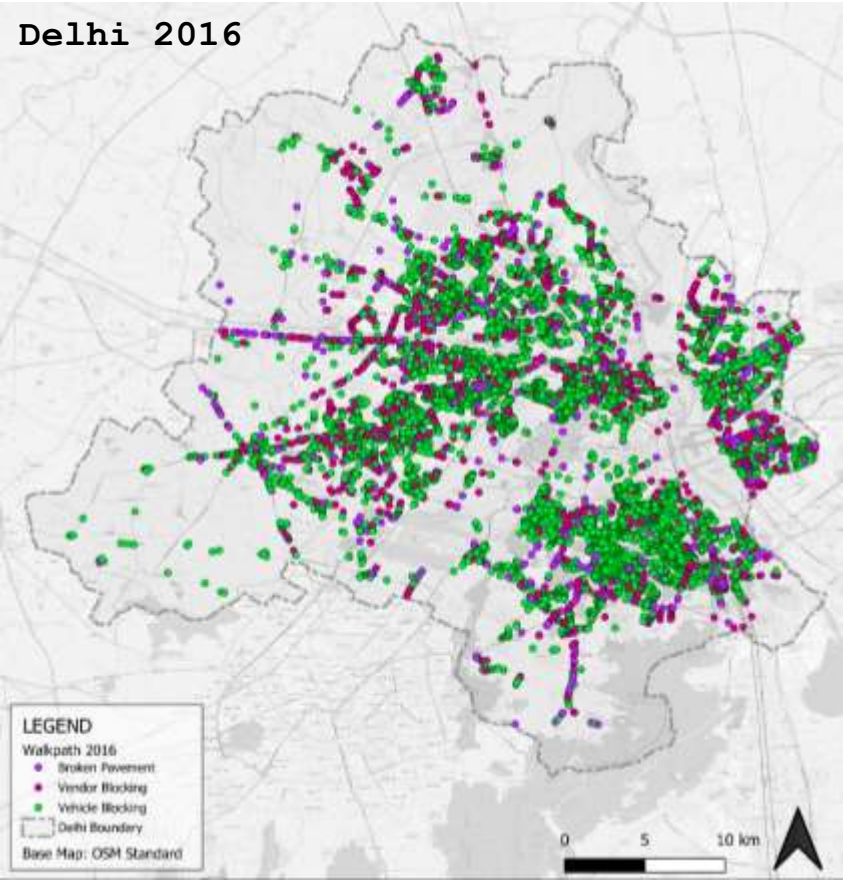
2016 – street with non-functional streetlights

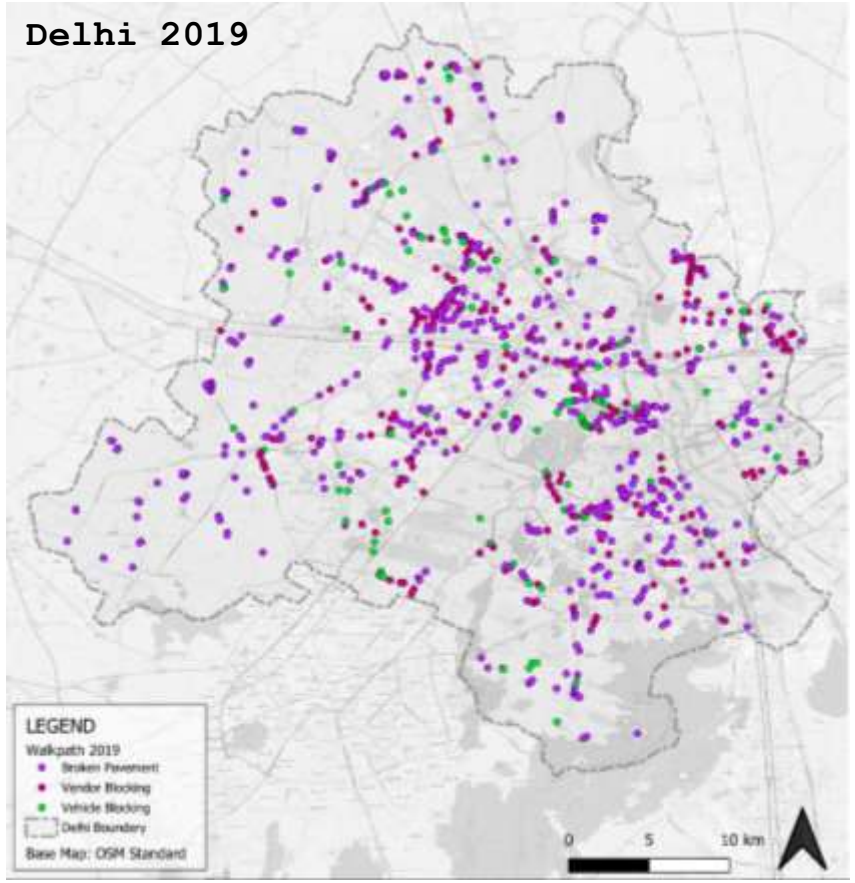
2019 – street with non-functional streetlights

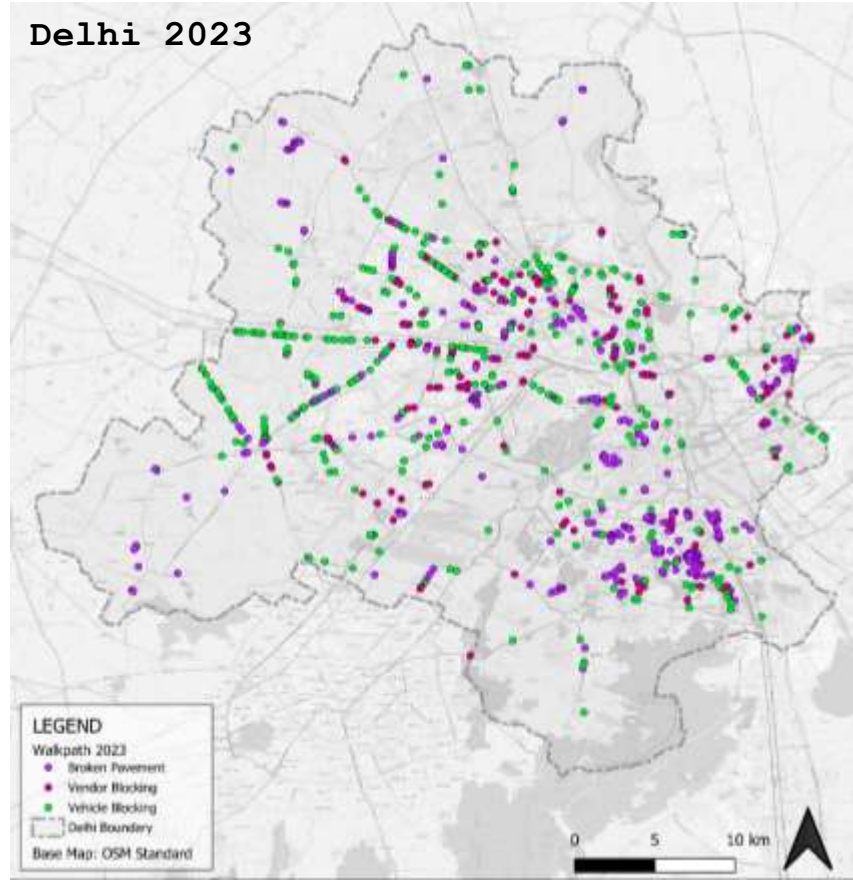
2023 – well-lit street

Mapping Delhi over the years | Walkpath

Over the years, **Broken Pavements, Vendor and Vehicle Blocking** have remained barriers to conducive walking in the city.







Obstructions on Walkpath

Vasant Kunj(2023): *broken pavements*

Hauz Khas Market(2023): *vehicles blocking the walkpath*

Recommendations

- Ensure **periodic maintenance of streetlights** to enhance women's perception of safety at night.
- Provide **pedestrian streetlights** such that it benefits pedestrians on the walkpath for improved visibility and safety at night.
- **Ensure that the transit areas are well-lit** to provide comfort and safety, especially for women.

- Ensure **footpath is clear of all obstructions** including vehicular parking and unauthorized vending to improve pedestrian access.
- Undertake **periodic maintenance of footpath with better enforcement**.
- **Provide street furniture such as benches** public places to facilitate women to socialize.

- **Encourage curb-side businesses** (vendors/ shops) that increase footfall and thereby improve women's perception of safety in public spaces.

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