

FINDINGS OF WOMEN'S SAFETY AUDITS

IN

RANCHI AND HAZARIBAG IN JHARKHAND

My Safetipin App

A REPORT

MAY 2018

Introduction

To understand the conducive infrastructure for women's safety in urban public spaces in Ranchi and Hazaribag in Jharkhand, safety audits were conducted in several parts of the two cities. Manual audits were conducted in conjunction with the local women, who associate with different civil society organizations that are implementation partners of Jagori. Safetipin app audits were conducted across select areas in Ranchi from 24-27 May 2018 and Hazaribag from 30 May-1 June 2018. The audits were done by Jagori's Jharkhand and Safe Delhi teams, and members from partner organizations SHARC and Jan Sewa Parishad joined on select routes. A total of 376 audits were done in the two cities at key points of transit, residential areas, commercial areas, areas around educational institutions and essential services

Data from Safetipin Safety Audits

Using the Safetipin Mobile App, 154 safety audits were conducted from 24-27 May 2018 in Ranchi and 222 in Hazaribag from 30 May-1 June. The audits were conducted in different parts of the day: morning, afternoon and evening, depending upon the location and the usage of public spaces. The audit measures eight parameters - lighting, openness, visibility, crowd, gender diversity, security, walk path and nearness to public transport. In addition to this, each audit also asks the auditor to rate whether they feel safe or not in a public place. Each audit then appears as a pin on the Safetipin map which is then visible to anyone else who looks at the app. This way, all the information collected can be seen by the public. The pins appear as green (or, safe areas), amber (or average safety) or red (or, unsafe).

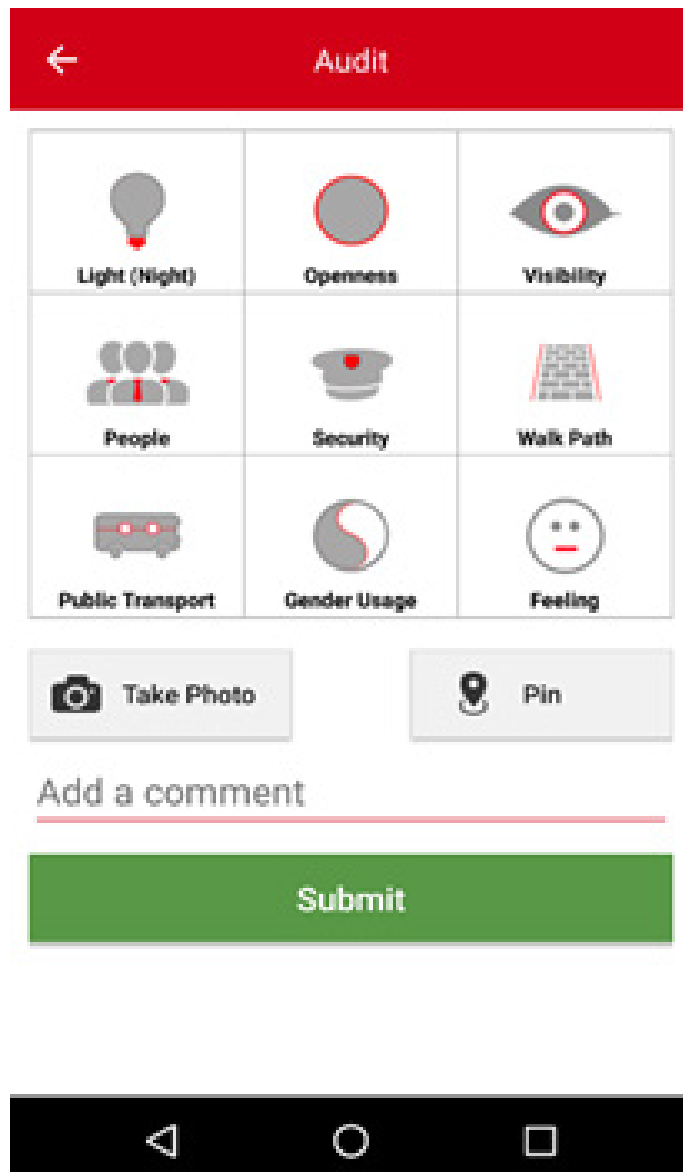


Image 1: A sample of the parameters of safety audit app

Based upon audits done of 9 routes in Ranchi and 10 in Hazaribag, we can see a summary of the findings below.

SECTION A: SUMMARY FINDINGS OF RANCHI

In Ranchi, a total of 156 audits were done on the following routes: Bariatu- Booty road to Booty more bus stand, Cheshire home road and Cheshire home road to Zora talaab road, RIMS complex, Bada Ghaghra in Doranda, Circular Road to Lalpur chowk, Ratu road chowk, State bus stand, Khadgada bus stand and in Line talaab area of main road.

Of these, Ratu road chowk, Booty more bus stand, State bus stand near station and Khadgada bus stand are critical transit points for intra-city and inter-city travel. They see high footfall from early morning till evening and are extremely crowded especially during peak hours. The audits of Bada Ghaghra in Doranda and Cheshire home road and Zora talaab road in Bariatu are representative of the safety concerns in the roads and public spaces inside residential localities. RIMS is the biggest hospital in the state and attracts patients from all across the state. The other areas audited such as line talaab near Mahatma Gandhi road, Circular road and east jail road are key commercial areas, frequented by diverse set of people at different times of the day.

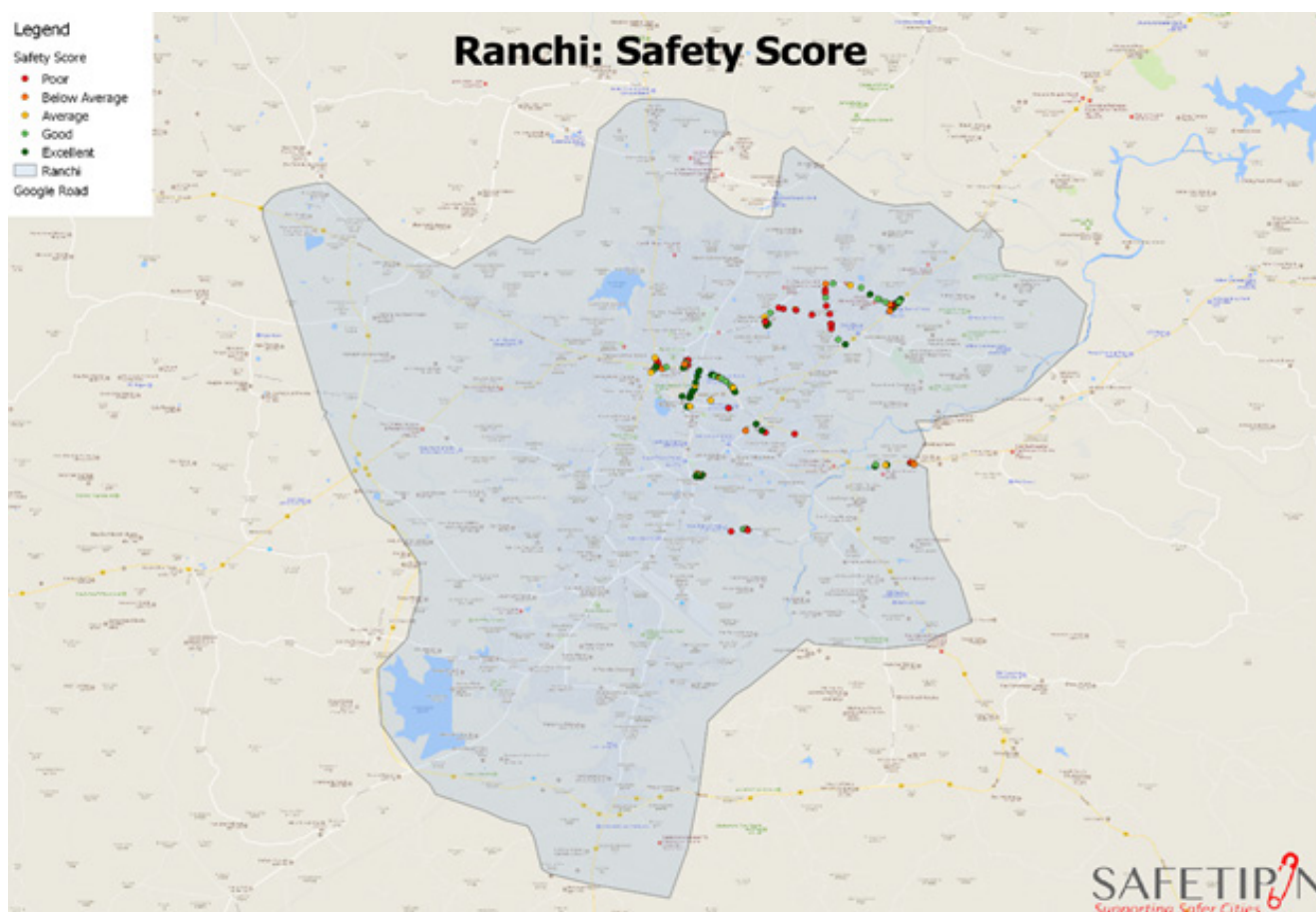
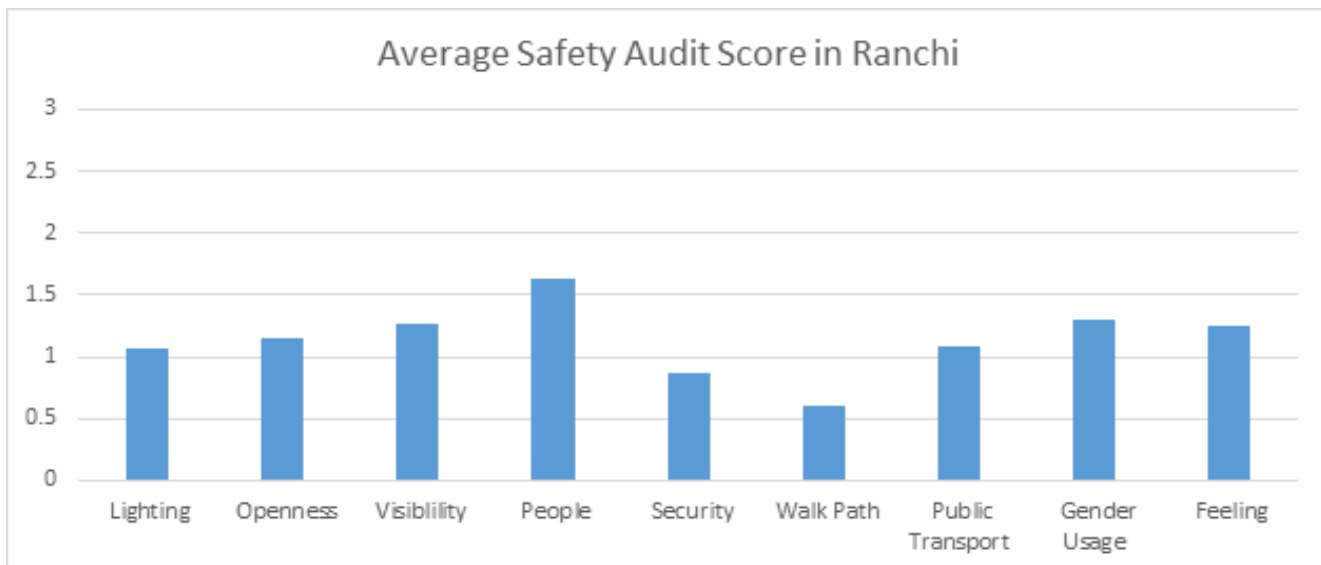


Image 2: showing Overall safety score of Ranchi.

The average safety score of the 10 routes audited in Ranchi is 2.71. While there are some safe areas, as marked in green, there are alarming signs as shown in multiple unsafe areas, many of which are critical juncture points in the city.



Key concerns for women's safety

Ranchi, being the capital city attracts a cross-section of people, thus, women of many different identities and needs access diverse public spaces. In this study, conducted in conjunction with building the capacities of women workers in the informal sector accessing the city, a focus has been placed on studying the sensitivity of the public infrastructure and essential services towards those with the least resources of their own. Since many women come to the city from its peripheral areas and neighbouring towns, primarily using buses and autos, the infrastructure at key places of transit has been surveyed.

Another vital constituency with weak economic capacity is students. Thus, areas around colleges, accessed by students is surveyed. Apart from this, women's safety concerns at RIMS, the biggest and most renowned hospital and medical institute in the state, which attracts patients from across the state and around it, have been studied.

Women's safety in places of transit: An analysis

For intercity-travel, two key bus stands in the city are State Bus stand, near station area and the newer Khadgada bus stand in Kantatoli area. For intra-city travel, three sites were identified- Ratu road chowk, line talaab area near Main road, and lalpur chowk. Booty more was also surveyed as it caters to both inter-city and intra-city commuters and is a critical transit point.

While the new Khadgada bus stand has strong essential infrastructure, it is disabled friendly and has signage in the premises, the State bus stand is more bustling but has a crumbling infrastructure. The building is dilapidated and chunks of iron are hanging loose. There is no gate and no proper boundary at places. There is no proper drainage facility inside and in the vicinity of the bus stand. As a result, sewage

remains lying around, and it gets worse during the rains. Although there is a facility for garbage disposal, shopkeepers in the area shared that the corporation officials come very irregularly to empty it, and it is always overflowing.

There is facility to drink water but the steps to it are steep, thus making it inaccessible to the elderly, children, disabled, and pregnant women. There are Sulabh paid toilets inside and proximate to the complex.

The premises outside Khadgada bus stand has very poor infrastructure, it especially feels unsafe at night, as the area is only partly open, there are no eyes on the street and security is minimal. There are provisions for lighting in both the bus stands, but its functionality is inconsistent.

In both places, while women access the place as passengers, the stationed crowd is mostly male. This is particularly unsafe in the state bus stand, as there is a waiting area behind the parking area of buses where men can be found loitering, smoking and gambling, and there is no lighting and no openness as the buses are parked. This area is highly susceptible to violence.

In Booty more bus stand, there is little lighting, apart from the one halogen street light at the chowk. At the time of audits, it was being fixed. Parts of Ratu road are well lit but in some areas there is no lighting.

These areas also have bustling street markets due to the high footfall of passengers. The spaces are gender diverse as vendors, passengers and buyers are both men and women.

In Line talaab, the auto stand area near main road, as autos are not allowed in main road, women interviewed reported to feel most unsafe. The area is poorly lit, is vastly open in parts, and not open in others. The usage of space is mostly dominated by men, especially at night.

There are public toilets available at all areas- both paid and unpaid, but the unpaid ones are not properly maintained. All of these areas witness high pedestrian usage yet except for inside Khadgada bus stand, none of the areas have functional footpaths in usable conditions.

While there are security cameras in all above places except Line talaab, and patrolling is regularly done in all, there is no visible stationed police or helpdesk or display of helplines.

Infrastructure in key commercial areas

Circular road and Purulia road are key commercial areas, which also have a visible presence of students due to multiple schools and colleges and coaching educational institutes. The space is bustling during the day and is very diverse in terms of gender usage.

There is walkpath in places, but is not consistent throughout the street, making it ineffective. This is critical as this route has very high pedestrian usage. There is open sewerage throughout the road which

poses a health and security risk. The roads are open but there are many alleys to residential areas which are only partly open. Further, there are high walls of educational institutions in some parts of Purulia road, obstructing visibility.

The roads are well lit- there are street lights as well as lights from shops and residences. There are several shops along the road, which ensure that there are eyes on the street. Nodal points like Lalpur chowk are highly visible. But there are some spots in Purulia road which have dark spots despite lighting.

Audit findings in residential areas

Cheshire home road and Cheshire home road to Zora talaab road and Bada Ghaghra in Doranda were surveyed.

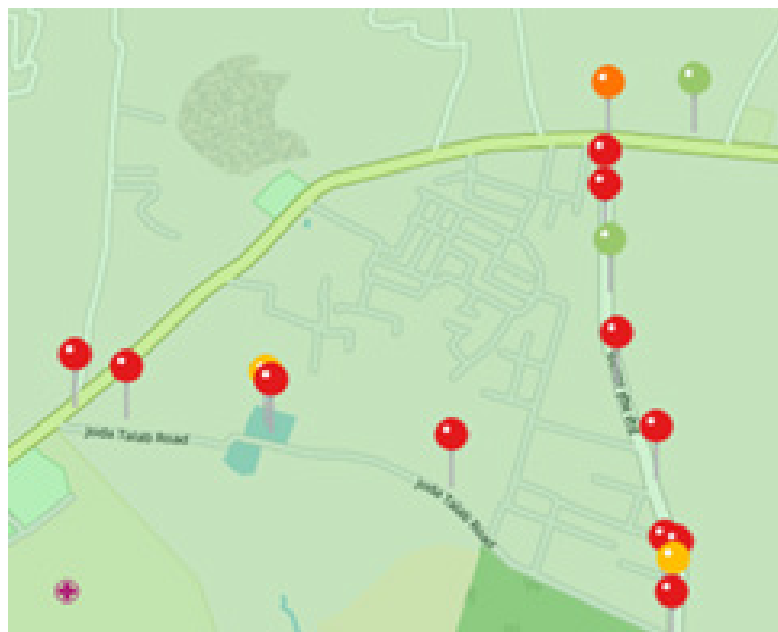


Image: Audit pins in Cheshire Home Road and Zora talab road

Cheshire home road and Zora talaab road.: The roads have many buildings under construction. Resultantly, there are several points of potential danger in and around such buildings. While the road is largely open, it is not straight: there are some blind spots and curves along the road, which hinder visibility. Further, there are many unused spaces with high boundaries, and several marriage halls dotted along the road. The high boundary walls of these also obstruct visibility.

The lake- zora talaab, itself has no fencing and that poses a security risk, as there is a road which passes through its middle.

There are no walkpaths along the road in all localities. The distance between two street lights renders dark spots. Many of the street

lights are broken, non-functional or not regularly functional. Lighting from other sources such as houses and shops are few, thus if the street lights are not working, the road becomes pitch dark.

While there are shops and residences sprinkled across the road, they are often closed in the afternoon and close by 8.30-9.00 pm in the evening. Both men and women can be seen as shopkeepers, as these are mostly family owned small businesses. During morning and evening, women and children can be visible on the road, but it is desolate in the afternoon and mostly men can be seen accessing it at night.

There is no means of public transport available on the route. However, in the parts that are close to the main road, shared autos can be accessed by walking to the main road.

There is no visible policing along the road though patrolling vans occasionally cross the route. Some of the apartments and residences in the Bariatu stretch have private security guards, but such is not the case in Doranda. Further, there are no display of helplines in any of the routes audited.

Infrastructure in RIMS

The conditions of the roads are not good. Walkpaths are poorly maintained and there are potholes in the roads. This is a matter of urgent concern considering that the aged, patients and differently abled people frequently access this area. The space is open. There are toilets, including a sulabh complex, but the toilets are poorly maintained, especially given the high footfall. Drinking water is available, but it is in a dark spot. Further there is no signage and directions. There is a shelter facility available, but it remains dark and people do not feel comfortable and safe there. Many people shared that luggage of those accompanying patients are often stolen from the premises, and from the OPD block and there is police apathy to the cases.



Image: No lights in area for drinking water

Street lights are installed and some are functional. However, the lights are one sided and there are dark spots behind them. Further, there are no street lights in some spots. Critical spots such as the shelter and OPD block remain dark. There are several shops and a small temple that act as eyes on the street. The shops are open till late at night due to the high footfall in the hospital.

While there is patrolling, and regular presence of traffic police outside the RIMS complex, there are no signs of policing inside the premises. Several people interviewed shared that CCTV cameras need to be installed to keep a check on robberies.

There are no forms of transportation available within the complex, which is a concern as patients and their accompanied are required to walk to the main road, and even there, transportation gets sparse after 8 in the evening.

OVERALL KEY FINDINGS – RANCHI

Security

- There is CCTV camera in all major points of transit. The routes audited are patrolled regularly but visible and accessible policing at all times is lacking, especially in key areas of transit.
- There is also a lack of display of helpline numbers in key commercial areas and in bus stands. The main roads in the residential areas do not have any display of helplines either.

People: crowd and eyes on the street

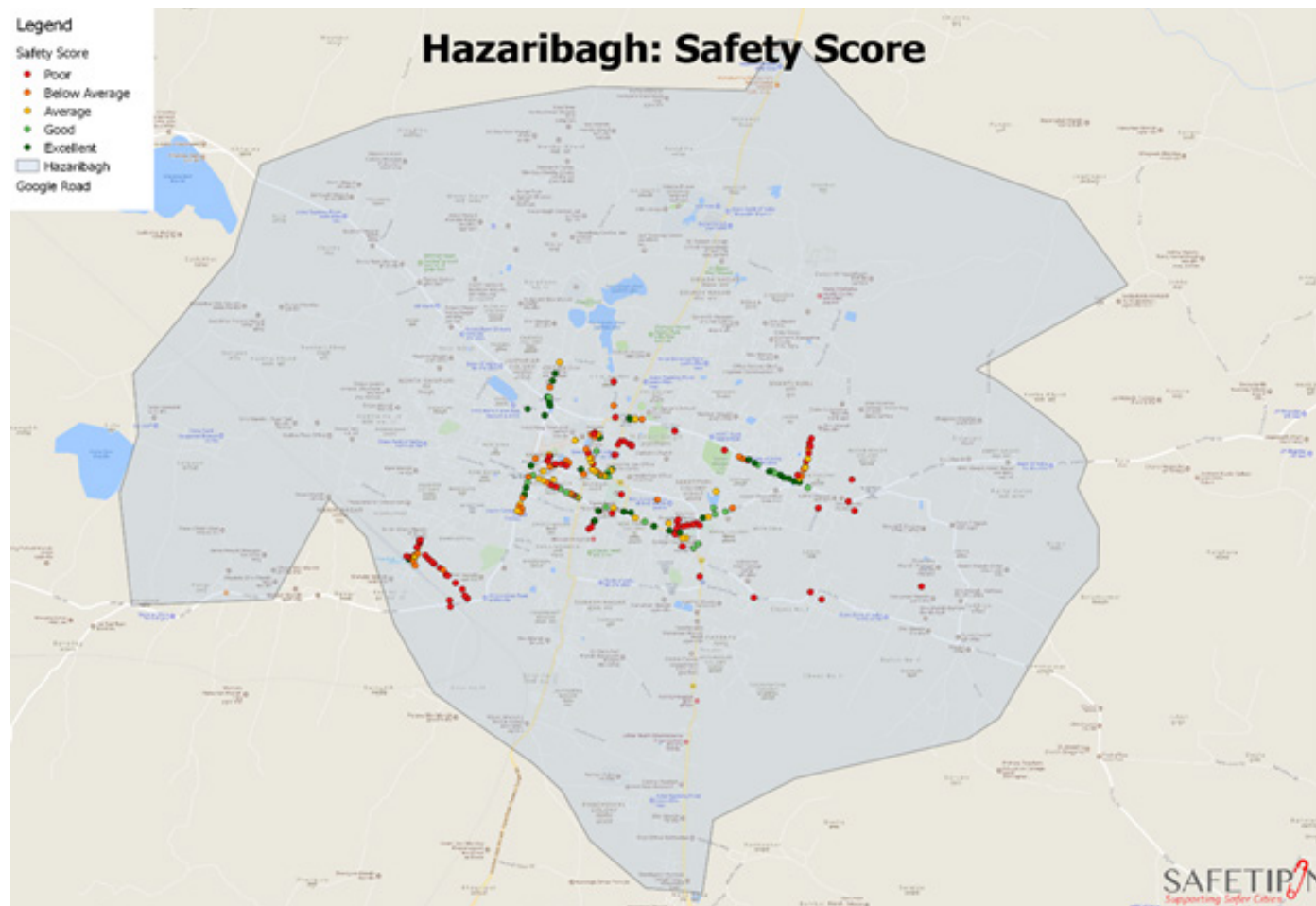
- In the bustling commercial areas as well as in key transit points, while it is very crowded in peak hours, in late evening and at night, these areas are deserted. The closing of shops and vending by 9.30 at night also leaves very few eyes on the street.
- Except for Booty more and some parts of Ratu road, where street vendors are both male and female, the stationed eyes on the street are mostly male.

Physical infrastructure

- The drainage system in old bus stand and in Booty more chowk overflows and spills onto the walkable areas.
- Overall, walkable footpaths are lacking, especially in areas of high pedestrian traffic such as bus stands and commercial and educational areas like Lalpur chowk and Purulia road. Where footpaths have been constructed, the pathway has been obstructed by parking and/or vending. Further, the footpaths are not in consistently good condition. This hinders safe and easy walkability, especially in RIMS, which is accessed by patients, women, aged, children and differently abled.
- Drinking water infrastructure is available in select areas, but it is not inclusive in its accessibility.
- street lighting lacking in parts of Booty more chowk, Ratu road chowk. The existing lights across all routes provide only one sided lighting, and are spaced too far. This is especially a problem in residential areas, where there are no lights from shops and vendors to supplement the street lights.

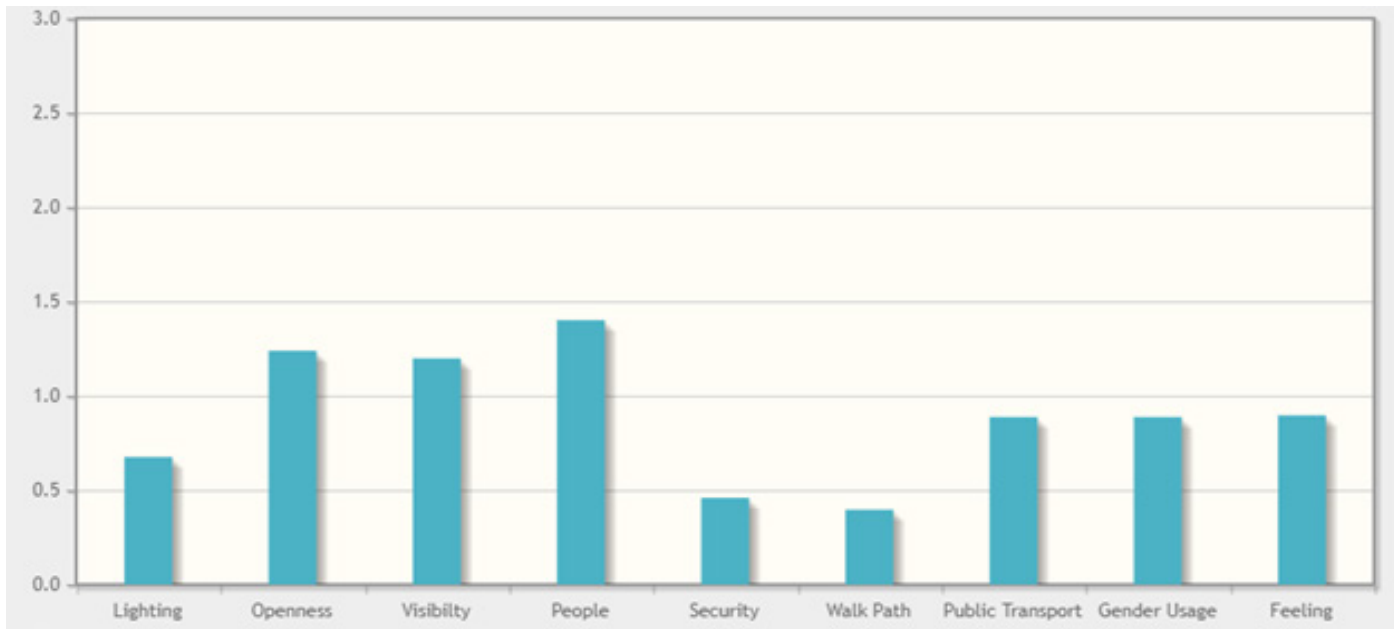
SECTION B: SUMMARY FINDINGS OF HAZARIBAG

In Hazaribag, a total of 222 audits were done on the following routes: Hazaribag Railway station area, New Bus stand to St Columba's college, Nilamber Pitamber chowk behind stadium, Lakshmi talkies road, college more to Nilamber Pitamber chowk, in and around Kutcheri chowk, Guru Govind Singh road tempo stand to Pagoda chowk, korrah chowk to babu gaon chowk, Bombay house to Kutcheri, indrapuri chowk to pagmal, Lakhe bazaar to chano road, Indrapuri chowk to sadar hospital, Nilamber pitamber chowk to jihhiria pul, ditrict more to PTC chowk , New bus stand petrol pump to mission chowk, and Sardar chowk to main road.



The areas surveyed were areas near transit points: such as old and new bus stand, district more, pwc chowk and st. Columba's college, areas near colleges, such as KB women's college and St Columba's college, key public areas such as Gandhi Maidan, the main government hospital and markets such as Kali Bari road, gwal toli chowk and select residential areas.

A total of 222 pins were generated. The average scores in each parameter brand Hazaribag as largely unsafe. It was found that there are many open spaces, which are helpful in exiting in instances of violence, but this also minimizes possibilities for help due to low visibility and eyes on the street. Many of the areas surveyed in downtown Hazaribag are crowded especially during peak hours. Hazaribag still needs to develop its essential infrastructure and services such as lighting, walk path and public transportation, where the score has been low.



Women's safety in places of transit: An analysis

The places of transit surveyed were in and around old and new bus stands of the city. This also included district more chowk near the old bus stand and St Columba's college turning, which is the first point of entrance to Hazaribag town.

In these areas, signage could be seen for long distances, but not the areas inside Hazaribag.



Image: Empty signage near new bus stand

Railway station



Image: Audit pins around railway station, Hazaribag

Station premises: The Hazaribag railway station has been recently constructed and currently has connectivity only to two towns- Palamu and Koderma. There is, in total, transit of 4 trains- two in the morning and two at night. The station premises is otherwise desolated. The station area has the presence of mostly station staff, which include both male, and there are some female staff and many female contractual labourers as well. Helplines are visible in the station. Railway police is supposed to be stationed in the premises but at the time of the audit the door was locked and the police could not be found. A helpdesk has also been dedicated for women and children but officials shared that it will be functional in the coming months.

The lighting facility within the station premises is good. There is also a functional toilet and drinking water.

Outside station: The station is located in a remote, and isolated area with no connectivity to the main town. It has vast open spaces. There is some public transportation available only at the time when trains arrive. There are street lights only along the road to the station, not in the residential areas in the vicinity. Residents and the two-three street vendors outside the station shared that the street lights are not functional on most days. There is police patrolling along the route but no visible and accessible police in the area. Except the street vendors, right in front of the station, who are there till 9 in the evening, there are no other eyes on the street.



Image: Inside station premises



Image: Platforms are empty



Image: Area around station completely open with no people

Residential cum commercial areas

There are parts of Hazaribag which are residential areas with a few shops lined along the road. The route from Korraha chowk to Jabra has many lodges, which host primarily the student population in the city. There are also several coaching institutes in the area.

No security is visible along this route. The usage of space is gender diverse as women access the area for education and residence. However, interviewed women shared they do not feel safe in the area at night, due to lack of security measures and the lack of eyes on the street at night.

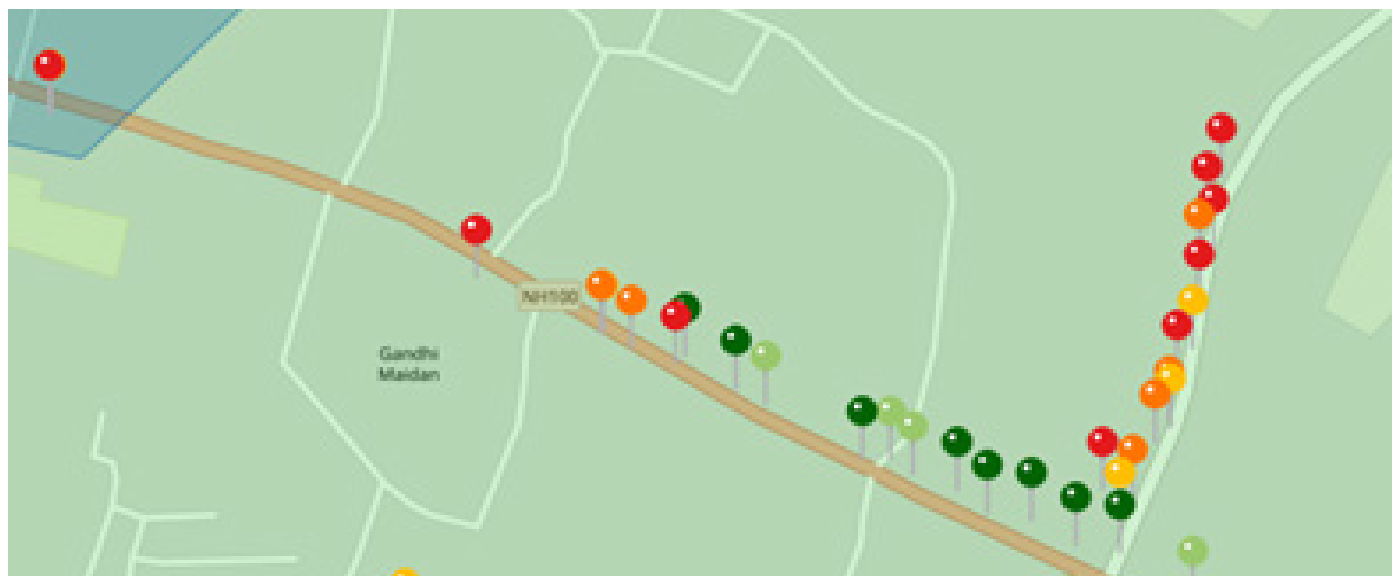


Image: Audit pins from Korraha Chowk to Jabra, the area with Lodges

Near commercial areas such as Indrapuri chowk, women access the place till late in the evening- around 9 pm- till the time the shops are open. There are many women vendors as well. The vendors complained that they do not have designated spaces for vending and are often uprooted. As shared by women vendors and passersby, there are no public toilets in all the commercial and residential areas surveyed. There are however, hand-pumps, which make drinking water easily available.

Around colleges

The area around two colleges were surveyed- KB women's college and St Columba's college. There is lack of public transport connectivity from different parts of Hazaribag to the college early in the morning when students have to reach for classes. At other times, the colleges are well connected by public transport for the duration of college times. Connectivity becomes sparse in the evening. So is the case with eyes on the street- there are gender diverse crowds and street vendors from morning throughout the day, but after 4 pm, the vendors shut shops due to lack of customers. There is a college guard at all times of the day in the college gate. However, any additional security measures catering to the students was not visible.

Nodal public areas

Locations where key public services are located were audited. Municipality and "sadar" government hospital were two areas which are frequented by diverse public. There is a lot of crowd and hustle-bustle in the

municipality during working hours- from morning till early evening. Public transport such as rickshaw and autos are also easily available. There are many street vendors and shops – the eyes on the street are mostly male, and although many women are visible, they mostly access the space temporarily to get their work done or to work. However, the street vendors and shops close in the evening. The street lights are few and placed with a lot of gap. In Kutcheri area, there is functional lighting only on one side of the street. In front of Sadar hospital, the lighting is only one sided. The street is lined with vendors, but they shared that they are slated to be displaced to new, farther areas of vending, which are presently under construction. There are presently no walkpaths, which are in the pipeline to be constructed.

OVERALL KEY FINDINGS: HAZARIBAG

- Students are a particularly vulnerable population. These areas lack visible security measures such as patrolling, booths and display of helplines and messaging on women's safety.
- Proper walkpaths need to be constructed and maintained near nodal public areas which provide essential services, areas of public transit, and commercial areas and are accessed by people with different needs.
- There are no designated public spaces for street vendors, and those near the govt hospital stand the risk of displacement, affecting their livelihoods.
- In areas around colleges and lodges, there lacks visible display of helplines and outreach of police
- Hazaribag has many abandoned open spaces, which, left unattended can potentially be hazardous.
- Drinking water can be easily found in different areas of Hazaribag due to presence of hand-pumps but there are hardly any public toilets, and of those available, they are not maintained and functional at all times.
- The connectivity around railway station is appalling, especially when trains are not scheduled to arrive.
- There lacks proper lighting in the streets. The lighting needs to be sensitive to the supporting infrastructure. Many halogen lights were found to be non-functional as transformers cannot support their load. In such scenario, street lamps would be more effective.
- The facilities for drainage are inadequate and it spills over to the road, especially during monsoons, reducing space for walkability and for vehicular movement.

