Despite efforts at an image makeover in preparation for the Commonwealth Games 2010, some aspects of life in Delhi continue unchanged. For the last several years, Delhi has claimed the dubious distinction of being the most unsafe city in the country, recording the highest incidence of crimes against women including molestation, rape, dowry harassment, domestic violence. According to the 2005 NCRB (National Crime Records Bureau) statistics, Delhi accounted for one third of all reported rapes and almost one fourth of all reported cases of molestation in mega cities.

A survey done by Delhi police in 2004 showed that almost 45 per cent of the reported cases of molestation in the city happened in public buses and another 25 per cent were at the roadside. While 40 per cent of the women surveyed said that they felt unsafe after dark, 31 per cent spoke of feeling unsafe even in the afternoon. In another study by AID India (an NGO), 175 out of the 200 young women covered in the study reported that they had faced incidents of sexual harassment in public, primarily in buses and on the roadside. As many as 90 per cent of the 18,000 respondents in a public perception survey carried out to collect data for the Delhi Human Development Report felt that public transport in Delhi is unsafe for women.

In a recent survey carried out by JAGORI, over 80 per cent of the 500 women surveyed reported having faced harassment in buses and other public transport and 62 per cent had faced harassment on the roadside. The data from this survey, that covered women across classes, occupations and places of residence, also showed that 95 per cent of the women in the sample took some precautions in their daily life to protect themselves from violence. These measures - avoiding dark areas, keeping away from certain places like subways and parks, carrying something that can be used as a weapon, or dressing conservatively - underlining the reality that, apart from the actual incidence of violence, the fear of violence constrains the daily lives of women and girls in multiple ways.
Introduction

Despite efforts at an image makeover in preparation for the Commonwealth Games 2010, some aspects of life in Delhi continue unchanged. For the last several years, Delhi has claimed the dubious distinction of being the most unsafe city in the country, recording the highest incidence of crimes against women including molestation, rape, dowry harassment, domestic violence. According to the 2005 NCRB (National Crime Records Bureau) statistics, Delhi accounted for one third of all reported rapes and almost one fourth of all reported cases of molestation in mega cities.

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The City Of Delhi

With a population of 13.4 million people, Delhi is the second most populous city in the world (after Tokyo) with over 200 lawyers and bars in the capital. The city is a melting pot of political, social and cultural diversity, due to its strategic positioning at the confluence of rivers. The Delhi Development Authority (DDA) is the body responsible for planning for the development of the city. Five years after its establishment, the body was demarcated. Such enclaves already exist on the outskirts of the city in the form of residential, recreational and commercial areas. They are clearly demarcated. Such enclaves already exist on the outskirts of the city in the form of residential, recreational and commercial areas.

The third largest urban agglomeration in the world (after Tokyo and Mumbai) by the Union Government and the Government of Delhi. Civic services are independent power and water supply systems. According to the Economic Survey 2001-02, Delhi had a per capita annual income of Rs 8,880. Middle-class colonies in Delhi are also increasingly adopting this model, with 9.9% of the population. Most of this growth comes from the tertiary sector which contributed 38% to the GDP in 2001-02. The city, once a centre of manufacturing, has shifted to a services economy. Other key sectors include government administration and defence, with 11.3% of the population.

Urban Villages

In the city of Delhi, over 8.7 million people live in JJ colonies - slum clusters with no assured access to clean drinking water, sanitation, health services, transport facilities or security. Capital and also the seat of the government of the NCT, is jointly administered by the New Delhi Municipal Council (NDMC). The Municipal Corporation of Delhi (MCD) is one of the largest civic bodies in the world and is responsible for providing civic amenities to an estimated 13.78 million people.

The vision that underlies the Delhi Master Plan 2020 is of a class stratified empire, due to its strategic positioning at the centre of trade routes from northwestern empires, due to its strategic positioning at the centre of trade routes from northwestern and northeastern India to the Gangetic Plains and headwaters of the Ganges. The city is a centre of commerce and industry.

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The City Of Delhi

The city of Delhi is the capital of India and one of the largest urban agglomerations in the world. It is the third largest urban center in the world, after Tokyo and Mumbai. Delhi is a major cultural, economic, and political hub of India, with a population of over 13 million people. It is known for its historical significance, with a rich history dating back over 4000 years.

The Master Plan 2020 is a comprehensive urban development plan that aims to guide the growth and development of Delhi. It includes provisions for housing, transport, education, and recreation. The plan is reviewed and amended periodically to reflect the changing needs of the city.

The Master Plan is currently under revision, and the new Master Plan 2021 is expected to be notified in early 2022. It will reflect the city's vision of a sustainable, liveable, and vibrant capital city.

Safe Delhi Campaign

The Safe Delhi Campaign is a public safety initiative launched in 2011 to address the issue of violence against women in Delhi. The campaign aims to create a safer atmosphere in the city by involving all those who use public spaces.

The campaign has involved workshops with different levels of police officials, training teachers, urban planners, and service providers. It has also included training women police officers. The campaign has been geared to encourage them to reflect on inequalities and vulnerabilities faced by women.

The campaign has led to the development of strategies to address the needs of different groups, including women, children, and older people. It has also focused on the rich, powerful, and people who feed into this image of women as being vulnerable.

The campaign has been successful in raising awareness and triggering a change in the way women are viewed and treated. It has involved training police officers, working with the police, and providing training to women.

Safe Delhi Campaign has successfully created a safer atmosphere in the city. It has also resulted in changes in the way women are treated in public spaces. The campaign has been praised for its innovative approach and its focus on empowering women.

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Safety Audits

Although the issue of women’s vulnerability to crime is a matter of grave concern, there is a lack of sufficient evidence to guide protective actions. Women’s safety audits have been developed that have the potential to fill this gap by equipping reviewers with a specific set of experiences in identifying places where risk is perceived and under what conditions women take protective actions. This methodology involves data collection from women who know the area well, walks through the area, assessing simple issues. A group of women, ideally including local women and after it turned dark in order to study the space under the state of the built environment, such as the location and urban council was prompted by the state of women’s awareness of the elements of public spaces that contribute increase safety and reduce vulnerability are discussed towards creating safety or vulnerability. The JAGORI Safe study was conducted by the JAGORI team in various audits were conducted by the JAGORI team in various audits were conducted by the JAGORI team in various audits were conducted by the JAGORI team in various audits were conducted by the JAGORI team. The location of police booths, public telephones, shops and It is today much safer and is much more freely used at night. Attendants are present only at the entry/exit points. In the mornings, while the better lit them and other critical markers. New subways have been considered in this study as they have never heard of any attack or harassment while walking to the bus stop from the place of work. We could not detect any specific evening. Many parks have low boundary walls and gates are open, so that they are easily seen shopping late into the night. We also found that women feel uncomfortable in the evenings, while the better lit a common sight in Delhi, and did not feel vulnerable, as they had never heard of any the norms of a city. Some subways (like the one in Nehru Place) have some shops and 05

Main Findings

Lighting in Public Spaces emerged as a major concern in terms such as safety and convenience. Women and men were asked about their perceptions of other critical markers. New subways have been considered in this study as they have never heard of any attack or harassment while walking to the bus stop from the place of work. We could not detect any specific evening. Many parks have low boundary walls and gates are open, so that they are easily seen shopping late into the night. We also found that women feel uncomfortable in the evenings, while the better lit stairs. Women’s own perceptions of safety and patterns of usage of stairs. Women’s own perceptions of safety and patterns of usage of stairs. Women’s own perceptions of safety and patterns of usage of stairs. Women’s own perceptions of safety and patterns of usage of stairs. We did the audit public places typically seen by women after dark. The group includes female and children, and facilities such as the bus stop. A major finding was that women feel uncomfortable in the evenings, while the better lit stairs. Women’s own perceptions of safety and patterns of usage of stairs. We did the audit public places typically seen by women after dark. The group includes female and children, and facilities such as the bus stop. A major finding was that women feel uncomfortable in the evenings, while the better lit stairs. Women’s own perceptions of safety and patterns of usage of stairs. We did the audit public places typically seen by women after dark. The group includes female and children, and facilities such as the bus stop. A major finding was that women feel uncomfortable in the evenings, while the better lit stairs. Women’s own perceptions of safety and patterns of usage of stairs. We did the audit public places typically seen by women after dark. The group includes female and children, and facilities such as the bus stop. A major finding was that women feel uncomfortable in the evenings, while the better lit stairs. Women’s own perceptions of safety and patterns of usage of stairs. We did the audit public places typically seen by women after dark. The group includes female and children, and facilities such as the bus stop. A major finding was that women feel uncomfortable in the evenings, while the better lit stairs.

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Although the issue of women’s vulnerability to violence in public spaces is well documented, safety audits that quantitatively and systematically evaluate the safety levels experienced by users, are not widely available. The purpose of this report is to present the findings of an audit conducted in New Delhi, India, during August-September 2005. The audit was conducted by the Metropolitan Action Committee on Public Violence (METRAC) in Canada in collaboration with JAGORI, an organisation that supports women’s development in India. The study was funded by the Canadian International Development Agency (CIDA) as part of its Global Initiatives on Women’s Security project.

The study was conducted in New Delhi, the capital city of India, which is a cosmopolitan city with a population of over 12 million. The city is divided into 12 districts, each with its own unique characteristics. The study focused on 12 locations in the city, including market areas, educational institutions, bus stops, and park areas. The study used a methodology developed by METRAC to evaluate the safety levels experienced by users. The methodology involved conducting safety audits in each location, which were designed to assess the safety levels experienced by users and identify areas that needed improvement.

The study found that safety levels were lowest in the evening and at night, and highest in the morning. The study also found that women felt safer in areas that were well-lit, and that areas with high foot traffic were safer than areas with low foot traffic. The study also found that women felt safer in areas that were well-maintained, and that areas with broken or dug-up pavements and debris dumps were more likely to be perceived as unsafe.

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During the course of the Safety Audits, we spoke with women users of the public spaces about their perceptions on safety. Our findings are summarized below.

- Most women felt unsafe going into public spaces alone or after dark unless they were in groups or accompanied by men. Women felt safer in well-lit places.
- Public transport, especially buses, are seen as unsafe and are cited by the majority of women as the commonest site for harassment.
- Women felt safer in crowded places than in isolated places. Bus stops are seen as safer than empty streets.
- Plots designated as parks using the crowded main roads are safer than parks used off the main roads.

The Problems Faced in Resettlement Areas

- Men dominated spaces such as cigarette and paan shops, liquor shops, street corners and dhabas are felt to be unsafe and are avoided by women, especially after dark.
- Women prefer using subways which have vendors and shops.
- Women normally feel safe in using parks in early evenings or around dusk, but not after nightfall. Parks become almost exclusively male spaces after dark.
- The presence of shops, vendors and informal commercial activity (such as weekly markets) increases the feeling of security for many women.

The maps in the following section of this document are visual representations of some of the key risk and safety factors in the audited areas. The following should be kept in mind while reading these maps.

- The maps are not to scale and are not intended as exact depictions of the topography and layout of the area.
- The human figures marked on the maps reflect the gendered usage of space and are not indicative of the numbers of people present.
- The maps represent the situation of the area in the late evening or after dark.
- Factors influencing women’s safety have been highlighted in call-outs. Red-shaded call-outs indicate risk factors.
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- Public transport, especially buses, are seen as unsafe and are cited by the majority of women as the commonest site for harassment.
- Women felt safer in crowded places than in isolated places. Bus stops are seen as safer than areas that are deserted.
- Women prefer using subways which have vendors and shops.
- Women normally feel safe in using parks in early evenings or around dusk, but not after nightfall. Parks become almost exclusively male spaces after dark.
- Male dominated spaces such as cigarette and paan shops, liquor shops, street corners and dhabas are felt to be unsafe and are avoided by women, especially after dark.
- Women prefer using parks where there is no harassment, public pay toilets are the only risk.
- Most women feel safer in Madanpur Khadar and Bawana than in other parts of the city, with daily harassment by men from the surrounding villages.
- Poor levels of provision and quality of infrastructure as possible, to the fields. Women are sometimes forced to go out to the fields at night.
- Almost every young girl that we spoke to in resettlement colonies narrated incidents of harassment by boys and men (both from within the colony and from the nearby village) on a daily basis. Commuting by bus is impossible for girls; they are forced to take buses and autos, or even walk on poorly lit roads at night.
- In Madanpur Khader, the public toilets are the only recourse. These are few in number (in Bawana, for instance, one toilet is shared by 100 families), filthy and ill maintained, with broken doors and missing light bulbs. Attendants at the toilets are all men, and women are scared of using them.
- Women work in informal sector enterprises and are forced to use public toilets, which are often shared by men from the surrounding area.
- Women feel unsafe in public spaces near their homes, as they do not have the option to use the open fields. Women in Madanpur Khadar and Bawana have been subjected to harassment in the public areas near their homes.
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- The maps represent the situation of the area in the late evening or after dark.
- Factors influencing women’s safety have been highlighted in call-outs. Red-shaded call-outs indicate risk factors.
- Other sources that are used even though they challenge the portrayal of crime and the perception of risk. These sources include informal sector enterprises and police reports, and are used as a way to confirm the information gathered from other sources, but also by local residents and service providers. Existing research also serves to give the reader the context of the research being conducted.

The following maps are explained in the key alongside each map.
South Extension

The locale

- South Extension is an upper-income residential cum commercial locality in South Central Delhi, bounded by the All India Institute of Medical Sciences at one end and Defence Colony on the other.
- The Inner Ring Road passes through South Extension, dividing it into two parts (South Extension I and II) which are connected by a subway.
- The busy South Extension market lies on either side of the Ring Road and has many large shops and showrooms.
- We audited the main market and sections of the residential area in South Extension I, Mandir Gali (a small market in a narrow lane inside the colony), as well as Kotla Mubarakpur and Amrit Nagar (middle and lower income colonies abutting on South Extension).
- Most residential streets closer to the market area also have commercial activity (offices, education institutes, ayurvedic institute).
- There is no boundary or any other demarcation between the market and the residential area, apart from shop signboards and house numbers (not always clear). The residential area starts just as market area ends. We did not see any guards at the gates.
- There is a Police Outpost in South Extension I. The closest Police Station is in Defence Colony, about two kilometers away.

The auditor area

- There are main market sectors and sections of the residential area in South Extension I. South End (near the market area) is a narrow lane where residents live in row houses, as well as new buildings.
- South Extension I is a residential area with a mixture of high-rise apartments, row houses, and standalone houses.
- The residential areas close to the market area also have commercial activity, including offices, educational institutions, and ayurvedic institutes.
- Most residential streets near the market area also have commercial activity (offices, education institutions, ayurvedic institutes).
- There is a Police Outpost in South Extension I. The closest Police Station is about two kilometers away.
- We did not see any guards at the gates.
South Extension is an upper-income residential cum commercial locality in South Central Delhi, bounded by the All India Institute of Medical Sciences at one end and Defence Colony on the other. The Inner Ring Road passes through South Extension, dividing it into two parts (South Extension I and II) which are connected by a subway.

The busy South Extension market lies on either side of the Ring Road and has many large shops and showrooms. There is a college in the area, as well as some historical monuments and parks.

We audited the main market and sections of the residential area in South Extension I, Mandir Gali (a small market in a narrow lane inside the colony), as well as Kotla Mubarakpur and Amrit Nagar. (middle and lower income colonies abutting on South Extension). We also audited a few bus stops on the Ring Road.

Most residential streets closer to the market area also have commercial activity like offices, education institutes, ayurvedic institutes, etc. The residential area starts just as market area ends. We did not see any guards at the gates. There is a Police Outpost in South Extension I. The closest Police Station is in Defence Colony, about two kilometers away.
The locale

Saket is an affluent residential cum commercial locality in South Delhi with DDA and private housing and a large commercial complex (within which the PVR cinema complex is located).

There are four main approaches into the colony from Press Enclave Marg, Mehrauli Badarpur Road, Lal Bahadur Shastri Marg, and Aurobindo Marg.

There are four schools in the area, as well as a large women’s hostel on the main road.

We audited the PVR commercial complex, and the main road in front of E block leading up to the J block market. Our audit also covered the bus stops along this road and two large parks.

The PVR complex and the market area is a pedestrian zone with roads on two sides and parking areas on the other two sides.

Besides the cine complex, the commercial area has restaurants, fast food shops, coffee shops, books and music shops, offices, pubs, and a large number of kiosks selling coffee, juices and snacks. Some of these kiosks have open air seating arrangements.

Close to the J block market, a few houses have been converted into small hotels, schools, and nursing homes. Auto rickshaws are available on this stretch of the road.

Almost all the gates leading to the DDA residential area have guards whereas there are no guards in the private residential blocks.

A Police Outpost is situated near the PVR complex. The nearest Police Station is in Malviya Nagar, about 2 kilometres away.

"E block park was bustling with women and children just before dark. But around 8.30 pm, it was pitch dark and appeared to be deserted. In sharp contrast to this park, the J block park was well lit and there were many older women in the park around 8.30 pm." - Observations of the audit team.
Saket is an affluent residential cum commercial locality in South Delhi with both DDA and private housing and a large commercial complex (within which the PVR movie theatre complex is located).

There are four main approaches into the colony from Press Enclave Marg, Mehrauli Badarpur Road, Lal Bahadur Shastri Marg, and Aurobindo Marg.

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Observations of the audit team.
Sarita Vihar

The locale

Sarita Vihar is a middle-income group DDA colony situated on Mathura Road in South East Delhi. It is about a kilometer away from Apollo Hospital, one of the largest private hospitals in Delhi. The nearby villages, Madanpur Khadar and Ali Gaon, are about two kilometers away from Sarita Vihar. Another small village, To Ali Gaon, is about two kilometers away from the To E block. There are also agricultural fields and vacant government land next to the D block.

The audited area

We audited D and E blocks, which lie towards one end of Sarita Vihar and are bounded by the main approach road. D block is adjacent to Madanpur Khadar and E block to Ali Gaon. The nearest police station is about two kilometers away.

There are several markets in the area, including Khadar market, D block market, E block market, and a small vegetable market. There are also many vendors in the area selling fruits, vegetables, and plastic goods.

The bus stop is about a kilometer away. Cycle rickshaws ply in the area, with a stand at the junction. Auto rickshaws are also available at the junction.

Both blocks have multiple entry points. All gates in D Block are guarded, whereas E Block does not have guards at all gates. Gates in D Block are opened at specific times.

A Police Post is located at the junction of D and E blocks. The nearest police station is about two kilometers away.
Sarita Vihar is a middle-income group DDA colony situated on Mathura Road in South East Delhi. It is about a kilometer away from Apollo Hospital, one of the largest private hospitals in Delhi.

An urban village, Madanpur Khadar, lies adjacent to the D and E blocks of Sarita Vihar. Another small village, Ali Gaon, is about two kilometers away to the north of Sarita Vihar.

There are two main approaches to the colony from the Kalindi Kunj Road and from Mathura Road.

We audited D and E blocks, which lie towards one end of Sarita Vihar and are bounded by the main approach road. Madanpur Khadar and Ali Gaon are about a kilometer away from these blocks. There are agricultural fields and vacant government land next to D block. There is also a park in each block.

There are several markets in the area—Khadar market, D block market, E block market, and a small vegetable market at the junction of Sarita Vihar and Khadar market. There are also many vendors in the area selling fruits, vegetables, and plastic goods.

The bus stop is about a kilometer away. Cycle rickshaws ply in the area, with a stand at the junction. Auto rickshaws are also available at this junction.

Both blocks have multiple entry points. All gates in D Block have guards while only gate 1 in Block E does not have guards at all times (map). A Police Post is located at the junction of D and E Blocks. The nearest police station is in Apollo Hospital, about two kilometers away (map).

Two eleven-year-old girls were harassed one evening by a boy when they were cycling in their block. Their mothers recognized the boy as he was earlier a resident of the same block and had moved to an adjacent block. The mothers connected the parents of the boy and brought the incident of harassment to their notice.
All women residents we spoke with cited harassment by CRPF personnel as the main problem in the area. Earlier, they would ring the doorbell and ask for water, or stare and pass comments. The camp urinals also faced the colony. The RWA had approached the Commanding Officer of the CRPF and the MCD asking for a wall between the colony and the Camp but both had refused. This fence was subsequently built by the RWA. However, men continued to jump over the fence until spikes were fixed on top of it. Although the men have since stopped coming inside the colony, they continue to harass women by staring and passing comments.
All women residents we spoke with cited harassment by CRPF personnel as the main problem in the area. Earlier, they would ring the doorbell and ask for water, or stare and pass comments. The camp urinals also faced the colony. The RWA had approached the Commanding Officer of the CRPF and the MCD, asking for a wall between the colony and the Camp but both had refused. This fence was subsequently built by the RWA. However, men continued to jump over the fence until spikes were fixed on top of it. Although the men have since stopped coming inside the colony, they continue to harass women by staring and passing comments.
The locale

Kalyanpuri is a resettlement colony located in East Delhi in the Trans-Yamuna area. It is not separated from Mayur Vihar, Trilokpuri, and Vasant Kunj. 

Mayur Vihar, Trilokpuri, and Vasant Kunj are the other colonies in the vicinity.

"We do not allow our girls to step outside the home after dark. Boys from the neighborhood harass them and even snatch mobile phone. We cannot file a police complaint as the boys further harass the girls.

A woman resident of Kalyanpuri in her 40s.

Boys and men take advantage of the darkness to harass us as their faces are not recognizable in the dark.

A woman resident in her 30s.

The nearest Police Station is in Kalyanpuri.

Audited area - Kalyanpuri

The audited area in Kalyanpuri included small pucca houses as well as kuchha houses. While outer roads are fairly wide, inner lanes are very narrow making it difficult to walk if a vehicle, even a two wheeler, passes by.

There is a boundary wall in sections, or a fence around most of the resettlement colony which is not recognizable in the dark.

There is no boundary wall around the resettlement colony which is a lane.

The locale

Mayur Vihar Phase I is a middle income group colony with DDA flats, residential area. Most of these shops have living quarters above them.

The locale

Educational Institutions

Audited area - Kalyanpuri

There are three schools in Kalyanpuri.

We did not come across any park in the audited area.

The locale

Mayur Vihar Phase I

Mayur Vihar is a middle income group colony with DDA flats, residential area. Most of these shops have living quarters above them.

"Boys and men take advantage of the darkness to harass us as their faces are not recognizable in the dark.

A woman resident in her 40s.

The locale

The locale

We did not come across any park in the audited area.

The locale

Transport

Kalyanpuri & Mayur Vihar

The locale

Noida Link Road, Trilokpuri Road, and Patpargunj Road.

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Kalyanpuri & Mayur Vihar

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A woman resident of Kalyanpuri in her 40s.

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A woman resident in her 40s.

"Boys and men take advantage of the darkness to harass us as their faces are not recognizable in the dark."

A woman resident in her 30s.
Paschim Vihar

The Locale
Paschim Vihar is an upper and middle income residential colony with both independent bungalows as well as DDA Flats. It is located on the Delhi Rohtak Road.

The Audited Area
Our audit covered Road number 30, B-1 block, and A 4 block of the colony. We also audited three parks in the area.

There are three markets in the area. Besides these, several houses on the main road have been converted into shops.

Pedestrians are forced to walk on the road as vehicles are parked on many sections of the pavement. In other places, pavements are uneven and strewn with garbage.

Auto rickshaws are available near the main DDA Market.

There are no guards at the gates of private residential area. However, there are guards at each gate of the DDA housing complex.

There is a Police Station in the area.

Two girls walking back home from their tuition center shared with us that they felt safer walking on the main road than walking in the inner lanes. They walk back everyday at around 6pm and face verbal harassment very often and are often followed by boys hanging around in the area.

The Audited Area
- Road number 30
- B-1 block
- A 4 block
- Three markets
- Several houses converted into shops
- Pavements uneven and strewn with garbage
- Auto rickshaws available near the main DDA Market
- No guards at private residential gates
- Guards at DDA housing complex gates
- Police Station in the area

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The Locale
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The Audited Area
- Road number 30
- B-1 block
- A 4 block
- Three markets
- Several houses converted into shops
- Pavements uneven and strewn with garbage
- Auto rickshaws available near the main DDA Market
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- Guards at DDA housing complex gates
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Paschim Vihar

The Locale
- Paschim Vihar is an upper and middle income residential colony with both independent bungalows as well as DDA Flats. It is located on the Delhi-Rohtak Road.
- It can be approached from National Highway 10 (Rohtak Road), Ring Road, Najafgarh Road, and Outer Ring Road.

The Audited Area
- The audited block is number 19, B-1 block, and A-4 block of the colony. We also audited three parks in the area.
- There are three markets in the area. Besides these, several houses on the main road have been converted into shops.
- There are no guards at the gates of private residential area. However, there are guards at each gate of the DDA housing complex.
- There is a Police Station in the area.

Two girls walking back home from their tuition center shared with us that they felt safer walking on the main road than walking in the inner lanes. They walk back everyday at around 6pm and face verbal harassment very often and are often followed by boys hanging around in the area.
Patpargunj

“A large number of people are present on the main road in the evening even after dark. Many women come out to buy vegetables from vendors. Young girls and women visit the markets, mostly walking, till 9pm. However, one would rarely find a woman on an inner poorly lit street. The guards and the dhobi outside each society never gives a deserted feeling to any main road”.

Views of a team member who resides in the locality.

The locale
- Patpargunj is a large middle income locality in the Trans Yamuna area of East Delhi, with high-rise housing societies, several poor income group colonies and back lanes.

Patpargunj can be approached from the Hapur Bypass (NH 24), Vikas Marg, and New Patpargunj Road.

The audited area
- We walked the pedestrian routes. The entire area is a mix of societies and some small and single-storied populated colonies like Joshi colony, Fazalpur, Vinod Nagar, Mandavali and Chander Vihar.

- Besides small shops in Vinod Nagar and Joshi Colony, there are two large markets in the area.

- The central Mother Dairy milk processing plant is located at one end of this area.

- Besides small shops in Vinod Nagar and Joshi Colony, there are two large markets in the area. There are also a large number of vendors with their carts on the pavements and several weekly pavement markets are also held inside the area.

- There are many bus stops on the main roads in the area. Auto rickshaws and cycle rickshaws are easily available all over the area.

- There are two schools in the area. All residential societies have their own gates with guards.

- The nearest Police Station is in Vinod Nagar (inside the audited area).

- Patpargunj is a large middle income locality in the Trans-Yamuna area of East Delhi, with high-rise housing societies, several poor income group colonies and back lanes.
Patpargunj

The locale

Patpargunj is a large middle income locality in the Trans Yamuna area of East Delhi, with high-rise housing societies, mixed income group colonies and back lanes villages. Patpargunj can be approached from the Hapur Bypass (NH 24), Vikas Marg, and from Patpargunj Road.

The audited area

We audited the Indraprastha Extension. The area has a mix of colonies and some small and dense populated colonies like Joshi colony, Fazalpur, Vinod Nagar, Mandavali and Chander Vihar. Patpargunj can be approached from the Hapur Bypass (NH 24), Vikas Marg and New Patpargunj Road.

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Patpargunj is a large middle income locality in the Trans Yamuna area of East Delhi, with high-rise housing societies, mixed income group colonies and back lanes villages. Patpargunj can be approached from the Hapur Bypass (NH 24), Vikas Marg, and from Patpargunj Road.

A large number of people are present on the main well lit roads even after dark. Many women come out to buy vegetables from vendors. Young girls and women visit the markets, mostly walking, till 9pm. However, one would rarely find a woman on an inner poorly lit street. The guards and the dhobi outside each society never gives a deserted feeling to any main road.

Views of a team member who resides in the locality.

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Views of a team member who resides in the locality.
“The park is taken over by men just after dark. Women cannot use the place as men gamble here, some appear to be drunk or on drugs.”

A woman resident in her 20s on the state of a large park in her neighbourhood.
Paschimpuri is located in West Delhi, between Punjabi Bagh Extension and Paschim Vihar, on the Delhi-Rohtak Road. It has four main approaches - via National Highway 10 (also known as Rohtak Road), Ring Road, the Najafgarh Road, and from Outer Ring Road. Paschimpuri is a lower and middle income group residential colony with three storied flats and few small private houses (some of which have built additional floors). Our audit also covered the six parks in the area.

The residential area has several small shops. The market adjoining Balbir Singh Road has shops dealing in auto parts. A large number of vegetable vendors sit on the roadside. Cycle rickshaws and a few auto rickshaws ply in the area. There is one school in the audited area. There is a Police Outpost in the colony. The nearest Police Station is in Punjabi Bagh, about three kilometres away.

“The park is taken over by men just after dark. Women cannot use the place as men gamble here, some appear to be drunk or on drugs.”

A woman resident in her 20s on the state of a large park in her neighbourhood.
Nizamuddin

The locale
- The historical Nizamuddin area is central Delhi’s southern end of Mathura Road.
- The tomb and shrine of Sheikh Nizamuddin Auliya, a Sufi saint, are situated behind Nizamuddin West and are important sites of pilgrimage. The tomb of the Mughal Emperor Humayun and the Sufi poet Abdur Rahim Khan-e-Khana are also located close to Mathura Road.
- The Nizamuddin Railway Station, the only railway station in South Delhi, is situated in this area.
- The area has a mix of residential colonies, a basti cluster, small houses close to the shrine, high-income group bungalows in Nizamuddin East and West on either side of Mathura Road, and a basti cluster close to the railway station.

The audited area
- The audited area of the Nizamuddin East residencies, basti cluster, four parks (including one which is used as a storage ground by kabadiwalas), and a night shelter and public toilet were audited.
- The residential area around the shrine has innumerable narrow lanes, some of them leading to the shrine. One section of the area is Amir Khusro Nagar, which is close to Nizamuddin East and West.
- There are four markets in the audited area: near the basti cluster, in Amir Khusro Nagar, immediately around the shrine, and a large market near the railway station.
- There is a drain on Lala Lajpat Rai Road. Some kabadiwalas live on the sides of the drain, including under the bridge.
- Bus, auto rickshaw, and cycle rickshaw stands are located on Mathura Road and close to the Railway Station.
- The nearest Police Station is the Nizamuddin Police Station on Mathura Road.

“We do not allow young girls to go out in the evenings. They finish their school and other classes during the day itself. Even if we need something urgently from the market, the mothers will go but not the girls.”

A woman resident of the shrine area in her 50s.
The historical Nizamuddin area forms both Central Districts (CD) and North Central Delhi (NCD), and contains Mathura Road.

The locale
- The historical Nizamuddin area forms both Central Districts (CD) and North Central Delhi (NCD), and contains Mathura Road.
- The tomb and shrine of Sheikh Nizamuddin Auliya are situated behind Nizamuddin West and are important sites of pilgrimage. The tomb of Emperor Humayun and the Sufi poet Abdur Rahim Khan-e-Khana are also situated close to the shrine.

The residential area
- The residential area around the shrine has narrow lanes, some of which lead to the shrine. One section of the residential area is Amir Khusro Nagar.

The audited area
- We audited a section of the Nizamuddin East residential area, a basti cluster, four parks (including one which is used as storage ground by khabadiwalas), and a night shelter and public toilet in the area.

The nearest Police Station is the Nizamuddin Police Station on Mathura Road.
The University of Delhi was established in 1922 as a teaching and residential university. In October 1933, the University offices and the Library shifted to the Viceregal Lodge Estate, and this site is still the nucleus of the University and referred to as the main campus.

The University can be approached from Mall Road, Magazine Road, Grand Trunk Road or Malkaganj Road, and Bhama Shah Road. All these roads connect to residential areas surrounding the campus.

The university area along Magazine Road and University Road is flanked by the Northern Ridge or Kamla Nehru Ridge, with dense green cover. This is a protected area.

Large numbers of students reside in hostels on campus. Many students also live in private hostels or as paying guests in nearby residential areas.

As the campus is very large, the audit was done by two separate teams. The first team covered Chattra Marg, Shreya Misra Road, University Road, Sudhir Bose Road, and Guru Teg Bahadur Road. The main features on this route are Ramjas College, Kirori Mal College, Khalsa College, Sri Ram College of Commerce (SRCC), Daulat Ram College, Miranda House, Central Institute of Education, Law and Arts Faculties, SRCC hostel and staff residential areas.

There are sports fields and a men's hostel in the area.

Public and university buses run inside the campus. Auto rickshaws are also available through cycle rickshaws and the most convenient mode of transport inside the campus.

The nearest Police Station is at Maurice Nagar, about two kilometers away from the main campus.
The University of Delhi was established in 1922 as a teaching and residential university. The University shifted to its present site on 11 December 1924. The main university building was inaugurated as the Library成品 on the Viceroy’s Estate, and the site is still the nucleus of the University and referred to as the main campus.

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There are sports fields and a men’s hostel in the area.

Public and university buses run inside the campus. Auto rickshaws are also available through rickshaw stands near the main entrance and at separate places inside the campus.

The nearest Police Station is at Maurice Nagar, about two kilometers away from the main campus.
Delhi University - 2

The locality
- The University of Delhi was established in 1922 as a teaching and residential university. It is spread over 200 acres of land and is situated in the Viceroy's Lodge area, about two kilometers away from the Shalimar Bagh area.
- The University area along Magazine Road and University Road is flanked by the University of Delhi, the University of Allahabad, and the Central University of Delhi. The area is crowded with educational institutions and research centers.
- The University of Delhi is a large university with a large number of students residing in hostels on campus. Many students also reside in the nearby residential areas.
- The campus is very large, and the audit was done by two separate teams.

The audited area
- The audit covered University Road, Gandalpur, Gandalpur, Patiala Road, Shastri Park Road, South Delhi, and others. The main features along this route are Delhi School of Social Work, the National Institute of Public Administration, the Jawaharlal Nehru University, and the University of Delhi. The University of Delhi is referred to as the main campus.
- The University of Delhi is a large university with a large number of students residing in hostels on campus. Many students also reside in the nearby residential areas.
- The campus is very large, and the audit was done by two separate teams.
The locale
- The University of Delhi was established in 1922 as a teaching and residential university. It includes Delhi University and five affiliated colleges. The main campus is in the northern part, and a satellite campus in South Campus.
- The University is connected to the city and other sub-camps by public and university buses, rikshaws, and taxis.
- The nearest Police Station is at Maurice Nagar, about two kilometers away.
- Public and university buses run inside the campus. Auto rickshaws are also available.
- There are sports fields and both women's and men's hostels in the area.
- As the campus is very large, the audit was done by two separate teams.
- Large numbers of students reside in hostels on campus. Many students also live in private hostels or as paying guests in nearby residential areas.

The audited area
- The audit covered University Road, Cavalry Lane, Cavalry Lines, Probyn Marg. The main features along this route are Delhi School of Social Work, Delhi School of Economics, Faculty of Management Studies and Institute of Education, Delhi School of Social Work, Delhi School of Economics, Faculty of Management Studies and Institute of Education.
- Delhi University - 2
- The University can be approached from Mall Road, Magazine Road, Grand Trunk Road or Malkaganj Road, and Bhama Shah Road. All these roads connect to residential areas surrounding the campus.
- University Road was shifted to its present location in 1908, and in 1916, the University moved into its new buildings.
- In October 1933, the University offices and the Library shifted to their present location.
- The University is a source of pride for the country, and a multitude of students come from all over the country to study here.
- There is a wide variety of human activity in this area, and there is a lot of human activity inside the campus.
- The main access to the campus is from the main gate. The gates are opened from 7am to 8.30 pm and from 11am to 9pm, between 7pm and 10pm, and 11pm to 7am.
- The gates are monitored by guards present from shops on the ground floor.
- The area is well-lit, and there is no street light or pavement material lying there. There are open manholes on the ground floor and 4th floor.
- The number of students present outside the campus is not more than 200.
- The number of students present outside the campus is not more than 200.
- The University has a large number of students, and there is a lot of human activity in this area.
- The area is well-lit, and there is no street light or pavement material lying there. There are open manholes on the ground floor and 4th floor.

The nearest Police Station is at Maurice Nagar, about two kilometers away.

Delhi University - 2
Connaught Place

The audited area

- We audited sections of the inner and outer circle of Connaught Place, including the Palika Bazaar. Our audit also covered shops, tea stalls, restaurants, parks and subways in the area, as well as sections of the main approach roads.

- balcony: The rear end of the Palika Bazaar has a large number of shops selling traditional artifacts, garments, and hand embroidered.emit.

- The Palika Bazar basement market has a large number of small shops selling handicrafts and hand embroidered garments, with the Hanuman Mandir at the end.

- There are several approaches to Connaught Place: Janpath, Parliament Street, and Tolstoy Marg. Some areas, such as the basement market of Palika Bazaar, have been added in the last decade.

- Apart from the main buildings, some areas, such as the Palika Bazaar, have commercial sections.

- We found that the metro is used by both men and women. Some women accompanied by a man or were in a group, while others were alone, and some were accompanied by a man. She, like many other women, said she found the metro safe to travel even late at night.

- A girl who travels regularly around 8pm told us of an instance when she was followed by a man in the metro. She contacted the police at the station who took immediate action and caught the man. She, like many other women, said that they find the metro safe to travel even late at night.
Connaught Place

The locale
- The locale is situated across the road from Sansad Marg, Parliament Street, and the Palika Bazaar. The area is full of commercial buildings and hotels.

The audited area
- We audited sections of the inner and outer circle of Connaught Place, including the Janpath Market. Our audit covered the main approaches to Connaught Place, including Janpath, Parliament Street, Tolstoy Marg, Sansad Marg, and the Palika Bazaar.
- We observed a large number of vendors selling traditional artifacts, garments, and hand embroidered goods.
- We noticed that the Palika Bazaar and the Janpath Market have been added in the last decade.

A girl who travels regularly around 8pm told us of an instance when she was followed by a man in the metro. She contacted the police at the station who took immediate action and caught the man. She, like many other women, said that they felt the metro safe to travel even late at night.

key
A school girl who crosses Nehru Place every morning on her way to school told us that she had been accosted by a man one morning. The place was deserted at this time and her friends were walking some distance behind her. The man caught her dress and tried to drag her away but she screamed and managed to run away. On reaching school, she told her teacher who came back with the girl to look for the man, but he could not be found. Since this incident, the girl always moves around in a group.

The locale

Nehru Place, a commercial complex located in South Central Delhi, comprises of a large number of multi-storied buildings with offices, computer hardware and software shops, banks, and fabric stores.

Nehru Place can be approached either from Outer Ring Road or from Lala Lajpat Rai Path. A pedestrian subway crosses the Outer Ring Road.

There is a cinema theatre inside the main commercial complex and a hotel in the adjoining block.

We audited the open pedestrian areas around the multistoreyed buildings in the Nehru Place complex. Some buildings have a staircase at the front, leading up from the main entrance. The area under the stairs is used by vendors and service-providers such as cobblers.

Construction debris was lying under some of these stairs. Guards were present in most office buildings.

There are bus stops on the Outer Ring Road and on Lala Lajpat Rai Path. These stops are crowded and there is heavy traffic with private buses, chartered buses and RTVs stopping and starting almost along the entire length of the complex.

There are a few public toilets in the area. One of these was locked.

There are a few dhabas and food stalls near the movie theatre.

The entire complex is surrounded by paid parking areas.

Being a commercial area, the area is crowded during the day and relatively deserted early in the mornings and late in the evenings.

There is a Police Outpost in the audited area. The Nehru Place Police Station is across the road from the main commercial complex.

The audited area

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There is a Police Outpost in the audited area. The Nehru Place Police Station is across the road from the main commercial complex.
Nehru Place is a busy commercial complex located in South Central Delhi, comprising of a large number of multi-storied buildings with offices, computer hardware and software shops, banks, and fabric stores. Nehru Place can be approached either from Outer Ring Road or from Lala Lajpat Rai Path. A pedestrian subway crosses the Outer Ring Road.

The audited area

We studied the main pedestrian areas around the multi-storied buildings in the Nehru Place complex.

Several buildings have courtyards at their rear sections. The area under the courtyards and service-providers such as cobblers.

Construction debris was lying under some of these stairs. Guards were present in most office buildings.

There are bus stops on the Outer Ring Road and on Lala Lajpat Rai Path. These stops are crowded and choked with private buses, chartered buses and RTVs stopping and starting almost along the entire length of the complex.

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Sundar Nagri is a resettlement colony located in North East Delhi, very near the Uttar Pradesh border. It is adjacent to Nand Nagri, Rajiv Nagar, Harsh Vihar, Mandoli, and Bunkar Vihar.

The Audited Area

We audited J, K, and M blocks, adjoining sections of Shaniwar Bazaar Road, the adjoining sections of Mangal Pandey Marg, and the main Nand Nagri Road Number 69 on which Gagan Cinema is located.

One side of the colony is adjacent to Mangal Pandey Marg (leading to Ghaziabad). A large plot of vacant land lies between Mangal Pandey Marg and Road Number 69.

The audited area has small houses, some of which are double storied. Some of the houses, especially on the outer lanes, have converted the ground floors into shops. Most streets are unpaved or paved with broken bricks. Most inner streets are only two metres wide. Most streets do not have streetlights. Some streets have lamp posts which do not work. We saw very few streetlights working in the audited area.

The closest bus stands are on Mangal Pandey Marg and Road Number 69.

There are few public toilets in the area. The nearest Police Station is the Nand Nagri Police Station, about a kilometer away.
Sundar Nagri is a resettlement colony located in North East Delhi, very near the Uttar Pradesh border. It is adjacent to Nand Nagri, Rajiv Nagar, Harsh Vihar, Mandoli, and Bunkar Vihar.

The Audited Area

- We audited J, K, and M blocks, adjoining sections of Shaniwar Bazaar Road, the adjoining sections of Mangal Pandey Marg, and Road Number 69 on which Gagan Cinema is located.
- One side of the colony is adjacent to Mangal Pandey Marg (leading to Ghaziabad). A large plot of vacant land lies between Mango Pandey Marg and Harsh Vihar.
- Most streets are unpaved or paved with broken bricks. Some streets are only two metres wide.
- Most streets do not have streetlights. Some streets have lamp posts which do not work. We saw very few streetlights working in the audited area.
- The closest bus stands are on Mangal Pandey Marg and Road Number 69.
- There are few public toilets in the area.
- The nearest Police Station is the Nand Nagri Police Station, about a kilometer away.

The locale

- Sundar Nagri is a resettlement colony located in North East Delhi, very near the Uttar Pradesh border. It is adjacent to Nand Nagri, Rajiv Nagar, Harsh Vihar, Mandoli, and Bunkar Vihar.
- It can be approached from Mangal Pandey Marg, Rajiv Nagar, Shaniwar Bazaar Road, and Bunker Vihar.
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Girls and women who travel on RTVs face constant harassment from drivers, conductors, and their associates who pass vulgar comments, play loud suggestive songs, or crowd against women and push or rub against them. Most women we spoke with said that other passengers always look the other way when girls or women are being harassed. Some girls told us that they answer back or move away when boys and men harass them.
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Women are forced to use the canal area and fields due to lack of appropriate facilities. As the public toilets close at 10 pm, women have no option but to use open fields, making them more vulnerable.
Bawana Resettlement Colony

The locale
- Bawana Resettlement Colony is located in North West Delhi, adjoining the Narela municipal area.
- This is the largest resettlement colony in Delhi, with over 6000 plots of which about 3000 have been developed so far. Communities covered by these include Jaffrabad, Khureja, Pushta, Kusumpur Pahadi, Jahangirpuri, Banuwal Nagar, Vikaspuri and Bhatti Mines since 2004 have been resettled here.

The audited area
- Our audit covered A, B, C, and E blocks of the Resettlement Colony. About ten percent of the plots were unoccupied at the time of the audit.
- The audited area is 12 hectares, which is about 18 acres. The one main road is metalled, while internal lanes are brick-paved. There are no streetlights on the internal lanes at the time of the audit.
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Women are forced to use the canal area and fields due to lack of appropriate facilities. As the police boxes close at 8:30pm, women have no option but to use open fields, making them more vulnerable.

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The locale

- The New Delhi Railway Station is one of the largest railway stations in India and handles over three hundred trains and lakhs of travelers each day. Most East and North bound trains originate here.
- The station is located very close to Connaught Place, with two main entrances from Ajmeri Gate and Paharganj.
- Paharganj lies to the west of the station and is crowded with low-budget hotels, restaurants, and a wide variety of shops catering to both domestic travelers and foreign tourists, predominantly backpackers.
- There is a metro station on the Ajmeri Gate side.

The audited area

- Our audit covered Platforms 1, 4, 6, and 12 and the overbridges connecting them.
- Platform 1 has offices, canteens, and retiring rooms on the first and second floors. The platforms and corridors are well lit, but the ceiling fan in the retiring room is not working.
- The entrance from Ajmeri Gate side has a couple of fast food restaurants.
- There are large parking areas on both sides of the station.
- A Police Station and RPF post are located on the Paharganj side of the station. There is a Police Helpdesk near the parking area on the Ajmeri Gate side. Police personnel are also present on platforms where passengers were boarding the trains.

“...it was difficult to walk on the Paharganj side of the station...with sections of the road broken and dark. Even inside the station, the corners of the platforms were dimly lit with men hanging around...even having a bath”

A team member’s reaction after the audit.
The locale

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Our audit covered Platforms 1, 4, 6, and 12 and the overbridges connecting them.

Platform 1 has offices, canteens, and retiring rooms on the first floor. We did not audit the third floor. Besides the ticket counters, the entrance from Ajmeri Gate side has a couple of fast food restaurants.

There are large parking areas on both sides of the station. A Police Station and RPF post are located on the Paharganj side of the station. There is a Police Helpdesk near the parking area on the Ajmeri Gate side. Police personnel are also present on platforms where passengers were boarding the trains.

Key

- Platform 1
- Platform 4
- Platform 6
- Platform 12
- Overbridges
- Ticket Counters
- Waiting Rooms
- Offices
- Canteens
- Retiring Rooms
- Toilet Blocks
- Women's Waiting Room
- Men's Toilets
- Shelter for porters
- Commuting lift
- Escalator
- Platform lights
- Street lights
- Police post
- Women's attendant
-JR
- PP
- Exclusive parking for platform 12
- Few homeless people sitting on overbridge
- Not in use
- Signage only in English
- Second Floor Entrance to terrace locked
- Terrace unlocked
- Second Floor
- Terrace
- Kitchen
- Dormitory
- Retiring Rooms
- Offices
- Roof Garden
- Workers peeling vegetables
- Few homeless boys and girls sitting in the corridor
- Entrance to terrace locked
- Woman attendant
- All women accompanied by men
- Common for men & women
- Well lit common bathroom
- Entrance to terrace locked
- One woman attendant
- DDA Residences
- Private Residences
- Hutments
- DDA Residences
- Private Residences
- Hutments
- taxi stand
- Bus stand
- Auto stand
- Mother Dairy
- Tea Shop
- Laundry shop
- Cigarette shop
- RTV stand
- Rikshaw Stand
- Bicycle Stand
- ATM
- STD/PCO
- Cinema Theater
- Hotel
- Restaurant
- Liquor shop
- Temple
- Mosque
- Gurudwara
- Church
- Ambulance
- Hospital

New Delhi Railway Station
Mayapuri Industrial Area

The locale
Mayapuri Industrial Area is located in South West Delhi off the Ring Road and Nanakpura Road. The area is divided into two phases, separated by a park.

Industrial units here include manufacturers of plastic bumpers, industrial shock absorbers, printing presses, paint and varnish manufacturers, electroplating, steel sink, plastic automotive parts, automobile service stations.

The audited area
We audited Block B, Phase I and Block C, Phase II of the area. The area is divided into two phases, separated by a park.

Phase I has factories of varying sizes, from buildings of two or three floors to simple sheds. There are no streetlights in Phase I and the area is lit only by lights from the factories. Phase II has a few streetlights.

A few factories have constructed pavements at their entrances, while others have no pavements. Some of the pavements are used for parking vehicles while others are extensions of work area of the factories.

There are several vendors and a few dhabas, tea and cigarette kiosks on the pavements.

There are a few parks including a large one with one entrance on the Nanakpura Road and another entrance on the Mayapuri Road. Across the road from Phase I is Hari Nagar, a middle income residential area with schools.

The main bus stop is on Mayapuri Road. The stop becomes crowded during the evening shift, with between 3,000 to 5,000 passengers. Women (who sometimes work overtime until 9 pm) or go to the bus stop after dark either walk to the stop in a group or are accompanied by male colleagues.

There is a Police Station in the area.

Imagine this on a daily basis: It is so risky for a woman working here to walk on these broken dark roads without pavements. And then crossing men urinating on the pavement on the main road to reach the bus stop.

A team member’s reaction to the walk from a factory to the bus stop in Phase I.
Mayapuri Industrial Area

The locale

Mayapuri Industrial Area is located in South West Delhi off the Ring Road and Phase I. It extends on Mayapuri Road. The area is divided into two phases: Phase I and Phase II. The Industrial units here include manufacturers of plastic bumpers, shock absorbers, printing presses, paint and varnish manufacturers, electroplating, steel sinks, plastic automotive parts, and automobile service stations. There are also a few basti clusters close to the railway line that runs parallel to the industrial estate.

The audited area

We audited Block B, Phase I and Block C, Phase II and have found a large number of factories located on the periphery of the Phase I. The area is divided into two phases, separated by a park.

Mayapuri Road

We audited Block B, Phase I and Block C, Phase II and have found a large number of factories located on the periphery of the Phase I. The area is divided into two phases, separated by a park.

Industrial units here include manufacturers of plastic bumpers, shock absorbers, printing presses, paint and varnish manufacturers, electroplating, steel sinks, plastic automotive parts, and automobile service stations. There are also a few basti clusters close to the railway line that runs parallel to the industrial estate.

There are no streetlights in Phase I and the area is lit only by lights from the factories. Phase II has a few streetlights.

A few factories have constructed pavements at their entrances, while most others have none. Some of the pavements are used for parking vehicles while others are extensions of work area outside the factories.

There are several vendors and a few dhabas, tea and cigarette kiosks on the pavements.

There are a few parks including a large one with a entrance on Mayapuri Road and another gate near the basti by the railway line. Across the road from Phase I is Hari Nagar, a middle income residential area with four schools.

The main bus stop is on Mayapuri Road. The area is well lit at night with the evening shift ends between 5.30 pm to 7.30 pm. Women who sometimes work overtime until 9 pm go to the bus stop after dark either walk in a group or are accompanied by male colleagues.

There is a Police Station in the area.

Imagine this on a daily basis: It is so risky for a woman working here to walk on these broken dark roads without pavements. And then crossing men urinating on the pavement on the main road to reach the bus stop.

A team member’s reaction to the walk from a factory to the bus stop in Phase I.
India Gate

The locale
- India Gate is situated on Rajpath, at the heart of Lutyen's Delhi. This monument marks the beginning of the postcard view of the Indian capital, with the iconic India Gate and the Rashtrapati Bhawan in the background.

The audited area
- The audited area includes the pedestrian zone, the area around the monument, the roads near Children's Park and the entire stretch of Rajpath up to Rafi Marg.
- There are few government offices and a Metro station on Rafi Marg.

The women we spoke with at India Gate lawns were of the view that they felt safe in the area as it was crowded, well lit, and there were large number of vendors. Some added that being a popular family destination added to its safety.

The locale
- India Gate is situated on Rajpath, at the heart of Lutyen's Delhi. This monument was built in 1931 to commemorate the Indian soldiers who died in World War I and the Afghan Wars.

India Gate lies at the centre of two concentric circular roads connected by ten radial roads - Rajpath, Akbar Road, Shahjahan Road, Pandara Road, Dr. Zakir Hussain Marg, Shershah Road, Purana Quila Road, Tilak Marg, Kasturba Gandhi Marg and Ashok Road. India Gate can be approached from any of these radial roads.

The area is a high security zone because of its proximity to Rashtrapati Bhawan, the Prime Minister’s Office, the Ministries of Home, Finance and Defence, the residences of MPs and Ministers, the High Court and Parliament House.

There are large parks (including a children’s park) on either side of the roads, with a Boat Club which boats that can be hired for rides.

We audited the pedestrian zone, the area around the monument, the roads near Children’s Park and the entire stretch of Rajpath up to Rafi Marg.

There are few government offices and a Metro station on Rafi Marg.

The entire area is crowded with tourists, picnickers and vendors until late in the night.

Several police vans are on 24-hour patrol in the area.

The nearest Police Station is at Tilak Marg, about a kilometer away from the audited area.

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- There are large parks (including a children’s park) on either side of Rajpath and some sections have small canals with a Boat Club where boats can be hired for rides.

The audited area

- We audited the pedestrian zone, the area around the monument, the roads near Children’s Park and the entire stretch of Rajpath up to Rafi Marg.
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The women we spoke with at India Gate lawns were of the view that they felt safe in the area as it was crowded, well lit, and there were large number of vendors. Some added that being a popular family destination added to its safety.
**Initial Steps**

- Select a group of women (including minor, women residents as well as working women) in the space you want to audit.
- Identify the area of audit and its location.
- To organise a discussion with local residents/stakeholders of the area targeted for the audit, a diverse group of women would be selected.
- It is to be noted that the group can be shifted according to the area targeted for the audit.

**Observing the Infrastructure**

- Do we need to begin with some condition of the area? Or you need a giant photo to put up at a place?
- Take any necessary photos and then note it down on your audit notes.
- Observe the condition of the whole area, in full detail, but on certain points.
- Identify the condition of the space, if any, or place sanitary waste disposal at any location.
- Observe the condition of the trash bins in the area. Do you know where they are located?
- Identify the condition of the public places. How are they maintained?
- Identify the condition of the buses. Are they well maintained and serviceable?
- Identify the condition of the roads. Are the roads smooth and well maintained, or bumpy and rough?
- Identify the condition of the pavements. Are they well maintained and well lit, or blocked with mud, stones, or sand?
- Identify the condition of the cars parked. Are they well maintained and well lit, or old and damaged?
- Identify the condition of the trees. Are they well maintained and well lit, or dead and damaged?
- Identify the condition of the buildings. Are they well maintained and well lit, or damaged and damaged?
- Identify the condition of the roads. Are they well maintained and well lit, or bumpy and rough?
- Identify the condition of the waste disposal. Are they well maintained and well lit, or damaged and damaged?
- Identify the condition of the lighting. Are they well maintained and well lit, or old and damaged?
- Identify the condition of the water supply. Are they well maintained and well lit, or damaged and damaged?
How To Do A Safety Audit

Initial Steps

- Select a group of women (including one or more residents or women who are familiar with the area).
- It is a good idea to start just before dusk or when there are fewer people around.
- Carry paper and pen as one or two members should make notes of their observations along the audit route.
- Try to organise a space by women and men. It might be useful to carry torchlights.
- Be prepared to take part in die-hard discussions.
- Note if there are any girls studying alone in parks or other open spaces.
- Ask yourself whether the area is well lit, well maintained and well lit at night.
- While using the same space make sure you have a clear escape route from the area. Ask yourself whether it is an easy access. Ask yourself whether it is the area where the taxi drivers live).

Observing the Infrastructure

- Observe and note the infrastructure such as women’s hostels, bottle shops, near temples, and also pharmaceutical shops.
- Ask yourself the same questions as you are using the same space and make sure you have a clear escape route.
- Are there any changes which might affect the path or the area?
- Are there any incidents of sexual harassment in the area? Are there any incidents of anti-social activities in the area?
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JAGORI has been involved in advocacy and action on issues ranging from violence against women, reform of personal laws, child sexual abuse, the identity and rights of single women and other women, reproductive rights, HIV/AIDS, women's health and the rights of migrant women and women workers in the informal sector.

In the last twenty years of our activism, our emphasis has been on reaching out to grassroots women's groups, evolving strategies to expand the range and scope of the women's movement, and building feminist consciousness among women from marginalised and oppressed communities in both urban and rural areas.

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