THE SAFE AND GENDER INCLUSIVE HAZARIBAG CITY (JHARKHAND) PROCESS DOCUMENTATION



SRIJAN Foundation





The Safe and Gender Inclusive Hazaribag City (Jharkhand)

Process Documentation



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We sincerely hope that this understanding on women and girls' safety would make the city gender-inclusive and Promote the perspective of "right to public space and safety"

ABSTRACT

Project Title: The Safe and Gender Inclusive Hazaribag City (Jharkhand)

Violence against women in India can be largely attributed to gender-centered biasness and inequality, coupled with lack of opportunities for women in economic and social participation. Some progress is being made, especially in areas such as female participation in the labor forces but this positive change also brings forth a pressing need to ensure the safety of women, both in the workplace and in transit to and from work. With the growing economy and development, there has been enhancement in participation of women as more and more come out of their homes to participate in educational and productive economic activities. Therefore the safety of women, as well as marginalized, underprivileged and differently enabled people must be ensured. Safety audits can be used to evaluate many different environments, including neighbourhoods, parking garages, and public transit, and travelling routes.

The Safe and Gender Inclusive Hazaribag City (Jharkhand) was implemented in the City of Hazaribag to make the city gender-inclusive by understanding women and girls' safety and promote public spaces that are safer (free from fear and violence) and inclusive with the perspective of "right to public space". The women's safety audit tool was used to assess sense of safety by identifying the factors that make women feel safe and unsafe in the public domain. Based on these results, recommendations have been made for increasing women's sense of safety and use of public space. Safety concerns were identified from the perspective of groups that were most vulnerable to experiencing violence, such as adolescent girls and women, adolescent boys and vendors (Both male and females). This comparative assessment has provided relevant information for the implementation of future safety audits, and aims to fill the current void. Results are also intended to influence the development of a set of guidelines for local authorities to refer to when considering the use of the women's safety audit tool. The aim of this program is to move the discussion on women and public space beyond safety, to challenge the ideological assumptions about a woman's proper place in society and to understand women's anxieties in relation to public space, and their right to the city.

This Process Documentation has systematically tried to capture what were the initiatives and how the entire process of safe city program in Hazaribagh and safety Audit happened. The process documentation would help identify ideal conditions for effective collaboration and performance.

INTRODUCTION

"Safety and security does not happen, they are result of collective consensus and public investment."

- Nelson Mandela

Women's safety has become a strong cause for concern not only in India but in many parts of the world, with the alarming increase in violent and sexuality deviant criminal activities against women. Sexual violence and harassment in public spaces are frequent phenomena for women and girls around the world—in urban and rural areas, in developed and developing countries. There is an arena of fear and anxiety whenever any women and girl tread the public space as they face sexual violence, unwanted advances as well as lewd comments. It reduces their free movement and level of participation in public arena. They feel constrained in availing essential services, and are forcibly forbidden to gain access to opportunities in life. It reduces their ability to participate in school, work and public life, limits their access to essential services and to recreational opportunities. It also negatively impacts their health and well-being. Women's safety has become an increasingly highlighted issue in India over the last few years. Crimes like Gang rape, stalking, and acid attacks were not even considered within the realm of official statistics until the amendment of the law in February 2013. Women's safety isn't just about prevention from physical violence; it is about ensuring the infrastructure and circumstances and overcoming the challenges so that women feel safe. Women's safety involves approach, practices and strategy for minimizing gender-based violence and crime and also safe spaces which create a sense of safety and comfort, and can serve to discourage violence.

What are women and girls Safety and Safe Spaces?

UNFPA, United Nations Population Fund defines a safe space as a formal or informal place where women and girls feel physically and emotionally safe. The term 'safe,' in the present context, refers to the absence of trauma, excessive stress, violence (or fear of violence), or abuse.

Definition of women's safety has a different meaning in different areas and contexts. Women's safety involves strategies, practices and policies which aim to reduce gender-based violence (or violence against women), including women's fear of crime and also involves safe spaces.

Some Definitions

Sexual harassment- It is defined as unwelcome behavior of a sexual nature. (U.N Women)

Sexual violence: Any type of sexual contact or behavior that occurs without the explicit consent of the recipient.

Violence against Women: The United Nations General Assembly (1993) defined Violence Against Women as 'any act of gender based violence that results in, or is likely to result in physical, sexual or psychological harm or suffering to women' (United Nations, 1993). It acknowledged that gender based violence was rooted in gender inequality and often served to enforced it. (Heise, Ellsberg and Gottemoeller, 1999)

Sexual harassment is unwanted sexual behaviour that includes physical harassment such as touching and groping, verbal harassment including commenting and whistling, visual harassment like staring and leering. Sexual harassment has an effect on women's mobility, accessibility, confidence. Lack of Safety and security in public spaces and public transport affects women's human rights and their ability to participate equally in the City.

While there are occurrence of gruesome and violent crime, the defining nature violence against women is its normalisation and continuous nature (Vishwanath 2013). This forces us to examine violence within the framework of rights and its violations. Further, there is high under reporting of violence against women in public spaces and crowded places because it is difficult at time to identify the harasser in a crowded space and unawareness regarding whom to report.

A significant number of Women's groups, NGOs, Institutions and Governments from around the world are working to ensure women's safety and to build safer communities and cities for all. Commissioned by the UN-Habitat's Safer Cities Programme, The Global Assessment on Women's Safety, held a survey to identify the issues that most affected women in their communities, in which a total of 163 organizations responded. More than 80% of the organizations who responded to the questionnaire focus broadly on three main areas: domestic or partner violence, sexual violence, and women's safety in public places and/or community safety. Survey results demonstrated that the most common forms of gender based violence include: family or domestic violence {including partner violence (39%)}, sexual violence {rape, sexual abuse, sexual exploitation and trafficking (20%)} and women's

safety in public spaces {including public transportation (19%)}. Various research demonstrates that, even in urban India, women regardless of class or caste do not share equal access to public space and the concern of sexual safety constrains their movements and reduces their access to public space and their rights.

The Women's Safety Audit Tool

The women's safety audit is a tool used to help women identify the factors within a given space that make them feel safe or unsafe. This methodology was originally developed in 1989 by Toronto's Metropolitan Action Committee on Violence Against Women and Children (METRAC), the women's safety audit is now widely used all over the globe and as an integral part of UN Habitat's Safer Cities Programme. Generally, a safety audit is conducted by women in an area they frequently use. Sometimes other stakeholders and key decision-makers participate in the process as well. During an audit, participants take a walking tour through their chosen area and note on a checklist factors which cause them to feel insecure (e.g. lack of signage or lighting or the presence of graffiti). Afterwards, a list is compiled and results are presented to local authorities with recommended changes included. The process of the women's safety audit is intended to prioritize the lived experience of an area's female residents. By doing this, women are empowered to become experts about their own security. In addition, it is hoped that women will also become more involved in local decision-making processes. The women's safety audit benefits communities by providing alternative perspectives on the experience of local space. This is an important first step towards making all space accessible to all populations, including marginalized groups such as homosexuals, the elderly, and the disabled.

Safety audits are initiated to examine ways in which residents (particularly women) would feel safer using public spaces at night. During these walks, a group of people from various organizations, networks and government institutions walk through the municipalities with members of a given community to determine the best methods of intervention and prevention of violence in the community. This type of participatory community assessment ensures a sense of ownership over the problem, and it motivates community members to devise solutions together. This commences the process of seeing violence as a community issue and not as a "women's issue".

There has been a deep rooted social prejudice noticed in the Indian society due to inadequate and inefficient safety programs for women. Women face various forms of discrimination because of the existing challenging values prevalent in the society, cutting across religion, social hierarchy, family structure and property right and women is seen more as an object of desire and have been assigned lower strata in

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¹ The Global Assessment on Women's Safety

the society whereas to keep the pace with the development it is quite essential to provide safe spaces and secure environment to the women who comprise nearly half of the population.

Security/safety in public spaces is the condition of being protected against danger or loss that originate from outside by Individuals or through their actions that encroach upon the condition of protection and are responsible for the breach of security of a person. Over the recent years women safety and security has emerged as a key concern for the nation as there has been a rise in the number of crime incidence against women. It has been observed that women safety is a major challenge and has an adverse impact on economic growth. The rights and freedom of women are quite often jeopardized, putting a question on the safety of women as they are frequently subjected to violence and abuse ranging from physical and verbal harassment to rape on City Street, public areas and even within the quiet neighbourhood.

It has been observed that there has been general pervasive sense of insecurity for women in public spaces. Safety audit and digital mapping reveals the significant and relentless level of violence against women day and night in public places. Sustainable development goals 'SDGs' envisage elimination of all forms of violence against women and girl and achieving gender equality. Public spaces must be, accessible and safe but often they fail the women section and they face insecurity, violence and social exclusion. Power Infrastructures are inadequate, like proper lighting at the bus stops, railway station, toilets and are without adequate security. This increases physical risk and vulnerabilities related to access and use of public spaces.

One in three women have experienced some kind of physical or sexual violence, 2 according to the World Health Organization. Considering the high rate of incidents globally, it is only natural for women to have suppressed and internalised deep emotional and psychological trauma. Over hundreds of years, this kind of uninterrupted and powerful stress has impacted their mobility and prevented them from realising their true potential, hampering not just the individual, but societies and economies at large.

As for India, the nation's ranking in the 2018 World Economic Forum's (WEF) Gender Gap Index (GGI)³ which measure gender equality on the basis of economic participation, political empowerment, education, and health and survival was a dismal 108. To achieve a significant ranking, India needs to perform across

² https://www.who.int/news-room/fact-sheets/detail/violence-against-women

 $[\]frac{3}{\text{https://www.weforum.org/press/2018/12/108-years-wait-for-gender-equality-gets-longer-as-women-s-share-of-workforce-politics-drops/}$

all these pillars, with economic participation being of utmost importance as it directly impacts the nation's GDP.⁴

Unfortunately, the legal amendments have not put an end to or diluted the harassment faced by women in public spaces so far. Violence against women and girls continues to plague our roads, public transport facilities and even places of recreation. Acts ranging from non-physical intimidation like passing of lewd comments, aggressive staring or gesturing to physical intimidation like molestation, physical assaults (acid attacks, etc.) and rape simulate to gender based violence. An annual survey by Thomson Reuters Foundation named India the most dangerous country in the world for sexual violence against women.⁵

Women's Safety - A safer, healthier community for everyone

It has been observed that women working in unorganised sectors are more prone to unsafe environment. There is a need to improve the safety measures for women for which determined efforts are required on the part of the government as well as citizens. There is need to create a conducive environment and to encourage women so that no incident of crime goes unreported. The concept of Safe India is correlated with the Safe Women movement.

With the circumstantial development violence against women in the private domain has been brought into focus and has been now considered as infringement upon their rights but violence against women and girls public spaces does not have much evidence and support from the general public as well as there is lackadaisical support from the administration with very few laws or policies to prevent and address this issue.

Srijan Foundation

Srijan Foundation (SF) is a non-profit organization registered under the Indian Trust Act, 1882 on the 7th of February 2001 with the aim to create a better world from Women and Children. It has a direct presence in 9 districts of Jharkhand namely Ranchi, Hazaribagh, Ramgarh, Gumla, Garhwa, Palamu, Pakur, Chatra, and West Singhbhum.

In an effort to create a better world for women and children, Srijan Foundation has implemented the second phase of 'Safe City Programme' in collaboration with Jagori in the urban areas of Hazaribagh.

⁴ https://thewire.in/women/how-to-make-our-cities-safer-for-women

⁵ https://thewire.in/women/how-to-make-our-cities-safer-for-women

This has been a 3 months intensive program and the planning included documenting the process to capture the overall program processes, challenges, learnings and way forward. The strategies included **Audit of public spaces**, Training of Change Agents, Mapping out the public spaces, FGDs, Auditing of identified public spaces of Hazaribag urban area coming under the Municipal areas and awareness, sensitization and sharing the findings and report with the systems and key stakeholders through advocacy meetings.

BACKGROUND WOMEN SAFTY in HAZARIBAGH

The Hazaribagh district is one of the 24 districts of Jharkhand State in India, aprox, 90 KMs from the State Capital. The Geographical area of Hazaribagh District is 4302 sq. km. This area is full of several plateaus, mountains and valleys, most part of district are full of forest and stones. In 2011, Hazaribagh had population of 1,734,495 of which male and female were 890,881 and 843,614 respectively. Average literacy rate of Hazaribagh in 2011 were 69.75. Gender wise, male and female literacy were 80.01 and 58.95 respectively. Total literate in Hazaribagh District were 1,029,415 of which male and female were 607,854 and 421,580 respectively. With regards to Sex Ratio in Hazaribagh, it stood at 946 per 1000 male.

Hazaribag is the main city in the central part of Jharkhand and has been considered to be the hub of education so students from 3 to 4 neighbouring districts come and stay in Hazaribag. Besides educational hub it is also the administrative centre and main marketing centre for neighbouring 3 – 4 districts and women coming to sell vegetables and work as daily wage earners because of which good number of people move from one place to other through the congested transport facility and transition point which always is a unsafe place for girls and women. So this program initiative has enabled to create awareness regarding safe spaces for these young girls and women in Hazaribagh by keeping the system accountable.

Despite the significant social and physical development in the city, there has been an increasing concern for safety of women. The increased rate of incidents against women has adversely affected the safety scenario of women in Hazaribagh. So, it was very important to provide safe environment to women and ensure women safety and security in Hazaribagh in order to achieve higher growth trajectories in the coming times.

Context: With the understanding that safe and secure public space were the right of every woman and girl, the phase II project of Safety Audit has been designed taking the learning of phase I implemented in the Ichak Block of Hazaribag with the active engagement of women and girls. That initiative was focused around spreading

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⁶ General characterstics of Hazaribagh district/ http://dcmsme.gov.in/dips/2016-17/Hazaribagh.pdf

⁷ https://www.census2011.co.in/census/district/102-hazaribagh.html

information and empowering women and girls to understand articulate and collectivize their voices against such abuse and harassment at the public spaces. This initiative also tried to engage the men and boys and other stakeholders for bringing about change in their mind-set and behaviour to accept or promote such incidences' that are making the public spaces unsafe and insecure for women and girls.

This project endeavored to understand the dimensions of gender inequality and exclusion in cities and to implement interventions based on the knowledge generated by the mapping, research and policy review. The project structured the issue within the **context of poverty, age, disability, and other variables**. Identifying the causes that perpetuated a culture of exclusion, deepening inequalities, anxieties and insecurities, the project worked towards making women an integral part of the city, to enable them to reclaim their 'right' to its spaces.

The importance of engaging with the issue of safety had been not merely from the point of physical violence, but also from the point of view of how lack of safety affects the quality of lives of women of all classes while they negotiated the city's public spaces like streets, parks, bus stops, community areas, etc. One of the key learning from the last intervention had been to involve the system in the process by critically auditing the public spaces to highlight the needs and gaps as had been identified by the women and girls. Taking the key learning point the 2nd phase of the intervention had been planned for the urban location of Hazaribag city with the focus on making the system accountable through audit of public spaces.

Target Groups:

- Young women and girls
- Men and boys
- System (Nagar Panchayat, transport, colleges and high schools, electricity, sanitation & WCD etc.)
- Other stakeholders (auto drivers, rickshaw pullers, transporters, vendors)

Purpose:

- To develop a cadre of women safety leaders and groups spreading awareness on the importance of women safety in their locality through safety audit of public spaces and analyzing and categorically raising it at different forums
- 2. To create an enabling environment around women safety issues by meaningful engagement with various stakeholders and making system accountable for the same
- To establish this issue in the public domain through systematic communication and campaign ensuring continued raising of consciousness, building on the importance and need of women safety

Project Location: The program was implemented in the City of Hazaribag with the engagement of women safety group/leaders (trained in Ichak Phase I)

The purpose of the initiatives were to make the city gender-inclusive by understanding women and girls' safety through their eyes; promote public spaces that were safer (free from fear and violence) and inclusive with the perspective of "right to public space" and to increase accessibility to opportunities and rights through safe space created for women and girls.

Results:

- A pool of change agents were developed as community advocates' sustaining the actions of women and girls safety issues in their community
- A safety audit report was initiated, highlighting the recommendations of safety issues in public and transitions places, which would be used for continuous dialogue and advocacy with the concerned line departments
- Approx. 100 transport unions/ vendors and boys and men were made sensitive towards the safety concerns' of women and girls in public places
- Process documents, publications, IEC materials and training modules' have been made available for further replications and intensifications of work in other locations by NGOs and other agencies working on the women safety issues

In this endeavour, Srijan Foundation was supported by the organization **Jagori, New Delhi,** whose mission is awakening and empowering women and has been deploying its feminist and rights-based discourse and praxis among the wide-ranging civil society network. They started working in Jharkhand in 2014 on creating safe public spaces for women. The organization works on issues of ending violence against women, rights and entitlements, leadership development and deepening feminist consciousness and is guided by its vision of contributing to a collective process of building a just society through feminist values. JAGORI has been a partner in a multi-city Gender Inclusive Cities (GIC) project being carried out by Women in Cities International (WICI) and supported by the UN Trust Fund in Support of Actions to Eliminate Violence against Women. It engages with the issue of safety within a broader framework of urban development and social inclusion.

SAFTYPIN App

The safety audit was added and accomplished with the help of the 'Safetipin' App, which is a mobile application which collects information about public spaces. At the core of Safetipin App is the safety audit and each audit appears as a pin on the map and is used to compute the safety score of an area. The Safetipin app was created

and launched by Kalpana Viswanath and Ashish Basu in 2013. The safety score of a location is calculated based on nine parameters, which include light (streetlights or other lights), open (blind corners and no clear sightline), visibility (no windows and entrances or shops or houses overlook this point); crowd i.e presence of people (no one in sight); security (no guards or police visible in the surrounding areas), the state of the walk path, (no walking path available), transport (no Metro station or bus stop or autorickshaw stand within a 10 minutes' walk), space (no one in sight or only men) and feeling (will never return without sufficient escort). Each audit appears as a pin on the map and all safety audits in an area are used to calculate the Safety Score. Safety Score helps in categorizing any area to be safe or unsafe for transit with the belief that women have a right to access all opportunities in a city and the Safetipin helps them make safer decisions.8 The collected data on a large scale could be of help for the city authorities to use for better planning and governance.

Need for the Process Documentation

The initiatives, activities, implementations and findings of the Gender Inclusive Program on Women Safety have been compiled in the form of Process Documentation Report to share the findings with systems and key stakeholders through advocacy meeting to improve the quality of the process and the outcome. This process documentation was needed to represent the documented information, process rolls, inputs and outputs in a streamline picture and to indicate how the work was undertaken and completed. It involves a detailed description and analysis of the different activities undertaken during the course of this study. It Describes stakeholders participation, the process specific issues, and how the concerns and interests were articulated and resolved, significant activities undertaken and the process by which the resolutions were arrived at, besides the stakeholders and key players who participated in the implementation of the activities.

It helps to identify problems bottleneck and also the deviation to tackle corrective action and institutional learning. The endeavour has been to learn from the implementation experience. The process documentation is based on the observations, interviews, Focus Group Discussions, case studies and reviews of reports of the safety Audits and various meetings and photograph. Analysis was done on the reflections by the project staff and various reports to understand the linkages, intervention and its effect, the response from stakeholders, apart from the various other factors involved in the implementation of the project. This is a snapshot of reality, to help in the understanding of the situation with analysis and offers a set of recommendation that could be used as a template for replication.

PROCESS DOCUMENT of Safe and Gender Inclusive Program, Hazaribagh

⁸ https://newcities.org/perspectives-creating-safer-public-spaces-for-women/

METHODOLOGY

The Process document discusses what processes and activities were adopted for the training at the District level. What had been the planning, facilitation and execution for conducting the training, what tools were developed for the FGD and safety audits, what had been the Inputs/Process for development of project strategy, structured Capacity Building, Training of different level of functionaries, Training through trained resource person besides the detailed action plan with time line. It provides description of the specific actions, plan, or strategy taken and includes information about the partners, design, instruments involved and procedure. As part of the Safety audit, three methods of data collection were used in order to understand the nature of insecurity and women's experiences in the city. The findings from the three methods of data collection – Focus Group Discussions (FGDs), street surveys and safety audits have been studied and analysed.

Methodology of Process Documentation

To carry out this process documentation, collaboration and consultation were held with Srijan Foundation team for preparing a detailed document capturing the processes, interventions, initial impacts or visible reactions of the community / stakeholders, results, challenges and learnings generated while implementing the programme. The **Task included:**

- Documentation and analysis of the reports of field observation of activities, interaction with project team and master trainers.
- Study and analysis of the Final reports of Training of Trainers, FGD, Safety Audit, review of meeting minute and other documents, photograph, qualitative descriptions on the output etc. was done. Tools and Questionnaires were examined and information given in the Excel Sheets were scrutinized for data collection and in-depth interpretation.
- Secondary Data were collected from the Program Implementation Officer and consultation and discussions were held to gather information regarding the implementation and execution of the Safety Audit process.
- Background context of the Safety Issues and the need for Safety Audit, magnitude of the work of the partners, significance, use and application of the Safety pin App, and impact of the Safety Audit Process and its worldwide relevance was studied from the internet and some of the aspects were incorporated in the document.
- The document captured pictures and photos of the events / processes , case studies, media clipping etc.

SAFE CITY PROGRAM

It has been widely observed that fear of violence or the threat of violence affect the day to day life of women. Girls and women find themselves in vulnerable situation as they are frequently subjected to violence and abuse - from physical and verbal harassment to assault and rape — on city streets, public transportation or in their own neighborhoods. Such daily occurrences limits the rights and freedoms of women as equal citizens to enjoy their neighborhoods and cities besides other public places that they frequently use like places for study and work and even for recreation. They have to frequently make changes in their daily routine as a result of violence or threat.

To identify the experience of various groups of women and school and college girls, who

were particularly vulnerable and to identify measures to ease fear of violence and reduce Foundation vulnerability Srijan (SF) collaboration with Jagori has been implementing the 'Safe City' Programme in Hazaribagh since 2018. The Safe City approach had been successfully implemented by Srijan Foundation in 2018-19 in the rural areas of Hazaribagh Jharkhand and in the process they realised that there was need to implement the programme in the urban area as well, which would enable them to understand the problems faced by the people in totality and the situations as a lot of young girls and



women came to Hazaribagh on a daily basis or resided here for educational and occupational purposes.

After analyzing the impactful implementation the program was scaled up in 2020, and was implemented in the urban areas to get a comprehensive idea of how safe the district was for women and what were the needs of the citizens so that advocacy for those needs could be done with the concerned government officials. Srijan Foundation carried out a participatory safety audit to understand women's key safety concerns and their needs in the particular urban spaces in the Hazaribagh and steps that could be taken to improve their safety in these areas. FGD tools were used to identify the areas for conducting the safety audits and these areas were rated accordingly through the help and strictures provided in the 'Safetipin' app. A total of 118 audits were conducted through the 'Safetypin' app.

Flow of events - Activities, Inputs, Process involved

- Training of Change Agents to conduct audit of public space
- Mapping of the public spaces through FGDs
- Auditing of public spaces of Hazaribag urban area
- Organise 15 session (Girls, Boys, Transporters)
- Develop Booklet (focus on public place)
- Wall arts
- ➤ Updation on social media Like : Facebook, Twitter, Instagram
- Photo Essay
- Process documentation report (consultant for documentation capturing the events)
- Advocacy for policy influencing of safety at public spaces

Capacity Building & Training

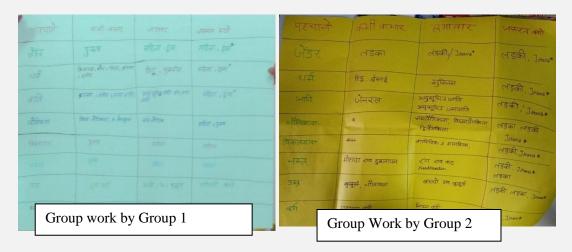
Training of Change Agents by the Technical agency for conducting Audit of Public Spaces

Training was provided to the Change Agents to conduct Safety Audit of Public Spaces by the Master Trainers who had been trained by the JAGORI team. These selected ten change agents were the community leaders who had been identified through the urban intervention program of Srijan Foundation in Hazaribag like Family based care Program in Hazaribag slums, Adolescent Empowerment Initiatives and Child line program etc. These agents were trained to conduct the audit of the public spaces. Their selection as the Change Leaders had been advantageous as they were selected from the local area and hence they were well acquainted with the context and culture, of their locality and once they were trained they also acted as community advocates and had been capacitated to disseminate and take this initiatives forward in future even after the completion of the program.

Training of Trainers under the Safe city Program was held in Hazaribagh from 23rd January to 24th January 2020 at Jan Vikas Kendra, Hazaribagh. The training provided a glimpse on the safety issue and information regarding the working modalities of JAGORI and about the Safety Audit with the help of the Safety Pin App by the facilitator from Jagori. The participants were provided an insight on the

normalization aspect of the sexual harassement since very few complaints are raised and woman are hasitant while discussing such issues. Expounding upon the issue it was emphetically said that when a women says that she has not faced any sexual harassment or violence then she either does not understand violence or is under some misconception. More often the blame is put on the victim herself for instigating if such incedence happens or the culprit gets away without any scratch owing to benefit of doubt.

The participants were provided interactive training through group work which involved a checklist including criterion such as Gender, Religion, Caste, Sexuality, Disability, Racism, Age, and Class etc. to analyse who were at utmost risk of violence and discrimination. The training helped to clear the preconceived notions on sexual harassement and women safety. The training reflected that women who were comparitively more aware of their rights were quite vocal in raising the harassment issue whereas awareness was needed for the adolescent school / college goers as well as others who did not identify any sort of sexual harassment faced or were reluctant to complain. The reason could be the normalization of these issue or reluctance due to social stigma. The explanation was made clear and specific with the help of exercises on the criteria of the violence faced, the analyse of the discrimination aspects and the most vulnerable groups like women and trans* who faced maximum discrimination.



The participants were provided training on the mechanisms of conducting social audit with the help of Power Point presentation. The steps involved selection of the places and layout where the audit would be conducted, and which should not be more than 1km in distance and justification behind the selection were provided.

The Change Agents were asked to take notice of the empty spaces, dilapidated buildings height of walls, condition of toilets etc. and analyse whether they were safe or unsafe for women residing in that given area during the audits and send recommendations to the pertinent government department based on the audits. The

result of the audit and recommendations could be shared by the different government departments and stakeholders to make amendments and bring upon changes which would make the public space and the roads safer for women.

There were 9 criteria or Pins according to which a particular area had to be judged based on the 'My Safetipin' App. The 9 criteria were -

Light

Visibility

People

Footpath

Transport

Gender Usage

Openness

Security

Feeling

A 'Gender Checklist' was also provided to the participants for proper documentation during social audit and they were informed about the instructions for conducting the audit like the audit should be conducted after it gets dark.

In every route selected for the audit process there were at least 9 people-

- ➤ 1 team leader
- 2 to interviewing people on the road,
- ➤ 1 for clicking pictures,
- > 2 to operate the safetipin app,
- > 1 to draw the map and
- 2 for documentation

The trainer from Jagori, provided firsthand knowledge to the trainers through guided field training for conducting the social audit and to identify spaces which were safe or unsafe through the lens of gender and to analyse the situation through different angles and perspectives. Group work exercises and other deliberations increased their understanding regarding gender and sexuality to a great extent. They learnt how to objectively assess public spaces; understood how to fill the checklist and observed how men reacted to what they were doing.

Deliberations were held by the trainer from Jagori, Ms. Madhu, regarding the role of the team members, who should support the team continuously and all the mandatory guidelines should be followed, like the phone and some helpline numbers to reach out during any precarious condition. The roles of team members were emphatically explained.

Exercises were carried out with the Change Agents to identify the Institutions, groups and individuals which play significant role in women's safety and security. Discussions were held regarding main types of violence, insecurity that affected the women and had repercussions on their movement in the public spaces. Information were gathered from them concerning the significant women's safety issues in the City, specific places which were considered to be particularly unsafe and the reason behind it, and any linkage with their experience. Discussions were held regarding how could the women's safety and feeling of safety be improved in public spaces

and what could be the change of policy, design, services, men's behaviour etc. A tool for conducting participatory exercise to assess the vulnerability and risky locations was developed for this purpose and the same was used to identify / map out the critical public spaces.

The purpose of the workshop was to help the Change agents design the tools for the safety audit. The workshop covered steps of doing the audit, provided ideas for developing indicators to track and measure changes, selection of tools to be used, and what should be their involvement in the safety audit. It enabled the group to make key decisions how they would operate and what issues they would focus on and how would they measure changes over time. The facilitators tried to keep the group focus on the task, and put forward the participant's ideas and views during the meetings, so that they could be guided and encouraged to take the responsibility of the process and be committed to their specific tasks. The interest and expertise of these change agents were taken into account along with the constraints they might face.

During the designing and capacity building for the safety audit, brainstorming on safety and security issues for women and girl were done and the methods to be used were decided and explored in further detail through the safety audit and enable to prioritise the issues in terms of their significance to women themselves. The knowledge facilitated the group to identify the issues that they wanted to explore with stakeholders during the safety audit.

The specified activities to be followed during the post Audit were also specified which included not to do more than one audit in a day and to engage in immediate reflection after the audit by the participants. Since it was a very hectic exercise there had to be a minimum of one day gap between two audits and the report should be prepared on a priority basis. The audit team should have some refreshment and relaxation time after the exhaustive exercise.

The group also worked upon what was needed to discuss and what methods they would be going to use during the interview instigation. The lists of stakeholders were presented to the group and discussions were held. The ranking tools were used to help the group clarify the issue that they wanted to Safety audit and enabled to collect the views of different groups of women and other groups. The aim of these exercises were to ponder about women's concerns and identify groups of women who had least voice in the wider community of women and to make sure they have the opportunity to be heard in the safety audit.

Training of Change Agents for audit of public space



Women's safety Audit Process

- Step 1: Establish Steering Group and Planning (to provide guidance and oversight throughout safety audit)
- Step 2: Rapid Situational Analysis on Key issues and identifying Stakeholders, developing tools and templates
- Step 3: Design and Capacity Building Workshop with Task Group to:
 - Inform them about the purpose and process of the safety audit
 - Agree upon the most appropriate tools and templates to use during the audit and adapt as required
 - Key Questions to Consider
 - Pilot tools with them
- Step 4: Establish and inform Task Group including local women experts, Steering committee members (to implement the safety audit)
 - Identifying different interest groups
 - · Ranking safety and security issues
 - Safety Audit Design and Capacity Building Workshop
 - Finalising Key Questions to Consider
- Step 5: Focus Group Discussions with Specific groups of women, men, stakeholders with the help of sample question tools to identify the problems.
- Step 6: Safety Walk to observe and audit dimensions of safety and different forms of harassment faced by women and girls in urban public spaces

Audit Materials Checklist and Tools

- ✓ Safety Walk Checklist
- ✓ Safety Walk Report Card
- ✓ Safety Walk Tips
- ✓ Safety Journey Map
- ✓ Photos and Videos
- ✓ Diaries
- ✓ Street Survey

Step 7: Analysis, and report writing

Focus Group Discussion (FGD)

Mapping out the public spaces through FGDs

FGD is frequently used as a qualitative approach to get a better understanding of a particular issue. This method aims to obtain data from a purposely selected group of individuals rather than from a statistically representative sample of a broader population. Even though the application of this method in conservation research has been extensive, the method's popularity is closely linked to the rise of participatory research, especially the "active experimentation with focus groups" in the academic social sciences during the 1980s (Morgan, 2002).

In order to get a deeper understanding of the nature of violence that women face in public places, Srijan Foundation conducted Focus Group Discussions with various groups of girls, boys, transporters and vendors in the Hazaribagh city. The FGDs explored the connection of gender with other vulnerabilities to gain a deeper understanding of women's experiences, perceptions of safety and access to the city. Conversely, participants reported feeling more vulnerable in new, unfamiliar spaces. The usage of spaces by different social groups also, reportedly, had an effect on safety across the groups. Presence of a group of men or boys loitering around an area, were perceived as being hostile to women. Contrary to this, spaces that were generally filled with a multiplicity of users and have a variety of ongoing activities through the day were reported to be more comfortable for women and also easily accessible. The discussions explored the notions of vulnerability, women's safety and access to the city's public spaces.

The FGD proved to be a useful and participatory method to discover the perceptions, opinions and thought process of different groups and what did they feel about a particular issue to gain in-depth understanding of any issue and their addressal, The participants provided better understanding, suggestions and explored solutions to the problems identified which helped in inform decision-making and strategic planning. For the FGD, the facilitator provided a brief introduction to the purpose of the safety audit to ensure maximum participation and contribution. The facilitator played an important role in easing out the 'disagreements, irrelevant discussion and any sort of deviation from the main focus during the course of the FGD Meetings. The aim of conducting the FGDs within the Safe City Initiative in Hazaribag (Jharkhand) Project was to identify and understand the factors that made women feel safe or unsafe in public spaces in the Hazaribagh city, and how their safety could be ensured.

https://besjournals.onlinelibrary.wiley.com/doi/full/10.1111/2041-210X.12860

The organization wanted the involvement and engagement of the girls, boys, women and men of Hazaribagh district in discussions and conversations to have better understanding and firsthand knowledge about the prevalent problems and issues that these women faced in their daily lives (no matter how minute), which influenced their decisions and plans on a regular basis. The perspectives of men on the said issues were also sought after. The aim of the safety audit exercise was to document the problems faced and present it to the designated authority and open up a line of advocacy for better communication of the needs of the people and help in making Hazaribagh a safe and inclusive place for the people living and working there.

Total 16 FGDs were conducted (details provided) with girls and boys from schools and colleges, transporters and vendors (both men and women). The discussion and discourse elicited information about the most common forms of harassment which ranged from passing verbal lewd comments, followed by Physical harassment like touching or stalking, whistling, and making obscene gestures and contributed to the general anxiety and discomfort to women and a sense of insecurity were experienced by them, enhancing their discernment of threat

Target Groups for the FGD:

- · Girls and boys studying in schools and colleges,
- · Vendors (Both women and men) and
- Transporters

Issues regarding Women Safety were discussed during the FGD held with Girls and studying in schools and colleges to gather their opinions perspectives regarding safety for women in the city's spaces and public assess whether girls of all ages could move freely and what were the places considered to be unsafe and the major reason behind the feeling of insecurity among women in these places. Queries raised regarding were particular groups or identities of



the women who were more vulnerable in a public places; what inhibitions did they have and precautions taken while going out. Information were gathered regarding the prominent perpetrators who indulged in such heinous and cruel crimes and committed violence in public places against females and the modus operands i.e.

whether they indulged in such activities in groups or individually. The possibilities of getting help under such circumstances were also discussed, and what had been one's personal experience during distress call in such unsafe or dangerous situation? Their suggestion and advice were seeked regarding the changes which they wanted to endure and enforce so that the women would feel safe and comfortable in public places.

Focus groups Discussion were also held with the vendors (Both women and men) and Transporters and similar concerns were raised regarding the various forms of violence which women and girls face in public places. Since they were more familiar with the public places they could inform better regarding the public place which were consider more insecure with circumstantial evidences. Their perspective gave an insight on the most vulnerable age groups and perils of a particular public place and what precautions should women take while going out. Inquisitions were held whether they had come across any woman / girl seeking help under unsafe or dangerous situation in public places and what help, whether assistance and facilities were easily available for women during such circumstances, and how it could be made better for the safety and comfort of women.

Focus Group Discussions -

SI No.	Date of the FGD	Place	Target Group	Number of Participants
1	27.01.20	Congress Maidan	Vendor	7
2	28.01.20	Hindu high school (+2)	Boys	15
3	28.01.20	Hindu high school (+2)	Girls	20
4	29.01.20	St. Columbas collegiate	Girls	15
5	29.01.20	St. Columbas collegiate	Boys	15
6	30.01.20	Auto Stand	Transport	10
7	1.02.20	Kalibari Market	Vendor	15
8	3.02.20	Dipugraha girls hostel	Girls	15
9	4.02.22	Ananda College	Boys	35
10	4.02.22	Ananda College	Girls	21
11	5.02.20	Zilla School	Boys	19
12	5.02.20	Zilla School	Girls	18
13	07.02.20	Trekker Association	Transport	13
14	13.02.20	Atal Chowk	Vendor	10
15	18.02.20	Korra sabji market	Vendor	20
16	19.02.20	Korra Chowk	Vendor	12

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Glimpse of the FGDs held with School and College going adolescent girls and boys, vendors, and Transporters.



Major Findings from the Focus Group Discussion:

A. Women Safety in Public Spaces

The FGD Report analysis made it evident that most of the female participants did not consider Hazaribagh a safe town for women at all. There were places that they couldn't visit even during broad daylight and majority of the students and working women had to return home before dark as they considered it unsafe to stay out late in the night. However the male participants had different perspective and showed reluctance to converse upon these matters. Even though they knew that women did face harassment, they did not want to say anything bad about their town or be held accountable for these actions.

The existing norms of the society, lack of sense of behaviour in public and patriarchy were blamed for such situation by some women and some college going girls. They accepted that women did face harassment. A different mindset was observed in some of the adolescent participants during the FGD, who justified such action as there were women who enjoy such adulation, admiration and attention given by the opposite sex/ male members and even accused the girls for instigation. Some of the girls never faced such precarious situation as they were privileged and did not have to go anywhere unescorted.

A particular girl in Ananda College said that she has never faced harassment in her life. While talking to her we realised that she never steps out of her house without a male family member. When asked if she ever had to go out in the evening alone for any emergency, she replied, "No I have never gone out anywhere alone. I have friends and family members who escort me." The arrogance in her voice made it clear that she neither understood how privileged nor the fact that she should be able to venture out of her house unescorted as it was her right. (Source: FGD Report)

Age group

Age played a significant role and it had been observed that young adolescent girls were the most targeted and were more susceptible to violation of their freedom, rights and spaces. The FGD participants said that teenagers and children were at risk, besides women labourers were affected the most as they had to finish their work before dark (within 5 pm) by any means. It was also mentioned that no woman could be considered safe and all of them had to face some sort of harassment somewhere or the other.

"Baki ka toh pata nahi, par sabji mandi bohot asurakshit hai mahilaon ke liye. Yahan na koi bathroom ki suvidha hai, aur kisi se madad bhi maangte hai toh koi madad karne nahi aata hai." - One female vendor during FGD,

A. Factors that make public spaces unsafe

The FGD process helped in specifying and listing out the reasons for considering certain places as unsafe for women. Reasons ascribed for Insecurity and Fear Factors -

- 1. The areas were either too deserted or very crowded
- 2. The presence of men always outnumbered those of women in any crowded situation
- 3. There were very few working street lights resulting in dark roads
- 4. It was alleged that the police officials were very lenient and casual
- 5. Nobody followed the traffic rules
- 6. Pathetic conditions of public washrooms
- 7. Inappropriate transport system which needed lots of initiatives and improvement
- 8. Inadequate and paucity of patrolling vehicles
- 9. There were no place/one stop shelter homes to spend the night during unexpected circumstances or for any other reasons

B. Kind of violence faced by women

The FGDs reaffirmed the fact that women faced violence, especially in the form of harassment. This has not been a recent development and has been a very known and accepted fact since time immemorial. Majority of women did not retaliate as they were confined and constrained by centuries old thought process and considerations. Only on persistent reiteration and probing, they realise that harassment was indeed a problem that women had to face on a daily basis irrespective of age and class and was a violation of their Rights.

The forms of harassment faced by women included eve teasing, inappropriate physical touching, taunting, cat-calling, and stalking among many. The women vendors said that there were instances when local boys and goons came and even beat them up but when they asked for help, nobody came forward; and even the police officials did not take the matter seriously.

C. Perpetrators of Violence in Public Spaces

All the participants agreed that men were mostly responsible for the violence against women, specially the ones in a position of power (higher caste, political support etc) or the men who were hooligans, unemployed and/or inebriated.

D. Self Protection by Women and Adolescent Girls

The responses made it clear that that there was need for empowering oneself besides taking steps for minimizing violence against women and suggested preventive measures which required the women to take protection either in the form of any sort of weapon or a guardian, preferably a man.

E. Suggestions to Make Public Spaces Safe for Women and Girls

The unanimous and universal requisites of the participants which surfaced during the focus group discussions were measured and assessed with the general belief that it would attribute in reducing such violence considerably. Some of these aspects were:

- 1. Immediate action should be taken against a complaint
- 2. Traffic rules should be implemented strictly
- 3. There should be water taps and usable public washrooms on the road
- 4. There should be more patrolling vehicles on the roads
- 5. There should be zebra crossings on roads
- 6. There should be proper footpaths and working street lights
- 7. The transport system needs to be improved
- 8. There should be installation of more CCTV cameras
- 9. There should be more female police officials.

Locations

The participants considered certain areas to be unsafe for women and listed out some of these places -

- 1. District More
- 2. NH 33
- 3. Hazaribagh Jheel Area
- 4. Canary Hill and nearby roads
- 5. The College campus
- 6. New Bus Stand and Government Bus Stand
- 7. Vegetable Market



Safety Audit

Auditing of public spaces of Hazaribag urban area

A Women's Safety Audit (WSA) is a participatory tool used for collecting, amalgamating, analysing and assessing information about perception and prevalence of safety in public spaces. It is a process that brings people together to walk through a physical environment, evaluate how safe it feels, and identify ways to make it safer. This methodology, based on the premise that the users of a space are experts in understanding the space, was developed in Toronto, Canada (1989), by METRAC and has been adapted and used in over 40 cities around the world.¹⁰

Women safety audit maps safety through spaces in the city to assess whether women and other vulnerable groups of people were able to access them freely without fear or anxiety and identify the spaces considered to be unsafe, categorize the vulnerable group and the existing causes and fear factors behind exclusion of a large section of the society. The tool helps in assessing the safety accessibility of a town / city and its public spaces for women and other vulnerable groups. It tries to investigate and assess the public spaces on the parameters of light i.e before and after dark to see the transformation of these public spaces during night. The safety audit consist of visiting the public spaces and around their vicinity like Market, Roads and Bylane to identify the physical and social characteristics of that area that make this places safe or unsafe. The route selected were everyday common roots which are commonly taken for travelling and traversing. It provided a different perspective and acquaintance to the places, and this identification of the situation and problems enabled decision making and helped to make programs and proposal and improve the safety of the public spaces.

Women's Safety Audits were considered crucial in assessing the safety and accessibility of a city and its public spaces for women and other vulnerable groups. The particular working method provided a different perspective of the neighbourhood areas and it helped to become acquainted (or reacquainted) with the places. The identification of the problems enabled to make very specific proposals to the decision-makers to improve the safety of the streets and that of the public spaces in the neighborhood. Essentially participatory in character, the audits identified the spaces that were considered unsafe for the vulnerable groups, as well as the factors which caused lack of safety or the exclusion of the women groups.

Each walk was conducted after an interactive discussion on the methodology and the safety-audit tools. Following the walks, debriefing sessions were held to discuss

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¹⁰ http://safedelhi.in/womens-safety-audit.html

the observations of the participants and formulate recommendations. It also provided an opportunity to hear the concerns and opinion of different sets of people who used the spaces and to bestowed value to the more vulnerable and marginalized. it allows them to hear the voices of the community directly and understand the perspective and needs of the different groups.

Data from Safety Audits

Certain areas had been selected by the Srijan Foundation strategic team on the basis of inputs from the FGDs for conducting the audits and these areas were rated through the 'Safetipin' app according to the given parameters in the app. A total of 118 audits were conducted through the app.

Safety Audit

No.	Date	Place	Responsibility	No. of people participated
1	05.02.20	Majhar Chowk – Women's College	Sanjay	9
2	07.02.20	Atal Chowk – Imli Chowk	Sanjay	9
3	11.02.20	Jhanda Chowk – Subhas Marg	Pushpa	9
4	12.02.20	DBC Chowk – Noori Chowk	Suparna	9
5	13.02.20	Korra Chowk – Inter Science College	Sanjay	9
6	14.02.20	SP Kothi – Gibraltar House	Pushpa	9
7	20.02.20	Bus StandVivekananda School	Sanjay	9
8	21.02.20	Basant Vihar colony – Nilambar Pitambar Colony	Pushpa	9
9	03.03.20	Bihari girls School – Jhanda Chowk	Suparna	9
10	13.03.20	Panch Mandir – Kheergaon Chowk	Suparna	9

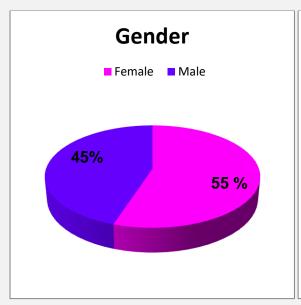
The audit teams consisted of 9 members in which, 2 members took interviews, 2 members filled the format, 2 members indulged in auditing through the safety pins app, 1 member did the photography and 1 member did the mapping of the area and one of the members acted as an observer and supported the entire team.

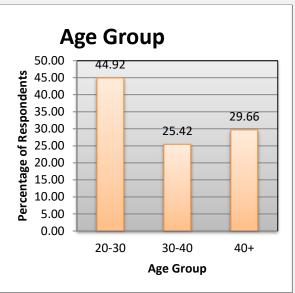
During the audit process information were gathered from the respondents regarding their familiarity with the location, and whether they were a frequent visitor of that particular area. What had been the set perception among these respondents about the safety of that area, and what were the time limitations for women to approach and access these routes and the concerning safety issues if they venture out alone

during night. The incidents and occurrence of any such incidents of sexual harassment were implored. Queries were held regarding the security condition, and concerns. The security situation were analysed by the presence of police patrolling teams on the roads at night and the frequency of these visits. What were the perspectives regarding the women safety and how did these roads fared on the parameters of safety for women; their trust in the Police were also analysed. There was probing on the wellbeing and protection of women and girls and the availability of any helpline number which could be approached in case they were stuck with some adverse situation. Inquisitions were also held on the availability of means of transportation to ferry them during late hours at night like (Auto, Bus, Toto etc.)

The demographic characteristics of the Respondents of Safety Audit

The gender profile of the respondents questioned during the auditing comprised of 55% females and 45% males. It has been found that age group played a significant role and accounted for the vulnerability and those in vulnerable age groups had to face the consequences of venturing out in the public spaces, specially during the night. Therefore the respondents selected were mostly from the vulnerable age group of upto 40, who were susceptible to sexual exploitation, so that they could personally relate to such incidences and insecurities and hence would be in a better position to narrate their ordeal. Of the total people audited 44.92% were in the age group of 20-30, and 25.42% were in the age group of 30-40 where as 29.66% were in the age group of 40 Plus.





The Rubric

		0	1	2	3
1	Light (Night)	None. No street or other lights	Little. Can see lights, but there is low visibility in the area	Enough . Lighting is enough for clear visibility	Bright. Whole area brightly lit
2	Openness	Not Open. Many blind corners and no clear sightline.	Partly Open. Able to see a little ahead and around.	Mostly Open . Able to see in most directions.	Completely Open. Can see clearly in all directions
3	Visibility	No eyes. No windows or entrances of shops or residences overlook this point	Few eyes. Less than 5 windows or entrances overlook the point	More eyes. Less than 10 windows or entrances overlook the point	Highly visible More than 10 windows or entrances overlook this point
4	People	Deserted. No one in sight	Few people. Less than 10 people in sight	Some crowd . More than 10 people visible	Crowded . Many people within touching distance
5	Security	None. No guards or police visible in surrounding area	Minimal. Some private security visible in surrounding area but not nearby	Moderate. Private security within hailing distance	High. Police / reliable security within hailing distance
6	Walk Path	None. No walking path available.	Poor. Path exists but in very bad condition.	Fair. Can walk but not run	Good . Easy to walk fast or run
7	Public Transport	Unavailable. No metro or bus stop, auto/rickshaw within 10 minutes walk	Distant. Metro or bus stop auto/ rickshaw between 5 -10 mins walk	Nearby. Metro or bus stop, auto/rickshaw between 2 – 5 mins walk	Very Close. Metro or bus stop, auto/rickshaw available within 2 mins walk
8	Gender Usage	Not diverse. No one in sight, or only men	Somewhat diverse. Mostly men, very few women or children	Fairly diverse. Some women and children	Diverse . Balance of all genders or more women and children
9	Feeling	Frightening. Will never venture here without sufficient escort	Uncomfortable. Will avoid whenever possible.	Acceptable. Will take other available and better routes when possible	Comfortable. Can take this route even at night







PROCESS DOCUMENT of Safe and Gender Inclusive Program, Hazaribagh

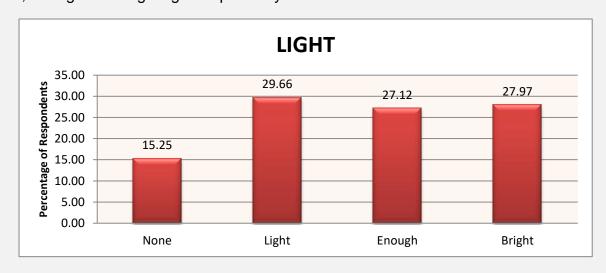
Findings from the Women's Safety Audits

1. Light (Night)

Street lights have a known impact on women safety hence cannot be considered gender neutral. The relationship between Poor Street light and gender based violence is global and widespread. Poor street lights had a disproportionately negative effect on women and women's safety and has led to spike in the cases of gender-based street harassment and violence in some cities. It is well-documented that areas with no or inadequate streetlights were prone to crime in cities. Well-lit streets provide a safer environment to the users, especially pedestrians. 'Dimly lit roads' have habitually been cited as a major cause of concern for women's safety in Indian cities, (spots with low visibility or poor lighting) and its impact on women's safety. Clearly, increasing visibility is important to reduce gender-related and other crimes in public spaces.

Under the Light (Night) segment as per the Safetypin App there were there were 4 criteria, None- No Street or other light; Little - Can see light but there is low visibility in the area; Enough- lighting is enough for clear visibility; and Bright - whole area brightly lit, demarcated with subsequent indicators.

No Street or other light and low visibility in the area was apparent through the photos and the analysis of the Audit report. 15.25% of the respondents stated the areas had no Street or other light and 29.66% respondents found the areas to be lit but there was low visibility in the area whereas 27.92% of the respondents considered these places to be brightly lit. The graph shows the number of areas that have no light, little, enough and bright light respectively.



The analysis of the audit findings indicated the following:

In many parts of the Hazaribagh City, the street light poles were not functioning resulting in densely dark streets. Whereas this has been the scene on the important roads, the bylane were pitched dark, or dim with flickering lights somewhere, posing danger of crime against women on the dilapidated streets. The secluded corners thrived with male dominance, the presence of which created a sense of fear among the passerby. Though the Government had installed vapour lights at some of the crossroads most of them were not functioning, or had very dim light resulting in very less visibility and rise in fear factor and feeling of being unsafe. Some of the observations were:

- Near Ramgarh Road there were 8 vapour lights of which only one was functional
- 2. There were no lights inside some of the Government campuses and buildings
- 3. Some areas were completely dark and some areas were lighted as the shops on those roads kept their lights on
- 4. Flickering street light, Poor Light
- 5. Electric Poles not working
- 6. The Street light at the Nilamber-Pitamber Chowk was not working

2. Transport

Public transport is a critical component of public infrastructure, linking citizens to resources and opportunities. Transport provides access to employment, childcare, and education to women. Additionally, safety and perceived social status play a complex role in shaping women's transport behavior as they move between urban, suburban, and rural areas. Equitable access to public transport is about making the transport system work for women and meeting their need for safe, efficient, sustainable mobility. However, surveys around the world, including India, confirm that safety while accessing public transportation is a significant concern for girls and women, who report high rates of sexual harassment and assault and little accountability.

The increase in women's participation in the workforce has led to a pronounced effect on the economy across the world. In India, women and girls constitute 50 percent of the urban population. The Indian Census of 2011 was the first time mobility data was recorded in an official survey. According to the Census, women

and girls comprise merely 19 percent of "other workers" and 84 percent of their trips were in the forms of public, intermediate public and non-motorised modes of transport. Yet, in urban India, the workforce participation rate for females was 25.51 percent against 53.26 percent for males. A big reason could be that transport or mobility plans often did not take to consideration the needs of women and their safety, security, and comfort. Women decline employment opportunities that are far from their homes in favour of lower-paid, local opportunities. This is due to the dearth of reliable and affordable public transport solutions. Safe, comfortable, and convenient transport not only contributes to fulfilling women's practical needs, including access to schools and markets but also contributes to their strategic empowerment by facilitating access to social and economic opportunities. Genderbased violence and harassment often result in forced immobility and duress when travelling as evident from the studies conducted in India by organisations like Jagori who have demonstrated that women face harassment not only at night or in secluded spaces but also during the day.¹¹

The one experience common to all women in the city related to public transport; has been the concern for easy accessibility of convenient means of transportation and fear while using crowded public transport. The consequences of the violence and insecurity faced by women, unfortunately, leads to forced immobility. The transport needs of women vary owing to their different social and economic roles and activities, and the constraints experienced by women in accessing, using and paying for transport services are largely different from that of men. Transport can play a cardinal role in ameliorating the living conditions of women and therefore it is important to mainstream gender-related considerations into road transport projects to improve development effectiveness, sustainability, and to reduce gender inequality.

Transportation was a significant criterion in the Safety Audit by Srijan Foundation to assess the ease of accessibility of the Public transport for women since freedom of movement and smooth access to mobility results in better opportunities.

Well connected spaces (with public transport)

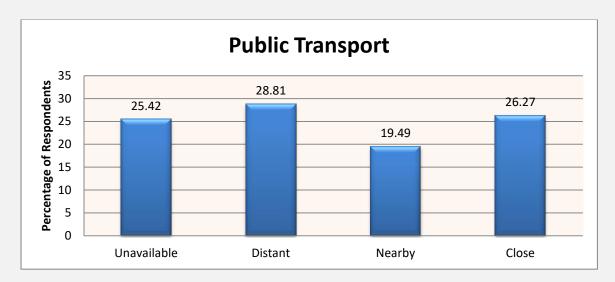
Women find it convenient if the public spaces are accessible by well-connected public transport system. This enables them access the public spaces independently and economically. There were 4 parameters under the Transportation segment, Unavailable - No Metro or bus stop, auto or rikshaw within 10 minutes walk; Distant -Metro or bus stop, auto rickshaw between 5 to 10 minutes walk; Nearby – Metro, Bus Stop, auto rickshaw within 2 -5 minutes of walk and Close – Metro, Bus Stop, auto rickshaw within 2 minutes of walk; representing the approach and availability of transportation facility in the Hazaribagh city.

11 https://vourstorv.com/2019/02/designing-public-transport-ensures-womens-safety-can-boost-indian-economy

The Audit specified that no public transport /auto plied during late evening or night time. Only private /reserved vehicle were available asking high or exorbitant rates. People also faced difficulty in fetching autos on some of the roads as the Road conditions were bad and no vehicle available. Therefore, lack of availability of public transport has become a major point of women's sexual harassment and lack of safety on the streets.

The graph clearly shows that areas with any form of transport not available or at distant, were very high. 25.42% of the respondents during the safety audit said that there was unavailability of Public transport and 28.81% of the respondents said that it was at some distance. It contributed to the problems faced by women and made these areas inaccessible for them. Some of the observations were:

- Very few Government transports were available after 7 pm
- Vehicles parked haphazardly resulting in blocked roads
- No clear demarcation for parking
- Roads were very busy with lots of traffic congestion and traffic jams
- There were very few proper maintained footpaths on the roads.
- No facilities on the road for the disabled.
- The drains were usually uncovered and overflowing with dirt, grime and garbage.



3. Security

Women's rights on a global scale and specifically women's safety have been still very much in its infancy. Thousands of women and girls are victims of gender violence in India each year. Statistics from the National Crime Records Bureau provides a glimpse of the crimes against women and girls and shows that crimes against women have increased in the past few years. It signifies only the tip of the iceberg as it has been estimated that a vast majority of victims are unable to come

forward and seek help from the police. So while the figures demonstrated a growing level of willingness by women to come forward and report these crimes, there was still a need to address how the police treat victims.

'Uniform' presence is commonly thought to create feelings of safety in people. Police and Security guards created similar amounts of feelings of safety and play a critical role in the quality and timeliness of protection available as people turn to police to intervene in violence and for protection. The relatively low ratio of female police officers in most police force exacerbates this challenge. India, as noted above, has one of the lowest ratios of female police officers.¹²

Though the Government of India had established the Women Safety Division in May 2018, within the Ministry of Home Affairs to focus more attention and resources on the safety of women and to develop integrated and harmonized initiatives to ensure the security and safety of women, but there were so many areas where there were no forms of security.

Everyday women face systematic assault on their fundamental right to free movement and personal dignity. Streets, bus stands, railway stations, parks and other public places should be for everyone to access and enjoy. Yet for many women they are the scenes of harassment. Since the feeling of safety has been closely associated with Protection, the Safety audit team categorized the Security issue with the presence of Police / Security Personnel within approachable and accessible distance. These were: None security - no gods are police visible in surrounding area; Minimal- some private security visible in surrounding area but not nearby; Moderate - private security within hailing distance and High security - Police and reliable security within hailing distance

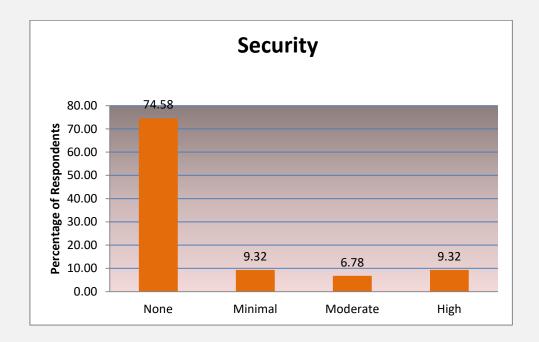
Women across the globe have also reported of feeling safe when the spaces are 'well-patrolled' or have CCTV installed for **surveillance**. This way they could ensure that in need and in case any accident occurs, the cameras would be able to identify their culprit and generate evidence. During the Safety Audit majority of the Respondents (74.58%) said that there was very dismal condition of security due to minimal presence of Police/Security personnel. It had been observed that there were very few police officials and patrolling vehicles on the road at night and absence of female police officials on roads and also in patrolling vehicles. There were lack of security surveillance and CCTV cameras on the road and if present many of them were not in working condition.

Though there were some private securities visible in surrounding area but not nearby or not within the hailing distance. There are very few police officials on the road at night. Patrolling by the PCR vehicle was being done at some of the places but no

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permanent security available. Even at some of the ATMs there were no guards. Though there were some guards and people around in some of the apartments and Houses but not at a hailing distance if anybody called in distress.



Observations

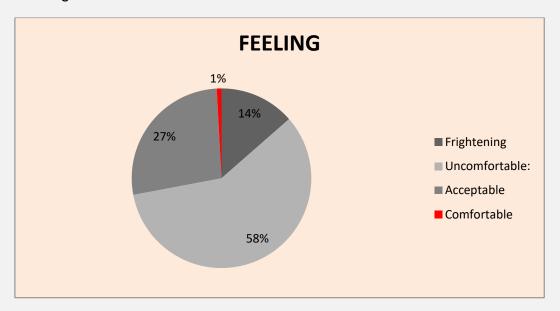
- There are very few police officials on the road at night
- More patrolling vehicles needed to be there at night
- More female police officials should be present, both on roads and in patrolling vehicles
- Security guards should be stationed in front of the Government buildings
- There needs to be more CCTV cameras on the road and those should be in working condition

4. Feeling

Sexual harassment at public places is unwelcome, unsolicited behavior of a sexual nature including staring, gesticulating, touching, passing comments, trailing etc. These may not seem to be a big problem, but these are definitely an infringement upon the safety of any women and the feeling can be quite upsetting as it makes women undergo shame, humiliation and make them frightened and confined. There are public spaces where women often face sexual harassment and accessing the

same is seen as fraught with discomfort and danger. This danger is associated with the threat of harassment or even rape in deserted areas.

The Safetypin App illustrated 'Feeling' to be a significant Pin. These feeling or intuitions are sometimes natural or at times based on some circumstantial evidence. For analysing the situation of public spaces on the parameters of 'feeling' of social security the Social Audit team tried to figure out the prevalence of fear or freedom among the participants. The four aspects under the criterion of Feeling with specification included: Frightening - Would never venture here without sufficient escort; Uncomfortable - Would Avoid whenever possible; Acceptable - Other available and better route when possible; and Comfortable - Could take this route even at night. The graph is a clear representation of how women feel in most areas of Hazaribagh.



During the safety audit only 1% of the respondent said there was feeling of comfort while traversing while nearly 72% of the respondents had the feeling of Fright or uncomfortable. 13.56% of the respondents felt Frightened and said that they would never venture here without sufficient escort whereas 58.47% of the respondent felt uncomfortable and would avoid that route whenever possible. Some of the apparent reasons given were:

- Open spaces with no boundaries; abandoned house with low or broken boundary wall and no light on some of the routes
- The Basement area of shopping complex, remains open at night without any security
- At some places school vans were parked beside the road and there were open gates and anyone could be dragged under the gates giving a feeling of scare.

- Surveillance through CCTV cameras was available at few places but at some places though it existed they were defunct.
- There were personal CCTVs installed in some of the houses or buildings but did not cover the whole place.
- The street light in front of St. Stephens School was not working because of which a vast area remained in dark and the gates of the school remained open.
- Staircase leading to a house could be used to jump over the wall.
- Doors unlocked/broken, enclosed area with lots of empty cars, appalling scenario
- Boundary wall broken, deserted ground inside
- Abandoned house with no lights, low/narrow boundary and very few people around.
- Cars parked on footpath

5. People

Women across the globe have mentioned that places or neighborhoods that seem familiar or have presence of acquainted people increases the safety factor of any

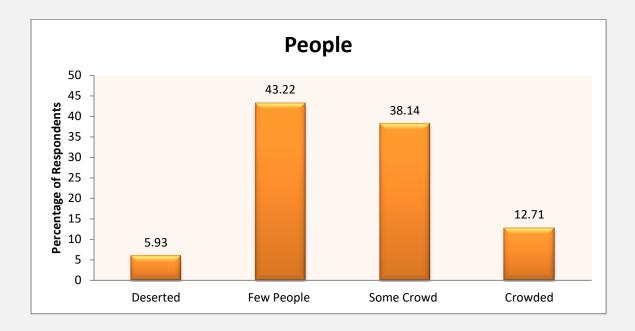
space. Women revealed that they comparatively feel safer on crowded roads than on the uninhabited, deserted spaces and empty plots. Significance of shops and vendors in the public spaces for enhancing the safety factors has been highlighted. It was obvious that in presence of people there was feeling of safety and in general when any area is thriving with activities, customers and vendors who 'keep an eye' on the space, it provides feeling of reassurance and safe surrounding. This is mainly because the presence of people or vendors or



shops ensures activities and movement in the public spaces, which means that in time of need, people are around to help.

Hazaribagh is a significant district in Jharkhand thriving with business activities during the day but it is quite and deserted at night due to very few late night activities. The safety audit held in Hazaribagh had 4 categories under People i.e

Deserted (nobody in sight); Few People (less than 10 people in sight); Some Crowd (more than 10 people visible) and Crowded (many people within touching distance). Presence of people within sight has been considered as important factor as it provides a sense of security, 43% of the respondents during the safety audit said that there were secluded places with less than 10 people in sight and 5.93% of the respondents pointed to deserted areas i.e no body in sight posing a threat to women safety. During the safety audit, aprox 50% of the respondents mentioned their area had some people or crowd with more than 10 people visible on the road within touching distance.



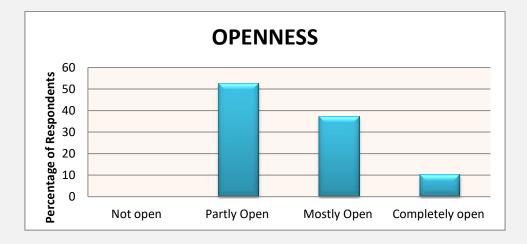
Observation

- During the day time this place is very crowded and very congested
- It is very difficult to walk and move around due to too much traffic and very crowded road
- But during night it becomes very guite with very few people walking
- Very few women move around after evening and at late night even they can't be seen and it becomes quite scary
- At some places the Roads were broken and no women could be seen on the road

6. Openness

In any flourishing town and city there is paucity of open space where one can see around. Areas which are not open and comprise of many blind corners and no clear

sightline poses a danger to the women safety as they are hardly able to see ahead and around. Dark streets, corners and spaces have been highlighted as one of the major concern of women while using public spaces. Dark entry and exit points of public spaces and car parks cause discomfort to women in the night. Many women while waiting for the bus on the street or travelling or just walking along the public space specifically avoid such spots or stretches. Openness Pin signifies the geography of a place and provides the description of an area like the 'Not Open' i.e place with many blind corners and no clear sightline; Partly open: or completely open in which it can be clearly seen in all direction; Mostly Open - able to see in most directions and Completely Open - can clearly see in all direction. 52.54% of the respondent pointed to areas as partly open whereas 10.17% of the respondent indicated the areas which were completely open and it could be seen clearly in all direction.



Prime concerns

- Some of the bylanes and road were completely dark, with no light
- Light at the corner of the road but after few steps very less light, less visibility
- Abandoned houses beside the road
- Huge compound very poorly lit with very low boundary walls and gate
- Bylanes Leading to deserted area at the back
- Under construction area near dark and deserted Road
- Wide open deserted spaces, broken boundary wall, no light
- Completely deserted space with very less light

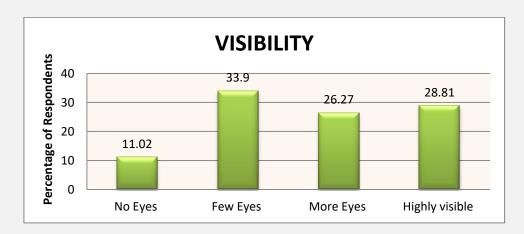


7. Visibility

It is observed that women prefer being in areas that they are familiar with or areas where they can be seen, heard, and easily get away, call for help, could be reached or run away if they face any kind of violence. Thus spaces having higher visibility are often perceived as safe by women as it allows them to be seen, heard and get help in case any unfortunate incidence takes place. Having well-lit spaces, entry/exit spots, and corners becomes an extremely important solution to the ever pressing safety risks at the public places. The endeavour and establishments would ensure visibility and would enable better chances of identification and recognition of the perpetrators.

A thriving urban area is one where people feel safe in public spaces despite being with complete strangers. The 'Visibility' Pin endows the concept of 'natural surveillance, or what is described as "eyes on streets". The Visibility pin had 4 aspects, depending upon the concept of Visibility and presence of number of windows or entrance overlooking the points which were secluded. The Visibility factor included:

No Eyes - no windows or entrance of shops or residence overlook this point Few Eyes - less than five Windows or entrance overlooked the point More Eyes - less than 10 Windows or entrance overlooked the point Highly visible - more than 10 Windows or entrance overlook this point



Aprox. 45% of the respondents said that there was lack of visibility in public spaces and the area had No eye or few eyes i.e no windows or less than five windows or entrance of shops or residence overlook this point. The safety audit indicated that most of the shops were closed. Even though some areas were lighted and the shops were open and there were men on the road but female vendors closed their shops early and very few women vendors could be seen after late evening.

8. Walk Path

For ensuring safe accessibility the construction of exclusive sidewalks as components of the road and public transport satisfy the travelling needs by increasing pedestrian accessibility and safety. It is imperative to incorporate features that focus on safe pedestrian design such as bike parking facilities, speed bumps, traffic lights, and pedestrian inclusive sidewalks. Footpaths should be designed to separate vehicles and people with distinct pedestrian signals and footbridge connections wherever necessary. But it is evident that quite often footpath/ sidewalk width is reduced to increase the motorable roadway and pedestrians perceive lack of safety. These broken and encroached Walk Paths are considered inherently unsafe for the fear of being mugged and specifically for women for sexual assaults. There should be a physical separation between motorised and non-motorised road users as well as proper pedestrian crossing and traffic signage.

The parameters under the safety audit Pin, 'Walk Path' included demarcated areas on the roads where there were no walking path available, or Path existed but in very bad condition and 'Fair' and 'Good' where one could walk or Run. 32% of the respondents reported that there were no walking path available and 36 % of the respondent said that Path existed but in very bad condition as their area did not have a seamless footpath connection or adequate dedicated lanes for walking. In some places even if there were such walk paths, they were either broken or encroached and congested, posing a threat to women safety. In many parts of the city, the pavements were unusable for a variety of reasons – from being dug up and encroached upon to being poorly maintained.



It was observed through the analysis of the respondents that there were lack of proper seamless footpath connection or lack of adequate place for walking as either they were not available or were broken and some were found to be in very bad condition. If available they are very much occupied with the vehicles parked haphazardly creating hindrance in walking. The pathways on the busy roads were

occupied by the shopkeepers who would extend their shops on the pathway or were captured by the unauthorized vendor shops. There was lack of sanitation and hygiene as in some places the Footpaths were occupied and littered with garbage. Though the dustbins were there but were completely filled and the garbage littered all over the place.

<u>Audit Pictures depicting Road conditions, littered roads, haphazard parking, high traffic, encroached and broken footpaths:</u>





Haphazard parking



Littered Roads



Broken Path way



Encroached Footpath



Deserted Bus on the pathway

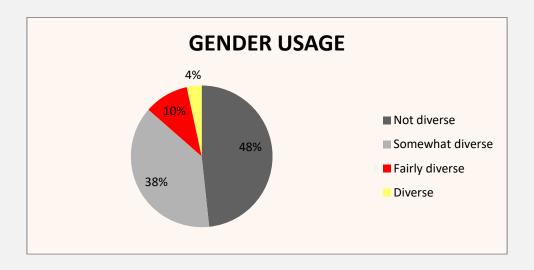
Pitch dark Roads

9. Gender Usage

For safety measures it has been said that area thriving with people are safe for women since there is a feeling of protection, however this is not true if the public space is over-crowded, or male dominated, where they fear harassment such as pawing or groping. Women do not prefer to use spaces that are dark during the night or even during the day if it has male dominance. Women find large groups of men intimidating as it would be more difficult to protect oneself around such areas. Thus women usually avoid going to such places where larger number of men occupy the space. However things are slightly different if along with the men, the area also included the overwhelming presence of women i.e the place is 'diverse' with a balance of all genders or more women and children. Thus it is seen in all studies that places where there is no one in sight or which are not diverse or male dominated spaces are preferably to be 'avoided' spaces, since women feel uncomfortable and unsafe. 86% of the respondents during the safety audit in Hazaribagh, had said that they found gender usage were not diverse or only somewhat diverse. It was said that there were no female present or very few women moved around after dark. Mostly male students occupied the area around the campus. Male crowd could be seen on the roads, path ways, and also loitering around vendors and shops making it difficult to pass by. The beetle and liquor shops were surrounded by such crowd where men and young boys would ogle at the girls passing by or pass lewd comments resulting in unease and feeling of fear among female folks.

Gender usage

Not diverse - No one in sight, or only men Somewhat diverse - Mostly men, very few women and children Fairly diverse - Some women and children Diverse - Balance of All genders or more women and children



SAFETY SCORE

Based on audit data in an area, a Safety Score for that specific location was generated. The knowledge about the safety score of a place would help to judge the state of public infrastructure, basic amenities available and personal vulnerability to crime in a new locality or a place. If a person was moving to a new locality or simply visiting a new place, one would be now aware of the safety score of that locality or place. The audits evaluated the level of safety in the evening hours between 5pm and 10pm for the locations visited and identified ways to improve it. The safety scores around each area were rated on a scaled of 0-5, indicating the average rating of all the nine parameters.





The given images of the Google Maps have been marked in different color pins each representing the different grade scale of the safety issues in different areas specific to the parameters associated with different aspects of the safety audit. The set of ten maps below envisage audit findings vis-à-vis ten parameters: Feeling, Public Transport, Security, Lighting, Gender usage, Openness, People, Safety Score, Visibility, and Walk Path. The Red, Orange, Light Green and Dark Green spots in the subsequent maps indicate different rating on the scale of poor to good respectively, based on the four parameters mentioned safety Audit guidelines. Areas marked in Red are unsafe, Orange less safe and Green are safe. Scores of each safety audit parameter were correlated with the 'feeling' of safety.





Awareness and Sensitization

Srijan Foundation has been organizing a number of programs in the urban area of Hazaribag through which they organize regular activities in schools, colleges and also district level events on the issue of gender violence and child rights. They Organized sessions in 15 high schools and colleges and with some stakeholders like Transporters, on public safe spaces issues to inform them of women's safety as a right with a response mechanism to deal with such issues. These sessions were organized using participatory training tools. A detailed session plan for school college intervention was developed after FGD findings and safety audit on risky public spaces, safety concerns, rights and addresal mechanism were conducted. Customized session plan and module were planned and developed keeping in mind the various target groups, like; Nagar panchayats, men and boys groups and other stakeholders (auto drivers, rickshaw puller, vendors, transporters and others). Since this program was concerned with women safety hence the intervention would keep continuing even after this initiative to create awareness mechanism and overcome safety hazards.

Organizing awareness-raising campaign and classes on safe cities for women was done to illustrate the aspect on how the existing or lack of features in the public domain could make public space safe or intimidating for women and girls. The learnings from the FGD and safety audits were disseminated with specific local examples in a way to connect and comprehend with abstract idea of safe cities for women and enable to identify factors that lead to women's and girls' insecurity.

IEC Materials and Outreach Activities

Information presented to the public on safe cities for women will get the most attention if it is interesting to look at and well-organized (UNIFEM, 2003). Srijan Foundation developed a series of IEC materials (like posters, pamphlets, stickers etc with focus on public place) for use during campaigns in colleges and schools to raise awareness. Stickers on women safety in public space were used to stick on vehicles, like; bus, auto etc used for transportation. The participatory approach in designing the IEC materials focused on making all of their messages and materials meaningful, easy to understand; and effective so that they could be seen or heard by its intended audience. These important messages were designed in easy understandable language and were meaningful to the audience. The effort focused on creating posters and pamphlets on safe cities for women with

meaningful designs and effective and specific messages, ideal to use in different formats.



IEC Making in Process

Wall Art

Wall art on safety issues were developed highlighting the local issues affecting women's safety in public places. Wall art were to be displayed in public locations to draw general attention and generate awareness.

Media Engagement

Social Media platforms like: Facebook, Twitter, Instagram were used with regular updation to showcase the work around women's safety and raising women safety concerns' among larger masses and key stakeholders. This was done through dedicated IT person in the organizations, who managed the social media for Srijan Foundation. A photo essay on the program was organised, capturing the events and community women's and young girls' voices. (Media person captured the photos & videos on part time basis).

Policy Influencing

Based on the finding of the audit report regular follow up and negotiation would be organized with the line department to highlight safety issue for women and girl in public spaces / transit point and transport. Sharing the gaps found through the safety audit for young women and girls in public spaces with line department, state and district functionaries, like Nagar Panchayats, WCD Dept, Transport Dept., Municipality, Police, Women Police Station, Women Commission, Trade/ Transport Unions, Hostel Warden etc. to keep them part of the process right from the start of the initiative.

RESULTS

- A pool of change agents were developed as community advocates' sustaining the actions of women and girls safety issues in their community
- A safety audit report highlighting the recommendations of safety issues in public and transition places, was developed which would be used for continuous dialogue and advocacy with the concerned line departments
- Approx. 100 transport unions/ vendors and boys and men were made sensitive towards the safety concerns' of women and girls in public places
- Process documentation, publications, IEC materials and training modules were made available for further replications and intensifications of work in other locations by the Organization, and other agencies working on the women safety issues
- Public safety audit report of Hazaribagh
- Increased sensitivity of the system and stakeholders who would work to address the gaps
- Institutions and Service providing Agencies understand the public safety concern of women and children
- A cadre of change agents who would eventually emerge as leaders to raise issues of public safety in their locality
- Women and girls voicing out the incidences of harassment and abuse at public spaces
- Social and static media would regularly and repeatedly portray the significance of public space safety for women resulting in awareness and change of perception among larger mind-set against abuse and violence
- Documentation work presenting the model for its replication and expansion

WAY FORWARD

Across cultures, the safety of women is usually considered as the individual's responsibility rather than that of the society. Restriction on women in moving about in the city cannot be a solution to women's safety; women have as much right to loiter in city as men (Phadke et al 2009). Preventives are the best form of safety. For women to preserve themselves under varied circumstances they should know their Rights as a Woman since they are empowered by society as well as legally, with some basic rights that are specifically to pursue their Rights as a woman and to exist with dignity and respect

Women safety can also be enforced by providing safe environs to women, making them conscious and encouraging them to be strong and seek redress for their concerns. A large share of respondents opined that quick redressal and fast tracking courts to address victims' problems and ensuring safer public spaces provisions are a very important step towards women's safety.

Addressing personal safety concerns Safety design measures that can respond to women's safety apprehension which includes good lighting and landscaping at transit stops and along roadways to replace dark empty spaces with shops and public presence. The measures also involve surveillance cameras, emergency phones, panic/alarm buttons, and recruitment of uniformed and non-uniformed officers to patrol public buses and stops. Additionally, women-only services, improved security personnel presence, and employment of female conductors and drivers on mass transits are steps to improve women's safety.

It was evident from the social and safety audit that Hazaribagh stood far below the average parameters, be It, transportation, electricity, security and so on and the results were concerning. The findings of the survey and the focus group discussion emphasize the significance and need of further research on the issue of women's safety with the involvement of beneficiaries. Survey indicated that lack of appropriate and adequate well functioning public street light, public toilet, etc. exposed women to unsafe environment, and contributes to the fear of violence in public spaces and would affect the working women.

Key Recommendations for creating safe public spaces

 Special attention should be given to the needs of these women by trying to raise safety standards in the city to ensure their contribution in the social economic development.

- Emphasis should be on the timely implementation of law and order, and enforcing the better management of women helpline number so that they could be accessible and applicable. There is also an urgent need for effective regulation and enforcement stringent laws.
- The work scenario depict that many women are working in unorganised employment sector and were more prone to unsafe environment therefore awareness and education should be provided on the safety issues of women workers while they commute to work which would result in security, stability and satisfaction among them. Otherwise women safety issues being a major challenge will have adverse impact on the growth and economic development.
- To ensure safety of women, Police Force, Traffic Police, Security personal
 can play a major role. Safety culture could be inculcated through regular
 safety audit, identification of unsafe and incident prone zones. Immediate
 action should be taken against the antisocial elements so that women could
 travel fearlessly in public spaces.
- To prevent the normalisation of the Fear Factor, a conducive environment should be created and women should be encouraged to come forward and complain so that no incident of crime goes unreported. There should be no delay in heeding to these complain and quick action should be taken to restore faith among the victim.
- The need was for gender sensitization and analization as to how law enforcement and civil society through awareness and sensitization could try and make women safer. There should be on orientation of all other stakeholders, frontline functionaries, PRI members and the target groups on this issue and the cause and concerns associated with it. The stakeholders should be made an integral part of awareness building and this safety process. The initiative would provide a platform for all the stakeholders to discuss the goals of improving safety standards, and to indulge in discussion and discourse on safety issues. It would also highlight various interventions and solutions that help to make women safe and put the spotlight on what more could be done. The campaign would accentuate the need for Safety to be a shared responsibility.
- Harassment against women and girls, especially in public spaces, remains a
 extensively a neglected issue, with very few support from laws or policies
 enforcers. Hence emphasis should be given on effective regulation, timely
 implementation and enforcement of stringent law and order, efficient women

helpline system, helpdesks at crucial junctions and increasing women police force during Police patrolling.

- Community mobilization efforts are intervention that aims to change gender norms and public attitudes and behaviour. Programs and workshops should be organised for training and advocacy campaign should be designed to gender stereotypes swift norms by engaging both men and women in communities.
- It has been also observed that there is an immediate need to sensitize the
 young adolescent by means of awareness campaigns and imparting moral
 education in schools so that the student become sensitive. Women's safety
 should be an integral part of the education system. Arrange, conduct
 workshops & programmes in schools on ethics, values & moral teaching for
 moral upliftment.
- Sexual harassment in public spaces remains a much neglected issue with hardly much coercive punishment and lackadaisical implementing laws and policies to address these circumstances and reprimand. Planning and policy around safety should always involve and consider women. The fast-tracking courts should address victim's problem.
- Advocacy/Awareness program on Women Rights, Protection and Empowerment – Awareness camps, programmes on rights of women, women safety workshops, self defence camps, seminars on rights of women, crime & violence against women should be organized & conducted.

TRANSPORT

- Safe commute is critical to enable girls and women to access education, jobs, and healthcare. However, this remains a much-neglected area with little data and few laws, policies and initiatives to address it. Limited access to safe transport is the greatest obstacle to women empowerment as they are vulnerable to civil and other harassment in the public spaces. The survey indicated that majority of women dependent on public transport to commute for their destination and nearly 50% of the respondents had reported the public transport facility to be either unavailable or at distance.
- Therefore non-availability of public transportation forces women to use Intermediate Public Transportation (IPT) such as taxis and often-unsafe mode of transportation. Hence providing safe, equitable, and comfortable public transport and Para-transit services, which are also cost-effective, will go a long way in improving women's participation in the workforce.

- It is important to mainstream gender-related considerations into road transport projects to improve development effectiveness, sustainability, and to reduce gender inequality. There is a need for the effective and stringent government measures to ensure safety and security of women, through awareness campaign among public. Intervention for safe public transport includes inculcating sensitivity among the transportation staff, adequate surveillance through CCTV cameras, better visibility, adequate lighting across transport network, raising awareness and disseminating safety information.
- The condition of the public transport was very pathetic and they completely fall short of meeting the needs of the commuters. There were hardly any public transport during the late evening or night hours, therefore the transportation requirements should be given consideration and regulation and regularization imposed.
- Peripheral areas often do not have reliable and affordable transport and can limit women's employment opportunities. Therefore, policy recommendations must acknowledge the multiple dimensions shaping women and girls travel. In order to boost confidence among working women, organisations should ensure easy availability of safe transportation to the women.

LIGHT

- Street Lights are important not only for the safety of women but also for the general well being as it will make a remarkable difference in lowering the crime rate against women. Women feel unsafe after dark as there are more reported incidences of sexual violence after dark. It was evident during the safety audit process; that there were very few Street light in proper working condition. Many street lights were not working or not functioning effectively and there were only flickering lights at some places.
- Installation and proper functioning of the street lights were a good initiative
 and effort to improve safety standards in public spaces, to keep the streets
 active and make women feel safe. There should be proper and adequate
 lighting in public spaces in the city since lighting is a key factor in shaping
 women's perceptions of safety.

SECURITY

• The lack of security and feeling of being unsafe impended largely during the safety audit process. Aprox. 75% of the respondents said that there were no Police or gaurds visible in the surrounding areas.

- There should be better security provisions and safety measures to provide round the clock surveillance, supervision and scrutiny since surveillance has been indicated as a great contributor in increasing safety of women. It can be formal like patrolling guards, CCTV, etc or informal like vendors, shopkeepers, people, etc.
- Surveillance and vigilance should be increased and other mechanism should be done. There needs to be more installation of CCTV cameras on the road and they should be in working condition.
- The Police force should be made more accountable. It was recommended to have more patrolling vehicles/ PCR Vans at night and more female police officials needed to be present, both on roads and in patrolling vehicles.
- Security guards needs to be stationed in front of government buildings.
- There should be creation of women one stop shelter for night stay.

WALKPATH

- Walk Path are an essential feature of any proper laid down city structure and infrastructure for the pedestrians, providing a safe place to walk and preventing from the traffic hazards. Having spaces that are well maintained enhance the comfort levels of women.
- Fixing potholes and pavements increases the chances of not tripping and falling and getting hurt. Therefore streets and plazas should be properly maintained.
- Keeping spaces well-lit while having attractive plazas and spaces would enrich the overall experiences of women visiting them.

GENDER USAGE

 The analysis of the Safety audit and the FGD Report mentioned the skewed gender space, tilting more toward male dominance. Only few of the respondents during the safety survey found the public spaces to be fairly diverse and balanced with all genders. Thus focus should be on public safety and vigilance for fearless mobility and treading.

OPENNESS

• There are many cities in the developing countries that have illustrated the impact of having more mixed use development on the overall safety and quality of life. When there are mixed use developments along the public spaces, this ensures extended hours of activities making the area safer. The recommendation is to promote mixed-use development along the public spaces and ensures increased activities in the neighborhood, making spaces more lively and active by ensuring more 'eyes on the public spaces', making them increasingly safe and ensuring safety.

People

Well lighted Places thriving with people or places that usually host a lot of
activities and events with large number of vendor activities on the street
during all the times of the day make the public space appear not only safe but
also interesting. Presence of vendors and shop fronts on the streets gives a
sense of security to an otherwise empty road.

Visibility

Presence of more scrutiny or areas which are highly visible generates safety
to the place and passerby. The recommendation is to have well-lit spaces,
entry/exit spots, and corners: This becomes an extremely important solution
and provides chance of perceiving the danger and also ensures safety.

Municipality

 The public washrooms need to be open and usable, with working lights and water availability. It also needs to be suited to the needs of pregnant women and disabled people. Water taps need to be available on the roads so that people can avail water

Awareness through communication

- Imparting education on gender issues, sexual harassment and violence, and women safety in public places and schools would create awareness and help in molding the minds of young students and transform their thought process.
- IEC and other Communication materials should be diligently developed and distributed and should cover the safety specific information as well as clearly describe the key issues, and roles and responsibilities. Social and Print Media should be used extensively as a tool for advocacy and for awareness since they are very much in public domain and vastly desired.

CONCLUSION

The survey on women's safety concerns through safety audit process helped in creating awareness on safety issues and social security. It provided an opportunity to identify the collapsing infrastructures, gaps in amendment and shortfall in services. It enabled learning though participation and training and enabled the Change Agents to identify safe or unsafe spaces and perceive and promote women safety in public spaces. The gender biasness in Public spaces was highlighted as the reason for confinement and cause of concern among the women folks. The average audit parameters were all found to be low. The auditors found no security in the area and no means of public transport. Gender usage of the area was very low.

We can hence arrive to a conclusion that the state of infrastructure was weak, therefore streetlights, pavements, bus stops, maintenance of parks, dark areas, state of parking; all these were key areas of concern which needs to be modified as per the safety and security guidelines.

Despite a perceived change in status of women, increased vigilance and stricter laws, violence against women was likely to be a worry for some time to come. Therefore a comprehensive strategy should be adopted and diligently implemented and certainly a lot more could be done to ensure that women feel more secure, inside and outside their homes and the general sense of discomfort that exists needs to change and crime should be prevented. Making public spaces safe includes improving existing infrastructure so that it could address the needs of girls and women and improve their safety in public spaces.

Improvement in infrastructure like electricity public transport, safety and security of women would surely bring upon a change. Convergent approach should be adopted by the stakeholders to work together towards a common goal with joint accountability for minimising risks in public spaces. There is sincere hope that the stringent actions, and implementation of recommendations of the women's safety audit in public places and study would help further in policy formulation, perseverance, and promulgation for ensuring safety of women resulting in development of the society.

ANNEXURE

- 1. Questionnaires and Tools
- 2. Final Reports
- 3. References

<u>ऑडीट के दौरान पूछे जाने वाले प्रश्न</u>

- क्या आप इस स्थान / इलाके की हैं ?
- > क्या आप इस रस्ते से हमेशा आती जाती हैं ? आप देर रात तक अकेले इस रसयते से गुजरती हैं ?
- > महिलाएं कितनी रात तक इस रास्ते से आना जाना करती हैं ?
- महिलाओं और लड़िकयों को कितनी रात तक आना जाना करना चाहिए ?
- आपकी जानकारी में कभी सेक्स्वल हरासमेंट की घटना हुई है ?
- क्या रात को इस रस्ते पर पुलिस पेट्रोलिंग होती है ? कितनी बार ?
- क्या महिलाओं के लिए यह रोड सुरक्षित है ?
- > महिला सुरक्षा के नजरिये से आपकी क्या सोंच है ?
- > यदि आप यहाँ फंस जाती हैं तो कोई हेल्पलाइन नंबर है जहाँ से आप मदद मांग सकती हैं ?
- क्या आपको पुलिस पर मदद के लिए भरोषा कर सकते है ?
- क्या इस रस्ते पर रात को यातायत के साधन उपलब्ध होते हैं ? (ऑटो, बस, टोटो आदि)

FGD प्रश्न

- 1. क्या आपको लगता हैं कि महिलाओं के लिए शहर के सार्वजनिक जगह सुरक्षित हैं ?
 - क्या हर उम्र की लड़िकयां आजादी से घूम सकती है?
 - ऐसी कौन सी खास जगह है है जहाँ आप ज्यादा असुरक्षित महसूस करते हैं ?
 - ये जगह असुरक्षित बनने का कारण क्या है ?
 - अन्य
- 2. आपके हिसाब से ऐसे कौन से तीन कारण है जिनसे महिला सुरक्षा प्रभावित होती है ?
- 3. कौन सी सार्वजनिक जगहों में आप असुरक्षित महसूस करती हैं ?
- 4. महिलाओं में कौन से ऐसे खास समूह या पहचान है जो सार्वनिक जगह में ज्यादा असुरक्षित महसूस करती है ?
- 5. क्या आप बाहर जाते समय कोई सावधानियां रखती हैं ?
- 6. सार्वनिक जगह पर महिला हिंसा कौन करता है ?

- क्या वो समूह में होते हैं ?
- कौन होते हैं?
- 7. क्या आपने किसी असुरक्षित या खतरनाक परिस्थिति में कभी किसी से मदद मांगी है ?
- 8. अगर सार्वनिक स्थान पर महिलाओं के साथ हिंसा हो तो वो और किससे मदद ले सकती है ?
- 9. आपने इन सुबिधाओं का इस्तेमाल किया है ?
- 10.आपके अनुसार ऐसे क्या बदलाव होने चाहिए जिनमे महिलाये सार्वजनिक स्थानों पर खुद को सुरक्षित और सहज महसुस करेगी ?

Jagori vendor FGD

- 1. क्या आपको लगता हैं कि महिलाओं के लिए शहर के सार्वजनिक जगह सुरक्षित हैं ?
 - क्या हर उम्र की लड़कियां आजादी से घूम सकती है ?
 - ऐसी कौन सी खास जगह है है जहाँ आप ज्यादा असुरक्षित महसूस करते हैं ?
 - ये जगह असुरक्षित बनने का कारण क्या है ?
 - अन्य
- 2. महिलाओं और लड़िकयों को सार्वजिनक स्थान पर किस तरह के हिंसा का सामना करना पड़ता है |
- 3. आपके हिसाब से ऐसे कौन से तीन कारण है जिनसे महिला सुरक्षा प्रभावित होती है ?
- 4. आपके हिसाब से कौन सी सार्वजनिक जगह में महिला असुरक्षित महसूस करती हैं ?
- 5. महिलाओं में कौन से ऐसे खास समूह या पहचान है जो सार्वनिक जगह में ज्यादा असुरक्षित महसूस करती है ?
- 6. आपको ऐसा लगता है कि महिलाओं को बाहर जाते समय कोई सावधानियां रखनी चाहिए ?
- 7. सार्वनिक जगह पर महिला हिंसा कौन करता है ?
 - क्या वो समूह में होते हैं ?
 - कौन होते हैं ?
- 8. क्या आपने किसी महिला / लड़की को असुरक्षित या खतरनाक परिस्थिति में कभी किसी से मदद मांगते हुए देखा है ? या आपसे मदद मांगी गई है ?
- 9. अगर सार्विनिक स्थान पर महिलाओं के साथ हिंसा हो तो वो किससे मदद ले सकती है या मदद के लिए और कौन कौन से सुबिधायें उपलब्ध है ?
- 10.आपके हिसाब से महिलाएं इन सुबिधाओं का इस्तेमाल आसानी से कर सकती / किया है ?
- 11.आपके अनुसार ऐसे क्या बदलाव होने चाहिए जिनमे महिलाये सार्वजनिक स्थानों पर खुद को सुरक्षित और सहज महसुस करेगी ?

Report of safe city training

Safe City Training

Venue: Hazaribagh

Date: 23.01.2020-24.01.2020

Day 1

Venue: Jan Vikas Kendra, Hazaribagh

Date: 23.01.2020

Time: 11:00 AM - 7:30 PM

Session 1



The day started with an introductory session where everyone had to say their name, where they were from, what 'women safety' means to them and if they have ever faced sexual harassment. There were 21 participants and everyone introduced themselves, some said that they had faced sexual harassment some said that they haven't and everyone said what their idea of 'women safety' is.

It was seen that the women who came from NGOs readily accepted that they had been harassed but the ones from college said that they had never faced sexual harassment.

Then, a brief introduction of Jagori was given by Madhu. Jagori is a feminist organisation in Delhi and was established in 1980. They started working in Jharkhand in 2014 on creating safe public spaces for women.

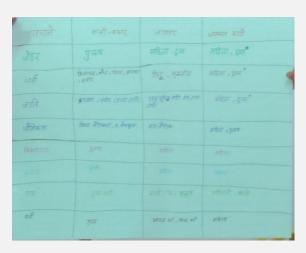
She then told the participants that if any woman is saying that she has not faced any sexual harassment or violence then she either does not understand violence or is fooling herself. Often when women are in public spaces and somebody touches us, we either blame ourselves or give the person the benefit of doubt because it is very difficult for us to accept that we have been harassed. This also stems from the fact that women are taught from a very young age that their only one man has right over their body.

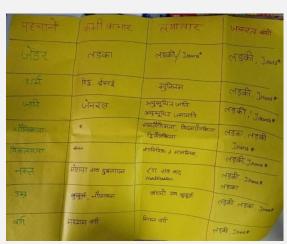
She asked the participants "If a man is staring at you continuously for a long time and he says that he didn't mean to make you feel uncomfortable and you reminded him of somebody, would you call that harassment?" The participants said that they would call it harassment as as an individual, we do not know what is going on in the other person's head and he can be lying as well.

Then, we the participants were divided in two groups for group work. For group work, a checklist was made in the board such as-

Criteria	Sometimes	Continuously	Why is it necessary?
1. Gender			
2. Religion			
3. Caste			
4. Sexuality			
5. Disability			
6. Racism			
7. Age			
8. Class			

The participants had to write down according to the criteria who face violence sometimes, who face violence all the time and in the third column we had to analyse people of which gender were discriminated against the most and write it down. Both the groups finished the group work and the pictures are given below-





Group work by Group 1

Group Work by Group 2

Though the answers given by both groups for the first two columns differed in a few cases, both groups agreed that women and trans* are discriminated against the most.



Session 2

After lunch, the participants were taught how to conduct a social audit with the help of a powerpoint presentation.

The first step is to select the places where the audit would be conducted and the reason behind selecting that place should be clear. The place selected should not be more than 1km in distance. After selection, layout of the area has to be made. She also told us to look at empty spaces, dilapidated buildings and analyse whether it is safe or unsafe for women in that given area. The aim is to conduct audits and send recommendations to the pertinent government department based on the audits. There were 9 criterias according to which we were supposed to judge a particular area which was also done by the app 'My Safetipin'. The 9 criterias are-

• Light

- Footpath
- Openness
- Visibility
- Transport
- Security
- People
- Gender Usage
- Feeling

A 'Gender Checklist' (attached with mail) was also provided to the participants for proper documentation during social audit and certain instructions were given for conducting the audit-

- The audit should be conducted after it gets dark
- Every route should have at least 9 people- 2 for documentation, 2 to interview people on the road, 1 for clicking pictures, 2 to operate the safetipin app, 1 to draw the map and 1 team leader.

After this, the participants conducted a social audit with the trainers to get an idea of how to conduct one.

Day 2

Venue: Hazaribagh Head Office

Time: 10:30 AM - 2:30 PM

The meeting started with reflections of the participants on the training given on the previous day. All the participants said that they learnt a lot though the training because earlier they did not know how to identify safe or unsafe spaces and the participants realised a lot of things that they hadn't earlier even though they used to face it every day.

The major points that the participants said during sharing were-

- The participants liked listening to what was being said as it was something new and very interesting. They got to know a lot of new things such as- trans* gender, asexual as a type of sexuality etc
- Almost all participants said that this was the first time they were participating in any
 training in which they were taught to look at places through the lens of gender. They
 said that earlier they had not realised that absence of street lights would mean that the
 road would be completely dark if vehicles were not there. So, they learnt to see a lot
 of things differently.
- They also appreciated the way everyone introduced themselves the previous daysaying their name, from where they have come, what 'women safety' means to them and whether they have faced sexual harassment in their life.

- They said they liked the process of group work as well as it was a fresh and new process and again, it made them to see things from different angles, which they had never done before.
- The participants were very specific that the group work increased their understanding regarding gender and sexuality to a great extent. Some participants also said that earlier they had not considered that people face racism due to language as well.
- The experience during audit was new as well because it was the first social audit for many participants. They learnt how to objectively assess public spaces, understood how to fill the checklist and observed how men reacted to what they were doing.

The trainer from Jagori, Madhu, said that the observation of the participants was very good. She felt that she had a lot more to say but she couldn't as there was less time. She told the participants to read a little more about the different identities that were spoken about the previous day. She said that during the audit, she clearly saw 3 identities in danger- the disables, women and trans*. There was no space for travelling in wheelchair for the disabled and the women and trans* would be harassed on the road.

She told the team members that the team leader should support the team continuously and all the members should have each other's phone number and some helpline numbers so that they can call somebody if they are in any precarious condition. She told the participants to observe different things such as height of walls, condition of toilets etc. She also said that CCTV cameras cannot be counted as security. The result of the audit is that we give recommendations to different government departments as to what changes we want to make in the roads to make it safer for women.

Then she gave a few suggestions on how to work after audit-

- The participants should do immediate reflection after the audit
- The report should be made by the next day
- 1 team should not do more than one audit in a day
- The audit team should have food and glucose water with them as conducting an audit can be very exhausting
- One day gap should be present between two audits
- People who will be involved in the safe city programme, should not be involved in anything else, as it is going to be very hectic
- Some relaxation time should be kept and the needs of the team members should be kept in mind.

They concluded the meeting by wishing the team all the best and asked everybody to work diligently so that together, we can make Hazaribagh safer for women.



FGD report compiled - Safe City Initiative in Hazaribag (Jharkhand)

Introduction

The Safe City approach was successfully implemented by us in 2018-19 in the rural areas of Hazaribagh and in the process we realised that there is a need to implement the programme in the urban area as well, so that we can understand the situations and the problems faced by the people in totality.

According to the 2011 census, the total population of the Hazaribagh Urban Agglomeration is 153,599 people of which 73,504 (approximately 48%) are women. Additionally, a lot of young girls and women come to Hazaribagh on a daily basis or reside here for educational and occupational purposes.

We wanted to engage the girls, boys, women and men of Hazaribagh district in discussions and conversations so that we are able to understand the issues that these women face in their daily lives, no matter how minute, which influences their decisions and plans on a regular basis. We also wanted to know the perspective of men on the said issues. Our aim is to document the problems faced by them and present it to the designated authority and open up a line of advocacy through which we are able to communicate the needs of the people to them and help in making Hazaribagh a safe and inclusive place for the people living and working there.

Target Group:

- Girls and boys studying in schools and colleges,
- Vendors (Both women and men) and
- Transporters

We conducted 16 FGDs (details attached in annexure below) with girls and boys from schools and colleges, transporters and vendors (both men and women). Their responses have been compiled and analysed under Major Findings.

Major Findings:

B. Women Safety in Public Spaces

Almost all the female participants of the discussions said that Hazaribagh was not at all a safe town for women. There were places that they couldn't go to even during broad daylight and all of them had to return home before it got dark irrespective of the fact whether they were students or working women.

The men, however, were not so quick to identify this and realised it only on further probing. Even though they knew that women do face harassment, they did not want to say anything bad about their town or be held accountable for their actions.

A very surprising observation was that patriarchy was so embedded in some women and even in some college going girls, that even though they accepted that women do face harassment, they justified it by saying that there are women who enjoy when men give them attention.

A particular girl in Ananda College said that she has never faced harassment in her life. While talking to her we realised that she never steps out of her house without a male family member. When asked if she ever had to go out in the evening alone for any emergency, she replied, "No I never have to go out anywhere alone. I have friends and family members who escort me." The arrogance in her voice made it clear that she neither understood how privileged she was nor the fact that she should be able to venture out of her house alone. On the other hand, she looked down on girls who did things on their own.

Age group

When asked which age group among women were targeted the most, different answers were received. Some said that teenagers and children were at risk, some said that women labourers were affected the most as they had to finish their work within 5 pm by hook or by crook and so on. It was understood that no woman can be considered to be safe as all of them had to face some sort of harassment.

Locations

The participants were asked to list out certain areas that were unsafe for women and the outcome was the following list-

- District More
- NH 33
- Hazaribagh Jheel Area
- Canary Hill and nearby roads
- The college campus
- New Bus Stand and Government Bus Stand

One female vendor said, "Baki ka toh pata nahi, par sabji mandi bohot asurakshit hai mahilaon ke liye. Yahan na bathroom ka suvidha hai, aur kisi se madad bhi maangte hai toh koi madad karne nahi aata hai."

• Factors that make public spaces unsafe

While listing out the areas they also gave reasons as to why they consider certain places as unsafe for women. The reasons given were-

- The areas are either too deserted or very crowded
- There always more men than women in any crowded situation
- Very few working street lights result in dark roads
- The police officials are very lenient and casual
- Nobody follows traffic rules
- There are usable public washrooms
- The transport system needs to be improved
- Number of patrolling vehicles need to be increased
- There is no place to spend the night if a woman gets stuck for any reason

B. What kind of violence do women face?

While conducting the FGDs it was understandable that the fact that women face violence, especially in the form of harassment, was a very known and accepted fact. Only on probing do they realise that harassment is a problem that women on a daily basis irrespective of age and class.

The forms of harassment include eve teasing, touching different body parts of women, taunting, cat-calling, stalking and the like. The women vendors said that there were instances when local boys and goons came and even beat them up but when they asked for help, nobody came forward; even the police officials did not take the matter seriously.

C. Perpetrators of Violence in Public Spaces

All the participants agreed that violence against women is perpetrated by men, specially the ones in a position of power (higher caste, political support etc) or the men who are unemployed and/or inebriated.

D. Self Protection by Women and Adolescent Girls

On looking at the responses it can also be understood that though the participants agree that steps should be taken to decrease violence against women, they are also suggesting preventive measures which requires the women to take protection- either in the form of any sort of weapon or a guardian, preferably a man.

E. Suggestions to Make Public Spaces Safe for Women and Girls

But the common needs of all the participants that they voiced during the discussions were measures that they believed would decrease such violence considerably. They are-

- 1. Immediate action should be taken against a complaint
- 2. Traffic rules should be implemented strictly
- 3. There should be water taps and usable public washrooms on the road
- 4. There should be more patrolling vehicles on the roads
- 5. There should be zebra crossings on roads
- 6. There should be proper footpaths and working street lights
- 7. The transport system needs to be improved
- 8. There should be more CCTV cameras
- 9. There should be more female police officials.

Annexure

FGD Plan-

1	27.01.20	Congress Maidan	Vendor	7
2	28.01.20	Hindu high school (+2)	Boys	15
3	28.01.20	Hindu high school (+2)	Girls	20
4	29.01.20	St. Columbas collegiate	Girls	15
5	29.01.20	St. Columbas collegiate	Boys	15
6	30.01.20	Auto Stand	Transport	10
7	1.02.20	Kalibari Market	Vendor	15
8	3.02.20	Dipugraha girls hostel	Girls	15
9	4.02.22	Ananda College	Boys	35
10	4.02.22	Ananda College	Girls	21
11	5.02.20	Zilla School	Boys	19
12	5.02.20	Zilla School	Girls	18

13	07.02.20	Trekker Association	Transport	13
14	13.02.20	Atal Chowk	Vendor	10
15	18.02.20	Korra sabji market	Vendor	20
16	19.02.20	Korra Chowk	Vendor	12



Findings of Women's Safety Audits in Hazaribagh, Jharkhand

Introduction

Srijan Foundation (SF) in collaboration with Jagori has been implementing the 'Safe City' Programme in Hazaribagh since 2018. In 2018-19, we implemented it in the rural areas of Jharkhand and in 2020, we are implementing it in the urban areas to get a comprehensive idea of how safe the district is for women and what the needs of the citizens are so that we could advocate for those needs with the concerned government officials.

Safety Audit Plan

No.	Date	Place	Responsibility	No. of people participated
1	05.02.20	Majhar Chowk – Women's College	Sanjay	9
2	07.02.20	Atal Chowk – Imli Chowk	Sanjay	9
3	11.02.20	Jhanda Chowk – Subhas Marg	Pushpa	9
4	12.02.20	DBC Chowk – Noori Chowk	Suparna	9
5	13.02.20	Korra Chowk – Inter Science College	Sanjay	9
6	14.02.20	SP Kothi – Gibraltar House	Pushpa	9
		Bus Stand Vivekananda School	Sanjay	9
8	21.02.20	Basant Vihar colony – Nilambar Pitambar Colony	Pushpa	9
9	03.03.20	Bihari girls School – Jhanda Chowk	Suparna	9
10	13.03.20	Panch Mandir – Kheergaon Chowk	Suparna	9

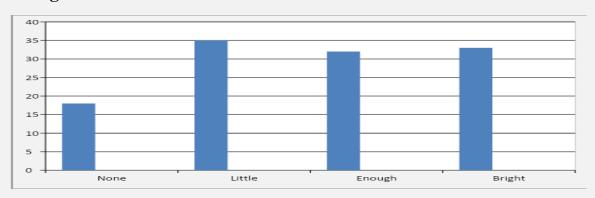
Data from Safetipin Safety Audits

We had selected certain areas through the FGDs for conducting the audits and we rated these areas through the 'Safetipin' app according to the given parameters in the app. A total of 118 audits were conducted through the app. The parameters are-

- Light
- Walk Path
- Openness
- Visibility
- Transport
- Security
- People
- · Gender Usage and
- Feeling

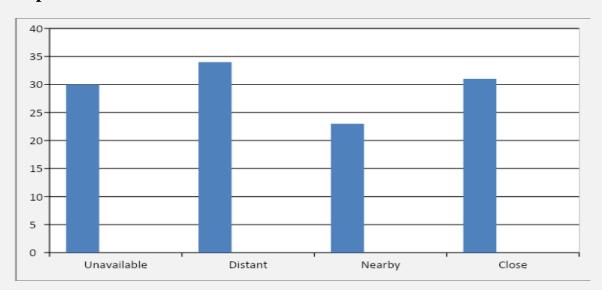
The graphs of light, transport, security and feeling have been chalked out below-

I. Light



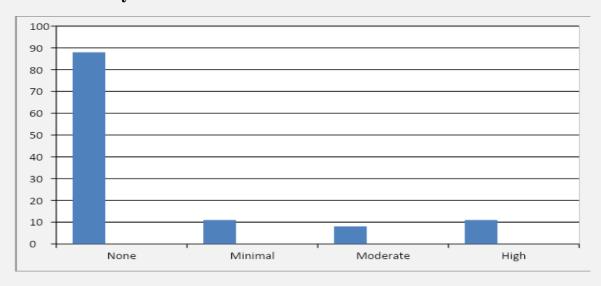
The graph shows the number of areas that have no light, little, enough and bright light respectively.

Transport



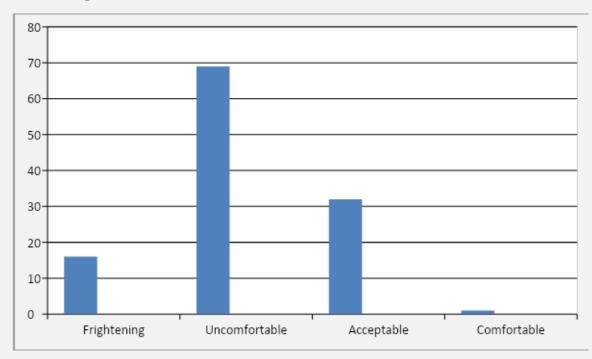
The graph clearly shows that areas where any form of transport is not available or is distant, is very high. This contributes to the problems faced by women and makes these areas inaccessible for them.

III. Security



There are so many areas where there is no form of security that we have become used to it. The thought of a police officer or any other form of security does not cross our mind and we are surprised if we see do see one.

IV. Feeling



The graph is a clear representation of how women feel in most areas of Hazaribagh.

Summary Findings of Hazaribagh

Key concerns for women's safety

Overall Recommendations

I. Light-

- 7. Near Ramgarh Road there are 8 vapour lights of which only one is working
- 8. There are no lights inside government campuses and buildings or near broken buildings
- 9. Some areas are completely dark and some are lit as the shops on those roads keep their lights on.

II. <u>Transport-</u>

- 1. No government transport is available after 7 pm, which is very necessary.
- 2. People park their vehicles anywhere they want and roads get blocked. There needs to be areas clearly demarcated for parking.
- 3. The roads are very busy and it leads to a lot of traffic jams.
- 4. There are very few proper usable footpaths on the roads.
- 5. There are no facilities on the road for the disabled.
- 6. The drains are usually uncovered and overflowing with dirt.

Police-

- 1. There are very few police officials on the road at night.
- 2. More patrolling vehicles need to be there at night.
- 3. More female police officials need to be present, both on roads and in patrolling vehicles.
- 4. Security guards need to be stationed in front of government buildings.
- 5. There needs to be more CCTV cameras on the road and those should be in working condition.

IV. Municipality-

- 1. The public washrooms need to be open and usable, with working lights and water availability. It also needs to be suited to the needs of pregnant women and disabled people
- 2. Water taps need to be available on the roads so that people can avail water

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