

# Security \*through\* mobility, not just \*in\* mobility

Task 1A

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## Summary of research

### Important directions, ideas

- Women face a lot of issues with accessibility through the lens of safety on roads. 3
  - SafeYelli 4 has been documenting it for over a year. So have SafeCity 5, SafetyPin 6 and other solutions
- Safety and access to **public spaces in the city are negotiated for accessibility to the self by women** 7
- **Crime Prevention Through Environment Design** (CPTED) is something that can be used to redesign bustands as safety islands as opposed to the City's initiative to build safety islands 1
- **Constant life and movement** should be encouraged by **mixed activites**. Bus Stands in India are already full of mixed activites, but can it be **formally encouraged**? 2
- **Feeder busses would encourage constant activity**. [Need Citation]

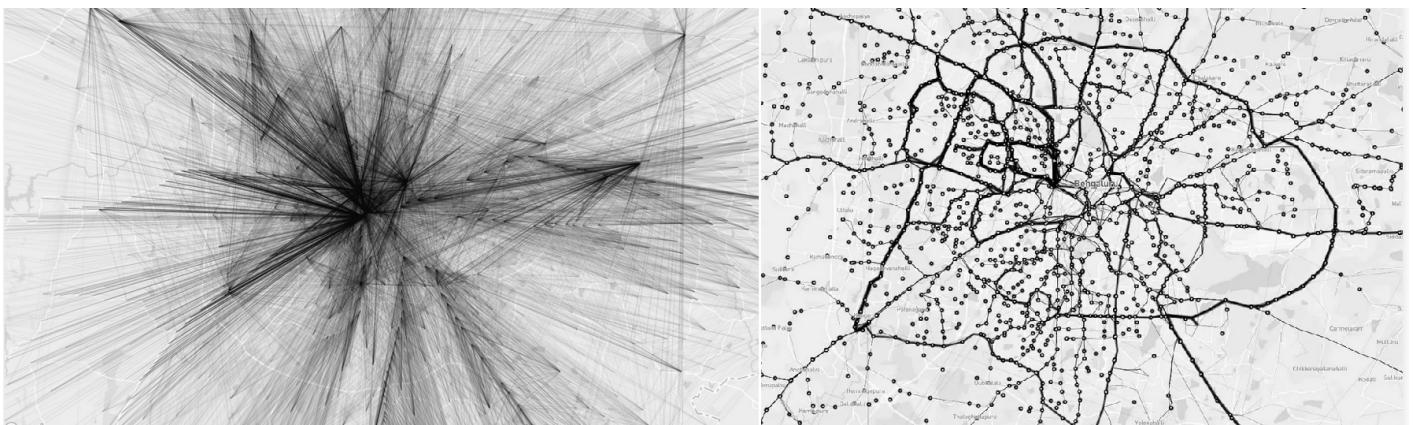
### What is needed?

- An open dataset of **bus stands, lighting conditions, sidewalk conditions, standards conformity** 10 for which SafetiPin and SafeYelli are developing tools.
  - SafetiPin has developed a mature relationship with cities and administrations and has a mature dataset.
  - But the contestation here is that the **dataset is not seemingly open or contributable to**. The methodology is also less than ideal considering, we need more granularity and simplicity for the tools meant for crowdsourcing.
- A data visualisation to **realise the areas that are not covered by existing bus routes and would be helped by feeder busses. A system?**

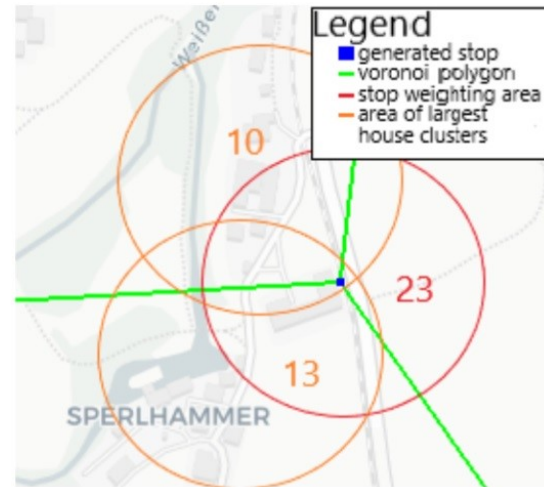
### A possibilites moodboard

#### Network analysis, visualisation, voronoi diagrams of bus stands and densities

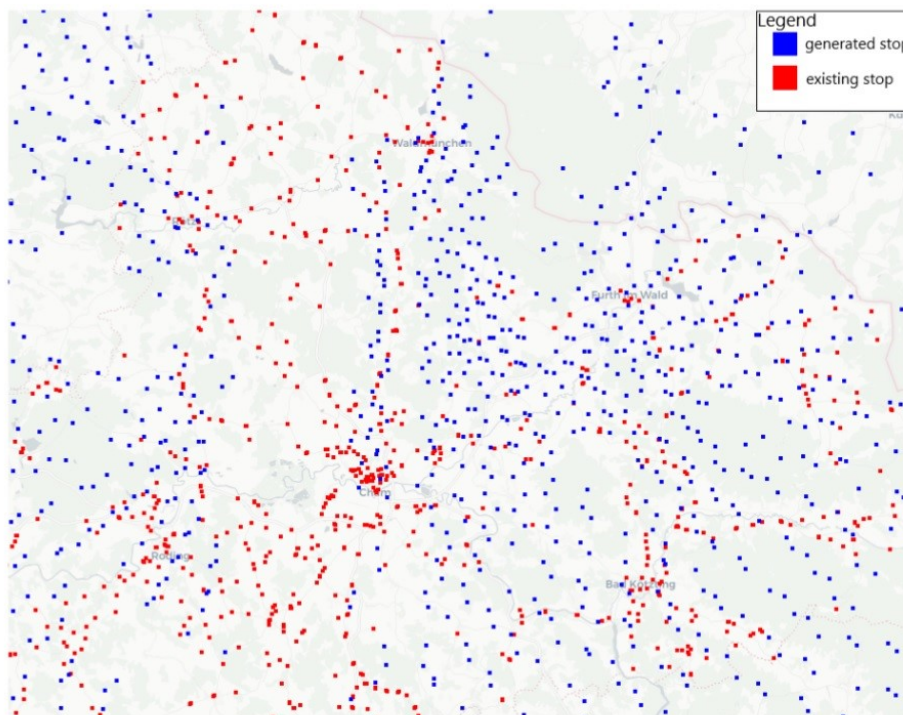
- A network visualisation of bus stands from 2016 8



- Delauney Triangulation to optimise bus stops locations 9



**Figure 3. graphical representation of the weighting process**



- 2