



Geographies of disabilities at urban places: Practice & realities: A case study of Delhi

Dr. Vinod Kumar¹, Surendra Kumar²

¹ Assistant Professor, Dr. Bhimrao Ambedkar College, University of Delhi, New Delhi, India

² Ph.D. Fellow, Jawaharlal Nehru University, New Delhi, India

Abstract

The population can be divided into many categories such as general, other backward castes, scheduled castes and scheduled tribes over space. Further, these categories subdivided into various segments. The differently-abled population is a segment of the population. History witnesses that they have been marginalized, stigmatized, neglected, disadvantages and victimized. This segment of population facing multiple problems to meet their day to day requirement and they are socially, educationally backward. Numerous national and international organizations are working for the welfare, accommodation, anticipation of discrimination, multiple human rights, employment, rehabilitation, standard of living, access to justice, health and provisions of reservation for the differently-abled population. In India "The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act 1995 was prepared to deliver basic rights. It was enshrined to create a barrier free environment at each and every public place across the country in the section 45-46 of the Act. This act was implementation in 1996. Keeping in mind this paper was prepared based on primary and secondary data.

Keywords: accessibility, differently abled, disabilities, barrier free environment, public places

Introduction

"My advice to other disabled people would be, concentrate on things your disability doesn't prevent you doing well, and don't regret the things it interferes with. Don't be disabled in spirit as well as physically."

Stephen Hawking

The differently-abled population has been oppressed, marginalized and stigmatized in almost all societies. They constitute a section of the population, which is most backward, least served and grossly neglected. A person with disability are the poorest of the poor and weakest of the weak, who have been socially, educationally and economically disadvantaged; thus having customarily denied their right to self-assertion, identity, and development. Furthermore, this victimization is more glaring in matters of education, employment, and physical access. Disability is not all alone sometimes impairment and handicap were used interchangeably, but these terms have different meanings and describe different concepts.

As per the Census of India, 2001 ^[1], out of total population of National Capital Territory of Delhi, differently able population constitutes 235886 persons. It is found that rural and urban populations of differently able vary 13432 to 222454 respectively. There are 51.17 % seeing disabled followed by movement (27.51 %), mental (11.04 %), speech (6.57 %), and hearing (3.71 percent) having their specific and unique requirements (see table 2). The new urban planning structure and policy initiatives need to accommodate their consideration for having equitable, inclusive and accessible growth. It was envisaged under "The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act 1995 ^[2], to

create a barrier-free environment at every public place across the country in the section 45-46 of the act. After the implementation of the act in 1996, directions have been issued to appropriate authority to make barrier-free environment in all public building /places.

Therefore, it is realized to find out the status of the practices and realities of the creation of barrier-free environment for differently-able population at public places in Delhi. To fulfill this objective we have carried out a primary survey at various public places in Delhi and examined the overall status of accessible infrastructure. Perception of educated disabled towards available services are also taken into consideration as educated disabled being more mobile across the city for their employment, education and to fulfill their daily activities at various places in Delhi.

In this well documented research paper, it has been tried to analyze the practice and realities of the implementation of services provided in the sections 45-46 of the act to create barrier-free environment at public places in Delhi. Ministry of Urban development is empowered to look into and update the guidelines on creating barrier-free environment and ensure accessibility at all public places.

For the proper implementation of any policy and plans the strength of the targeted group must be studied thoroughly. Table 1 and 2 and figure 1, reports the proportion of the disabled people in the study area.

Table 1: Disabled population in Delhi State- 2001

Year, 2001	Total Population	Disable Population	Percent of Disable
Total	13850507	235886	1.70
Male	7607234	144872	1.90
Female	6243273	91014	1.46

Source: Census of India-2001

¹ Census of India, 2001, C. Series.

² Chief Commissioner of Person with Disability, Ministry of Social Justice & Empowerment, Government of India, New Delhi.

Table 2: Proportion of differently able population with type of disability in Delhi

Type of Disability	Person	Male	Female
Seeing	51.17	59.10	40.90
Speech	6.57	60.76	39.24
Hearing	3.71	55.54	44.46
Movement	27.51	65.81	34.19
Mental	11.04	63.56	36.44

Source: Census of India-2001

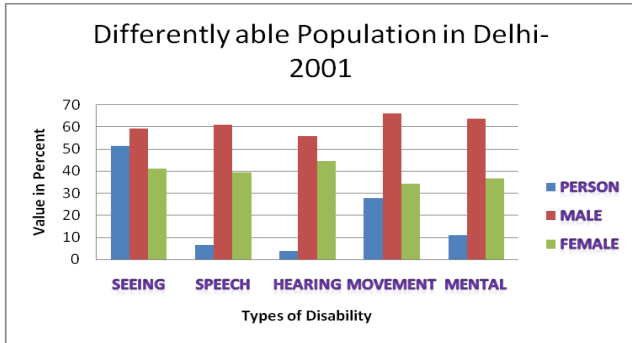


Fig 1: Proportion of differently able population with type of disability in Delhi

Table 3: Implementation status of persons with disability Act, in Delhi.

Section of Act	Provisions	Performance status
13-18	State coordination committee	Yes, 24/07/2007
19-21	State Executive committee	Implemented
25	Prevention & Survey	Partially Implemented
26 (A)	Free & Appropriate Education	Implemented
27 (A)	Non-formal education	Partially Implemented
32	Identification of Jobs	Partially Implemented
33	3 % Jobs reserved	Partially Implemented
39	3% res. In educational inst.	Implemented
43	Preferential land allotment	Partially Implemented
45-46	Barrier free environment	Implemented
50	Competent Authority Appointment.	Implemented
68	Unemployment allowance	Implemented
73	Notification of rules	27 December, 2001

Source: Annual Report, 2007-08, Office of Chief Commissioner for Person with Disability

Conceptual status of the accessible environment in Delhi

The Persons with Disabilities Act was implemented from 1996 across the country to provide equal opportunity, protection of rights and full participation in all public places on a priority basis. After such a long time of implementation this act, it is necessary to examine the status of implementation of particular provision (Section 45 & 46) with the creation of a barrier-free environment at public places with infrastructural development. Delhi is a national capital & also metropolitan city of the country where every citizen can expect the implementation of almost all policies and programmes because of accessibility, accountability, efficiency of the government institutions and availability of the resource in Delhi. If the proper implementation of any programme and policy in such a central place is not fulfilled, how can its fulfillment be ensured in other far-flung and remote areas. This section tries to find out the status of barrier-free environment for differently able population available at public places in Delhi. To fulfill this objective empirical survey has been carried out at various places like Railway stations, Bus stands, Education Institutions and Metro stations based on the perception of the differently able population regarding facilities available

Commitment status of the persons with disabilities act-1995 in Delhi – 2007

The nitty-gritty and nuances of the overall implementation of person with disability act, 1995 is being deeply analyzed, the particular section separately brings out the dynamic and inextricable issues and categorically addressed. To show the status of the implementation of the section of the persons with disability Act, the results are presented in table 3 to capture this idea.

Section 45-46 is one of the most important sections which is related to the creation of a barrier-free environment. This chapter focuses on this particular section. It has been found that the Delhi government has taken progressive steps towards this goal. It has Directed and issued appropriate guidelines to all the authority to make a barrier-free environment in all public buildings. Ramps have already been constructed in government schools.

for them.

First of all, we have to examine the background of the respondents in terms of sex, religious community, and social groups. We have chosen two types of disability (Visual and Locomotor), wealth status, and educational status of respondents. The opinions of the respondents regarding the barrier-free environment in Delhi with their life experience have been taken into account.

Survey design coverage and methodology

The term “Barrier-free Environment” indicates an environment where all people, irrespective of their physical disadvantages, can move freely, can use or have access to the resources across the boundaries without any restrictions by the infrastructural setup. In this survey, an attempt has been made to analyze the socio-economic and demographic characteristics of various aspects viz. religions, social groups, types of disability, wealth status & educational status of persons with disabilities. The survey carved out the portion of disabled who have educational background above matriculation and reason behind the selection of this group is their frequent movement for education, employment and for different kinds of other activities (see table 4).

Table 4: Socio-economic characteristics of respondents, Delhi

Area Covered in Survey		
Railway Stations; Bus stands/Stops; Educational Institutions; Metro Stations		
Characteristics of Respondents		Sample Size In Each Categories
Type of Disabilities	Locomotor	49
	Visual	51
Sex	Male	72
	Female	28
Age	Below- 20	12
	20-40	78
	40- Above	10
Occupation	Self	36
	Depend on parents	64
Social Groups	General	48
	Other Backward Caste	36
	Schedule Caste	13
	Schedule Tribe	3
Religious Community	Hindu	88
	Muslim	8
	Sikh	3
	Christian	1
Educational Status	Below Matriculation	8
	Higher Secondary	1
	Graduate	26
	Master	33
	Professional Degree	32
Wealth Status	Below- 5000	26
	5000-10000	21
	10000-15000	22
	Above-15000	31

Types of disabilities of respondents in Delhi: The types of disabilities have been defined by various scholars as well as institutions through various models on disability which are medical, social, psychological and right based. World Health Organization defines disability as "an umbrella term, covering impairments, activity limitations, and participation restrictions". National Sample Survey 58th Round 2002, defined "A person with restrictions or lack of abilities to perform an activity in normal for a human being" as a disabled person. It also includes illness/ injury of recent origin (Morbidity) which results in temporary loss of ability to see hear, speak, or more. In the Census of India 2001, it is classified into five categories based on Seeing, Speech, Hearing, Movement, and Mental. The present section of the study considers two types of disabilities i.e. Visual and Locomotors as this section of the disabled community constitutes a large proportion of the total disabled population. They usually move in daily life and face many problems while accessing various parts of Delhi. Figure 2 shows that the proportion of females (67.9 %) is higher in the visual category while males (55.6%) are higher in locomotor disability.

Religion of Respondents in Delhi: In this section, an attempt is made to depict those aspects which play an important role in changing attitude and empower their social values. According to the religious communities, a large chunk of disabled people come from Hindu females (89.3%) followed by Muslims (7.1 %), Sikh (3.6 %) respectively. None of the Christian female disabled were found in our study. Further, it is seen that the Hindu male proportion was lower than the female with 87.5 %. But in the case of Muslims, the scenario gets reversed with 8.3 %, 2.8% Sikh, and Christian 1.4 % respectively.

Social Groups of Respondent in Delhi: Broadly Indian society can be segmented into four social groups: Scheduled Castes, Scheduled Tribes, Other Backward Class, and General. In these sections of the society different social, cultural, economic, demographical, setup is evident.

In the distribution of disability across the social groups it is found that female proportion fluctuates in comparison to males. Male proportions among various social groups varies dip down from General to Scheduled Tribes (45.8 % General, 39.9% other backward classes, 12.5 % schedule castes, 2.8 % schedule tribes respectively) compared to female proportion which follow the same trend (General 53.6 %, Other backward classes 28.6 %, Schedule castes 14.3 %, Schedule tribes 3.6 % respectively). In ossified Indian society, females have not shared equal status with the male. It entails a lot of effort to bring them to at same benchmark. Having delved into this nitty-gritty of the society, a focused and targeted policy perspective is required especially for disabled females. Disabled females indeed have more social restrictions compared to males because of the patriarchal setup of society. It is found in educational institutions in Delhi that the differently able females are coming from urban areas of southern states of India. This indicates that southern states of our country are more conscious towards disabled females than that of northern states for providing equal opportunity in terms of educational, employment opportunities and health issues.

Wealth Status of Respondents in Delhi: Wealth is an abundance of valuable resources or material possessions that determine the socio-economic status of a family and also indicate how so far, the family can play a role in terms of per capita expenditure of family members. Generally, it is argued that the proportion of more disabled is found in poor

families because of the lack of resources to access proper health facilities. Accessibility in terms of immunization, vaccination, and other health measures are lacking in poor families. Even in this study, it has been found that perception of the differently able population towards the accessibility of educational, health, and other social values found very diverse in terms of family economic status. It is found that poor family disabled people's expectations for government policy and programmes are much higher than middle or rich family disabled. Further, they also state that government policy and programmes are not accessible, accountable, and efficient for them. This situation not only existed at urban places- slums but also dominant in far-flung and remote areas of rural places. So it can be argued that the status of the family can promote disabled in various kinds of developmental activities.

This section indicates a positive relationship between the gender empowerment of the disabled and their family status. As it is found that the scenario of family status is diverse in terms of male and female. It is clearly originated from the study that families having more than 15000 monthly income promoted 35.7% female for different socio-economic activities, families having income 10000-15000 per month promoted 21.4 % females, and income 5000-10000 – encourage 25% of their disabled female member while families with income below 5000 per month encourage only 17.9% female. While this picture for families having male disabled fluctuates (See figure 5).

Educational Status of Respondent in Delhi: Education is a key indicator of social transformation. The transformation, however, cannot come without quality, effectiveness, accountability, and efficiency. Therefore, it should hold the utmost importance for the empowerment of the disabled population. It aims to develop the capacities latent in human nature. Today education plays an important role in personality development. The educational environment is the key instrument that can support disable to become self-dependent. As it has been mentioned above that study depict mainly those differently able females and male who have a higher educational level more than matriculation. Males pursuing professional degree like master of philosophy or doctor of philosophy constitutes 36.1% while the same percentage for females stands at 21.4% but their proportion is higher at masters and graduate level [35.7% in master and 35.7 % in graduation] while 31.9% males were found in masters and 22.2% in their graduation. It is also observed that 9.7% of males have below higher secondary education while 3.6% of females are found below higher secondary education.

Status of the implementation of the persons with disabilities act – 1995 section 46-46 in Delhi: The present section attempts to measure the implementation status of persons with disability Act-1995, section 45-56 with provision to create a barrier-free environment in Delhi. This study based on the perception of the surveyed differently able peoples. During the survey, differently-able persons were asked to rank the services provided by the government of India at various public places towards the barrier-free

environment. The results have been categorized for ranks based on the performance provided to the services and based on gender, types of disability and educational level of disabled.

Status of accessibility at railways stations for differently able people in Delhi

Figure 1, 2, 3, Perception of the differently able people towards available services at railway stations in Delhi, by the sex, type of disability and education status of respondents.

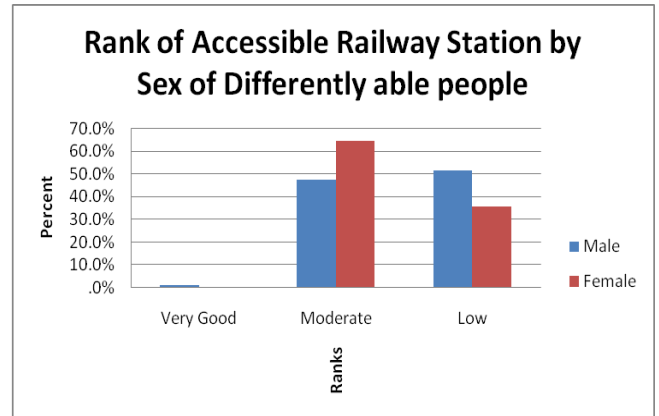


Fig 1: Perception by sex.

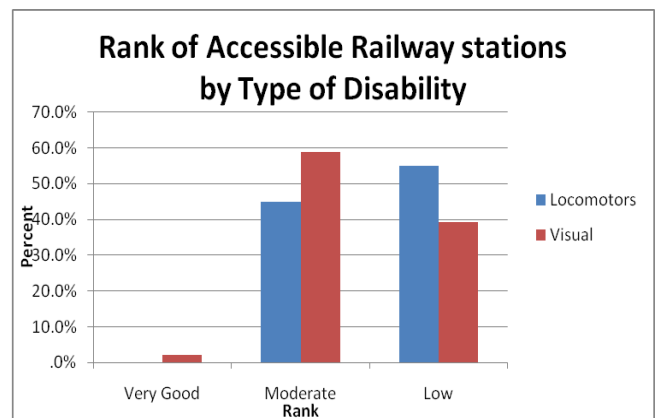


Fig 2: Perception by Types of disability

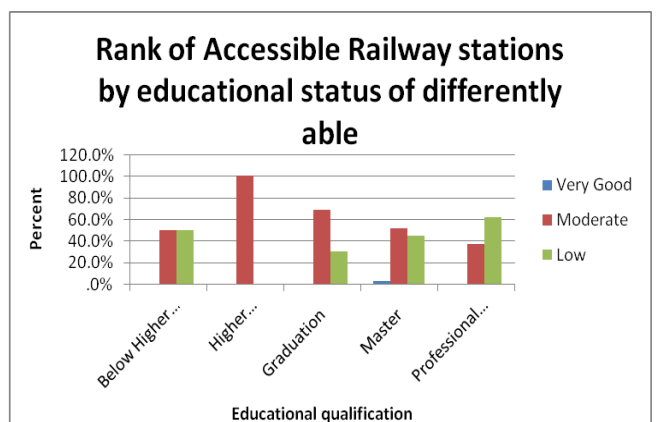


Fig 3: Perception by the educational status

Table 5: Perception of disabled toward available services at Railways stations in Delhi

Survey Place Railway Stations	Characteristics of Respondent	Samples	Ranking of Accessibility in Percent		
			Low	Moderate	Very Good
Sex	Male	72	35.7	64.3	0
	Female	28	51.4	47.2	1.4
Type of Disability	Locomotor	49	55.1	44.9	0
	Visual	51	39.2	58.8	2
Education Level	Below Secondary	8	50	50	0
	Higher Secondary	1	0	100	0
	Gruate	26	30.8	69.2	0
	Master	33	45.5	51.5	3
	Professional Degree	32	62.5	37.5	0

In this section, it has been tried to rate public services based on life experience by differently-abled population in Delhi that how far they are satisfied with the services and accessibility created by the government of India at railway stations in Delhi. It has tried to depict these ratings by sex, type of disability, and educational status of differently-abled populations as all of them have diverse life experiences at railway stations.

Table 5 and figure 1. bring out interesting results. All disabled females were dissatisfied with very good service/accessibility/ barrier-free environment at railway stations. Among females 64.3 %are satisfied with moderate services and 35.7 % female rated available services as low infrastructure while life experience of males is different than that of females. Whereas 51.4 % of males experience rate as low services/ barrier-free environment, 47.2 % rated moderate services/accessibility. But only 1.4% of the male was satisfied with very good services/accessible environment at the railway station in Delhi.

Table 5 and figure 2. also show interesting results that only 2.1 % visual impaired were satisfied with very good accessibility /services while 58.8% rated it moderately and 39.2% rated as low infrastructure accessibility/ services compared to the life experience of people with locomotor disability whose perception is much different than that of people with visual disability as 55.1 % locomotor disabled people rate services/accessibility as of the low grade, 44.9% agree with moderate services but none of them agreed with

very good accessibility /services at railway stations in Delhi because they suffer from lots of various problems/obstacle created. Those who have low education levels do not bother about the services available at a public place. Because of findings of the table 5 and figure 3. show that as the level of education increases, people are in a better position to assess the services available at railway stations. Disabled people with the educational level of matriculation rated 50% moderate services and 50% low services while who have education up to higher secondary rated all the services as moderate. Higher educated people rated the services differently. Graduates rated 30.8% services as of low grade, master degree holder or pursuing rated 45.5% services as of low grade and professional degree holders/pursuing ranked 62.5% services/infrastructure accessible as of low grade at railway stations. But 69.2% graduate agree with moderate services, 51.5% master degree holders agree with moderate services, only 37.5% professional degree holders agree with moderate services at railway stations. The result is very different/diverse with sex, type of disability and educational experience. The majority of people with disability ranked services as moderate and low as these services created poor accessibility while boarding railway boggy as sometimes people do not find them at the proper place, lack of proper attention towards them at the ticket counter, and other difficulties existing in physical infrastructures at railway stations in Delhi.

Status of accessibility at bus stops/stands for differently abled people in Delhi

Table 6: Perception of disabled towards available services at Bus stops/stands in Delhi

Survey Place Bus Stops/Stands	Characteristics of Respondent	Samples	Ranking of Accessibility in Percent		
			Low	Moderate	Very Good
Sex	Male	72	52.8	45.8	1.4
	Female	28	0	53.6	46.4
Type of Disability	Locomotor	49	44.9	53.1	2
	Visual	51	56.9	43.1	0
Education Level	Below Secondary	8	50	50	0
	Higher Secondary	1	0	100	0
	Gruate	26	57.7	42.3	0
	Master	33	42.4	57.7	0
	Professional Degree	32	56.3	40.6	3.1

Figure 4., 5, 6, Perception of the differently able people towards available services at bus stops/ stands in Delhi, by

the sex, type of disability and education status of respondents.

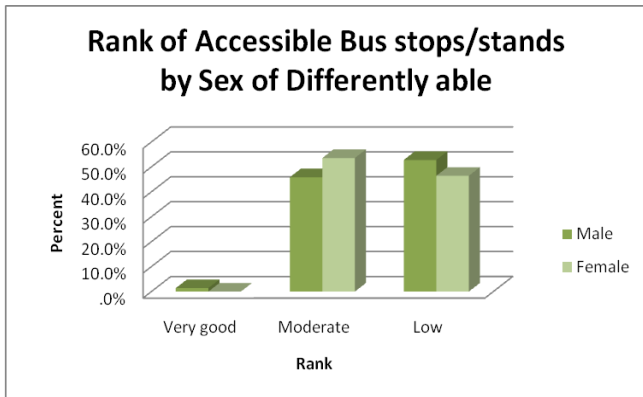


Fig 5: Perception by the types of disability

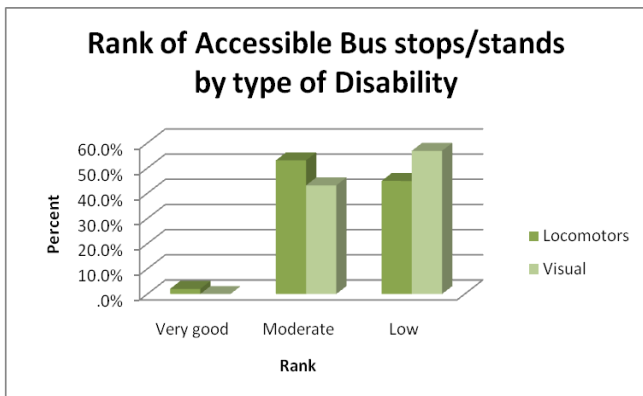


Fig 4: Perception by sex

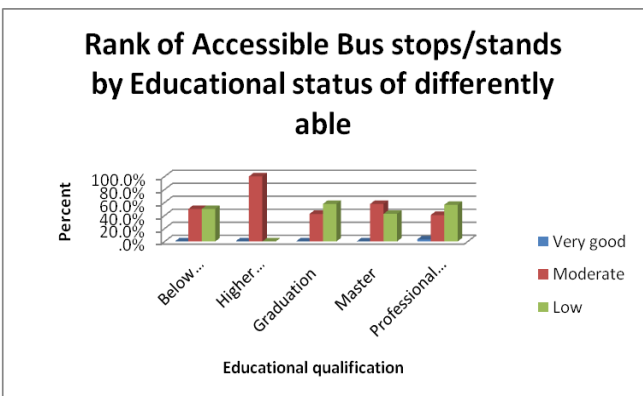


Fig 6: Perception of disabled with educational status

Access to various services by differently able population is vulnerable in India. What do the people assume about this particular section of society? The differently able population is indeed marginalized in every sphere of life be it education, jobs, health services, access to various life supportive resources, etc. In this section, the main concern

is why are they marginalized at bus stops/stands. What do they think about access to facilities and services? During construction of infrastructure, various goods, and services, companies, governments or particular manufacturers assume that in society everybody is equal (in terms of Physic) and they target the larger group for their product and services. Thus in their mental image differently able people are simply missed out. First of all, it would be necessary to describe the opinion of the Differently able population regarding bus stands/stops according to their life experience. Bus stands are providing the basic facilities of mobility. The empirical study shows opinions by gender. It has been found that only 1.4 % of males are very happy with the bus services provided in Delhi at Various places among differently able. But if we talk about differently able females none of them seems to be very happy. At the same time, 45.8% of male disabled are ranked services as moderate. 52.8% of the male disabled categorized services as of low grade while in case of female respondent 53.6% were satisfied with moderate services and 46.4 % females found services as very good. (See Table 6 figure 4).

It is found that 2% locomotor disabled opined that at bus stops services are very good, 53.1% has the opinion that accessibility is moderate and 44.9 %, locomotors think that it is too low. But at the same time if we look at the opinion of Visually impaired, then none of female think that the services are very good at bus stops. 43.1% visually impaired think it as moderate but 56.9% visually disabled think that services are of too low grade. (See Table 6 figure 5)

Among higher secondary educated differently able people agree that services are moderate while 50% of the below higher secondary differently able to think that services are moderate and 50% as low. Graduate differently able population none of them think the services as very good. 42.3% think it is moderate and 57.7% think it is low. When it is analyzed at master degree holders also found that the service not very good while 57.6% think services as moderate and 42.4% as low. Only 3.1 % of professional degree holders differently able population think it is very good, 40.6% think as moderate, and 56.3% categorized it as low. (See Table 6 figure 6)

Status of Accessible Educational Institutions for Differently Aabled People in Delhi: Education is the basic need for the development of the community. There are various rules and regulations acts, and schemes for differently-abled sections of the society. A variety of facilities are provided to get education. There are various schemes which are specifically targeting disabled. But the problem is with the mentality of society and with the accessibility of educational institutions by differently-abled.

Table 7: Perception of disabled towards available services at Educational institutions in Delhi

Survey Place Educational Institutions	Characteristics Of Respondent	Samples	Ranking Of Accessibility In Percent			
			Low	Moderate	Very Good	NYV***
Sex	Male	72	13.9	38.9	45.8	1.4
	Female	28	14.3	35.7	46.4	3.6
Type of Disability	Locomotor	49	14.3	32.7	49	4.1
	Visual	51	13.7	43.1	43.1	0
Education Level	Below Secondary	8	0	25	62.5	12.5
	Higher Secondary	1	0	0	0	100
	Graduate	26	11.5	34.6	53.8	0
	Master	33	12.1	39.4	48.5	0
	Professional Degree	32	21.9	43.8	34.4	0

***Not Yet Visited in any government educational institutions in Delhi

Figure 7, 8, 9, Percenton of the differently able people towards available services at educational institutions in Delhi, by the sex, type of disability and education status of respondents.

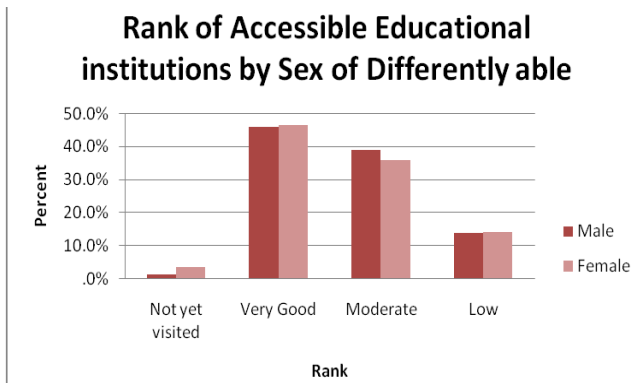


Fig 7: Perception by sex

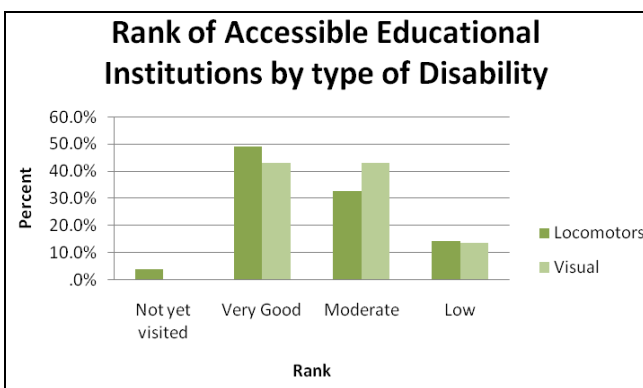


Fig 8: Perception by the types of disability

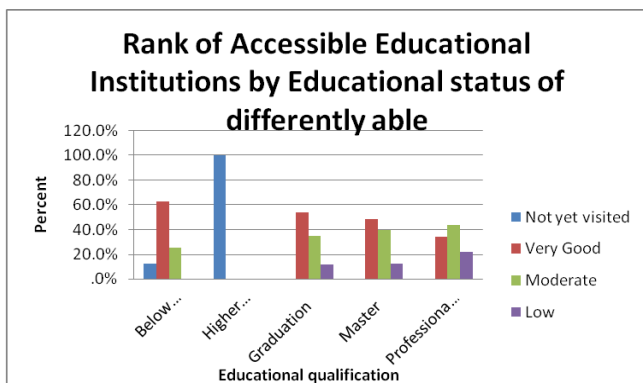


Fig 9: Perception of disabled with level of education

This section examines the life experience of disabled people in the institution of higher learning. Experience among females shows that 3.6% of them never visited any educational institutions so they do not know about services in Delhi, 46.4% of them rate the services as very good, 35.7% as moderate and 14.3% thinks it is low. At the same time, 1.4% male differently-able never visited any educational institute and 45.8% says services are very good and this similar to female's response, but 38.9% says services are of low grade. So in educational institutions, sex does not matter as far as the status of the services is concerned. (See Table 7 figure 7). 49% locomotor differently able people rate the services as very good while 43.1% visual rate as very good and 32.7% locomotor differently able think that the facility and services are moderate and 14.3% consider as low. 43.1% visual disabled population rate services in educational institutions as moderates and 13.7% rate as low. (See Table 7 figure 8). This section examines the perception of differently-able people with higher secondary education ever visited the University campuses in Delhi. 12.5 % of the disabled population with below higher secondary education did not visit any educational institution and 62.5 % visited with their relatives or other work in campuses and they think that services are very good, 25% of them rate it as moderate services. 53.8% of the disabled people who have completed/pursuing graduation found that services are very good, 34.6% find it moderate and 11.5% think that services are low. Analyzing the people with a master's degree it is found that 48.5% of them rate services as very good, 39.4% of them rank as moderate and 12.1% feel that services are low. Among professionals degree holders disabled population the situation is slightly different. 34.4% of them rank the services as very good, 43.8% find it as moderate, and 21.9% differently able population rate as low. (See Table 7 figure 9)

Status of Accessibility at Metro/Metro Stations for Differently Able People in Delhi: Delhi metro is considered as an ultra-modern transport system facility in Delhi. Almost every aspect of comfort, accessibility, and simplicity have been taken into consideration. From the initial phase of construction, engineers emphasized the accessibility of the services to all sections of society including the disabled, elderly men/women, children, etc.

Table 8: Perception of disabled towards available services at metro stations in Delhi

Survey Place Metro Stations	Characteristics Of Respondent	Samples	Ranking Of Accessibility In Percent			
			Low	Moderate	Very Good	NYV***
Sex	Male	72	0	27.8	69.4	2.8
	Female	28	10.7	46.4	42.9	0
Type of Disability	Locomotor	49	2	24.5	69.4	4.1
	Visual	51	3.9	41.2	54.9	0
Education Level	Below Secondary	8	0	25	62.5	12.5
	Higher Secondary	1	0	0	100	0
	Gruduate	26	0	26.9	73.1	0
	Master	33	9.1	30.3	57.6	3
	Professional Degree	32	0	43.8	56.8	0

***Not Yet Visited in any Metro stations in Delhi

Figure 10, 11, 12, Percenton of the differently able people towards available services at metro stations in Delhi, by the sex, type of disability and education status of respondents.

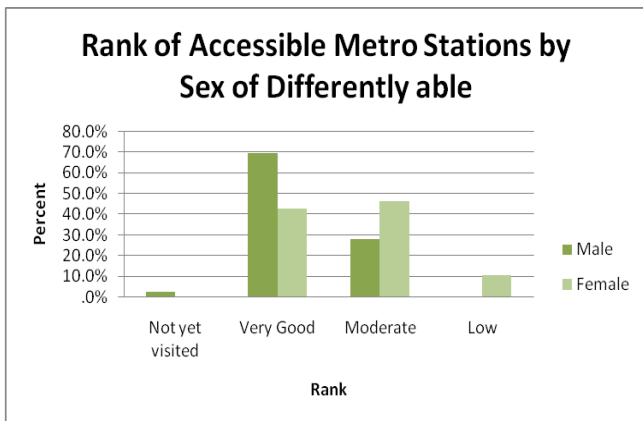


Fig 10: Perception by sex

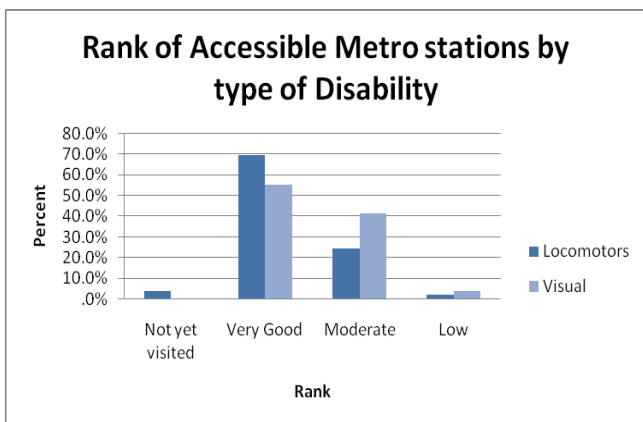


Fig 11: Perception by the types of disability

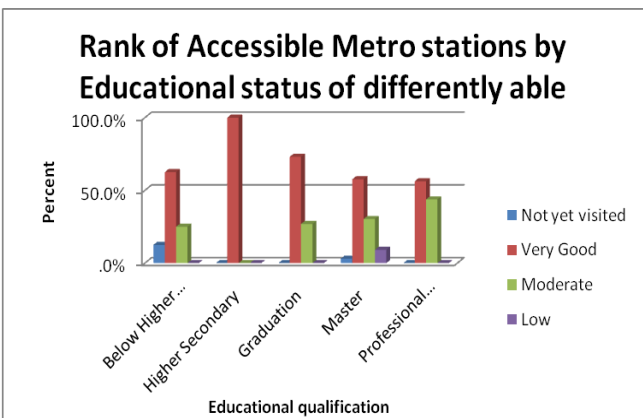


Fig 12: Perception of disabled by level of education

Around 10.7% of female respondents experienced low services in metro stations. 46.4% among them reported as moderate, 42.9% ranked very good services. Whereas, the male experience is completely different. Among them 27.85 male reported moderate services, 69.4% responded that the services are very good to travel, but 2.85 have not visited any metro railway due to their severe disability. (See Table 8 figure 10).

It is found that 3.9% visually impaired experienced low services in metro station, 41.2% as moderate, 54.9% stated as very good experience while 2% locomotor disabled experienced metro services as low, 24.5% among them rated

as moderate, 69.4% find as very good, 4.1% locomotor disabled have not yet visited any metro. (See Table 8 figure 11). An interesting finding in connection to the disabled-friendly environment in the metro railway indicates that among professional degree holders none of them remarked low services in the metro, while 43.8% of them rated as moderate, 56.3% as very good. In the master's degree category also no one found low services, 30.3% of them moderate, 57.6% reported as very good, 3% have not visited yet. Among graduates 73.1% states as very good among disabled with matriculation and below higher secondary education 25% of them states services as moderate, 62.5% as very good, 12.5% have not yet visited while who have higher secondary education agree that metro services are accessible to disabled and barrier-free environment, infrastructure has been created except some improvement required. (See Table 8 figure 12)

Conclusion

Even after more than two decades of persons with disability Act, 1995 came into effect, the conceived and desired result is yet to be realized by the differently able people in Delhi. The section 45 & 46 of the act empowers disabled section of society to oblige the government to create a barrier-free environment at public places. But the picture is gloomy and dark as much of the promises remain on papers. The study with empirical evidence bring out the reality of the implementation of this act. Most of our public places like Markets, Bus stops, railways stations, educational institutes, public offices are far behind to be a disabled-friendly place. Barring few exceptions the accessibility of infrastructure is poor and even worse in the case of females. Delhi is a difficult place to move around for a disabled person. The community is marginalized and left to themselves to face the rising challenges in a rapidly changing urban space. Places like Delhi metro are like a silver lining in dark clouds. It has managed to have a barrier-free space. It can be concluded that government agencies, legal authorities are cooking with the documents and are held to be responsible for the inadequate implementation of the act. Need is to have a stringent monitoring mechanism with maximum people participation and engaging various stakeholders of the society like non-governmental organisation, civil society, self-help groups, etc. in Delhi.

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