“Advancing the safety discourse for the implementation of the New Urban Agenda – Towards Safer Cities for Women in Africa”

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1. Introduction

In the past decade, Africa has urbanized at an incredible rate. Of the 1 billion inhabitants of the continent today, 30% now live in urban areas. By 2030 it will reach up to 50%; and some cities are expected to grow by 85% in the next 15 years. It is also notable that 65% of the total population in Africa is below the age of 35 years. These are citizens of cities today, and of tomorrow.

Africa is thus becoming an urban continent where cities, towns, and other human settlements are concentrating large amounts of the population. The issue of urban governance has come to the forefront of thought and analysis as an area of focus related to but still distinct from the discussion on local authorities in general. Many local authorities still lack sufficient leadership, capacity and enabling legal and policy frameworks to truly harness urbanization as a powerful force for development. While cities, towns, and other human settlements can and often are engines of economic growth, culture, and safety, the negative aspects of urbanization are all too evident in many cities across the African continent – this includes slums, a lack of adequate shelter, increasing urban poverty, growing inequalities amongst the urban population, and high rates of crime and violence.

Women have largely been more affected by urbanization than other segments of the population. The fragmentation of social cohesion and sense of community that often accompanies rapid urbanization, plus the lack of planned and accessible public spaces has made cities unsafe, with women and girls to suffer the most from violence. As women and girls cannot move freely within their communities, they cannot participate effectively in the economic, social and political arena.

In this urban context where the themes of urban governance and safety are so intertwined, there stand out remarkable examples of leadership at the local level which has galvanized cities to change for the benefit of all. Women’s leadership at the local level in towns, cities, and other human settlements is especially an area of note when one considers the future trajectory of development in cities in Africa. Women’s approaches to governance have often been defined as a version of transformative leadership, a framework within which power is used to create a change, and develop people and communities. It is often a non-hierarchical and participatory form of governance that gives priority to disadvantaged segments of society. Women also have more success in gaining access to leadership and decision-making roles at the local government level for several reasons, including that there are often more positions available and less competition for places than in central legislatures; and roles in local authorities are often seen as an extension of women’s involvement in their communities.

There is a need, therefore, to move forward an agenda to support transformative leadership in the urban governance of safety in Africa to deliver the key promises of urbanization: making cities safe by 2030. Creating a space for discussion and dialogue is critical to allow for successes to be shared, challenges to be openly debated, and a common platform for actions to be agreed upon. The purpose of this working document is to detail a learning exchange that will allow such to take place.

2. Context

2.1. Approaches to safety and security policies in Africa

Two general approaches have been observed in addressing security policies in Africa. Firstly, national governments have attempted to reinforce security through repression. These repressive measures include an increase of police workforce and prisons, and use of repressive measures which are difficult to administer
and at the same time questionable, e.g., "zero tolerance." Such measures can also include curfews for minors or the lowering of the age of legal responsibility.

The second approach favors prevention in addition to repression. This can be undertaken in two ways. One way involves the centralization of the fight against insecurity by making police officers the key players in the matter. The other tends to decentralize the fight through the delegation of police responsibility either to local authorities or civil society or both. Often the choice between the two options involves rivalry between national governments and the municipal authorities. This is the case in several European, African and Latin American countries. It should be noted that in the two approaches, one often sees police reform applied in parallel to the implementation of preventive actions.

Several governments adopt either one of these options depending on the type of crime that is being targeted. The repressive approach has the advantage of having immediate effects which can satisfy the short-term demands of public opinion and the need for the political class to be perceived as effective. Voters are increasingly demanding more security measures such as more police workforce and more repression, and often think that the increase in prison populations constitutes an effective neutralization of the serious offenders. It is evident, however, that the cost of repression is much higher than that of prevention and that repression only has a short-term and limited range of effects.

The preventive approach faces many challenges. First and foremost, among these challenges is the reluctance of governments to invest in it. Another major obstacle is the absence of a legal framework to facilitate preventive actions that exceed the framework of civil society activities. Cities wishing to use a preventive approach often do not have the legal or financial capacity to do so due to centralized policies that see the police station as the local interphase to communities and not the municipal authorities.

In spite of these challenges, the recognition of the important role played by city and local governments in Africa such as in Durban has grown, in keeping with an international movement which acknowledges that crime varies according to geographical location and therefore requires different interventions at different times and in different places. Local government is seen to be important in the reduction of crime for the following reasons:

- There has been a large-scale failure on the part of national governments to prevent crime or reduce the fear of crime. This has been attributed primarily to national governments' lack of understanding of the nature and variation in crime from region to region, leading to universally applied national approaches rather than interventions based on local circumstances and needs.
- The move to situational crime prevention has alerted government officials to the importance of understanding the dynamics of the geographical location in which one plans to intervene.
- The multi-disciplinary approach to crime prevention requires the cooperation of other service providers and civil society groups, many of whom may be local, rather than national-based. Municipal governments or city administrations are, therefore, strategically placed to bring together the various agents that have a role to play in crime prevention. Cities are traditionally responsible for functions like health, housing, and urban planning, and have contacts with education, social welfare, and other departments.

The international experience gathered with the support of UN-Habitat Safer Cities Programme over the past two decades on the value of the municipal safer cities approach in countries such as South Africa, Kenya, Tanzania, Cote D'Ivoire, Cameroon, and Burkina Faso show that for effective crime prevention to take place, the following principles are essential:

- A problem-solving approach should be adopted. The causes of crime, rather than the symptoms, should be identified, targeted and addressed;
• Community involvement is essential, and communities should be involved in all stages of crime prevention planning and implementation;
• Although community-driven approaches are most effective, this requires that community-based partners have the necessary capacity. This may need to be built or supported by state agencies;
• Systematic and thorough research is necessary and required at all stages of crime prevention and includes needs assessments, crime trend analysis, programme evaluations and public opinion surveys;
• Crime prevention initiatives tend to be long-term. However, investing in such initiatives is likely to offset continuous short-term expenditure on crime control and enforcement approaches;
• Crime prevention should take place in tandem with professional and efficient law enforcement;
• A multi-faceted plan that recognizes that the causes of crime vary, and need to be tackled holistically, is likely to be the most successful one;
• A multi-disciplinary crime prevention team is needed;
• Women and the youth are a key target group.

Box 1: An Approach to Safety and Security – UN-Habitat Safer Cities Model

1. **Identify and mobilize** the local stakeholders who can contribute to reduce and prevent crime and violence
2. Create a **local safety coalition of actors** led by a leader, ideally the Mayor, who is assisted by a municipal Safer Cities Coordinator
3. **Assess the local crime situation**, and the available human and financial capacities, to initiate a local safety diagnosis. The diagnosis process aims to reach a consensus among diverse local partners on the priorities for action. For this, different tools are used, including victimization surveys, women’s safety audits, etc.
4. **Develop a local crime prevention strategy and a detailed plan of action**, tailored to the context and the priorities identified by the local safety diagnosis. The strategy clearly defines the social, institutional and situational measures to be taken, and details the responsibilities of each partner to be involved.
5. **Implement the local strategy** through a range of short and long-term initiatives or projects that address the causes or fear of crime.
6. **Institutionalize the participatory crime prevention strategy** at the city level by introducing urban safety as a cross-cutting issue for urban development and governance, to be considered throughout the diverse departments of local government, the criminal justice system, and civil society.

As well, the international experiences show that the advantages of municipal-led prevention, put in place by local coalitions, demonstrate that:

• Local prevention facilitates grassroots action that cannot be realized by the central government or state police as it requires permanent co-ordination on the ground. The concept of ”proximity” refers not only to physical proximity but also to the notion of social accessibility of a service on a human scale;
• Municipal crime prevention permits the close linkage of crime prevention with a policy project that incorporates the city government. In this regard, an elected mayor or a democratically elected representative of the government has a legitimate right to convene and to champion the participation of the civil society, the private sector and the criminal justice system in the formulation and implementation of an urban safety and security programme;
• Actions are undertaken by the municipality and are normally of a greater dimension than those of NGOs, local churches, schools or associations. This permits coverage of a wider geographical area and a broader consideration of the entire set of problems that challenge urban safety and security. However, these actions cannot be undertaken without the support and legitimization of the central government. This is particularly important in the collaboration between municipal, police and judicial authorities;
• A prevention policy involves all municipal departments. In fact, a culture of prevention begins at the local government level when the various heads of the various departments, e.g., Transport, Education,
Public Works, and Health, etc. integrate urban safety and security as a cross-cutting dimension in the formulation and implementation of their departmental policy.

### 2.2. Cities and Women’s Safety: Challenges

Historically, the process of planned urbanization is often associated with economic and social transformations linked to poverty reduction; higher levels of literacy and education; better health and access to social services; and greater opportunities for social and political participation. For many people, the chance to migrate to a city is a chance for a better quality of life and the provision of higher incomes, better residences, and access to better amenities. However, the vibrant view of the city does not apply equally to all, as they are also places of deep inequality and deprivation. Many of the urban migrants, many of whom are women and girls, live in unplanned and overcrowded settlements and informal housing areas, poorly connected to public transport and characterized by tenure insecurity, a lack of basic urban services such as clean water, sanitation, as well as to education and healthcare. People in the low-income neighborhoods, especially women and girls, are made even more vulnerable by inadequate nutrition and poor health. Further exacerbating these challenges are risks associated with climate-related and natural hazards, as these slum/informal settlements areas are particularly vulnerable due to the high concentration of people, and in many cases, they are located on hazard-prone areas in coastal areas, along rivers, and in seismic zones. These conditions can easily turn a natural hazard into a disaster, with impacts including the loss of basic services, damage or destruction of homes, reduction or loss of livelihoods, the rapid spread of diseases, disability, and loss of life.

Gender-based violence presents continuous and multiple threats to women’s and girl’s freedom and their dignity in cities. Undergoing deep discrimination, as a consequence of a patriarchal culture based on unequal power relations, in which women have to see themselves legally, economically and socially dependent to men, women have historically been placed in a subordinate position – making them more vulnerable to male aggression. Inequality between the sexes, the power and privileges men benefit from, patriarchal norms and values and the images of violence presented in the media, are some of the key forces behind these destructive attitudes. Gender-based violence in cities frequently occurs through daily acts of sexual harassment and sexual assaults. These experiences are often dismissed and normalized by the majority of women themselves, community members, local leaders, and governments; this suggesting that violence is, therefore, part of the structural and cultural order governing patriarchal societies. The socio-cultural context into which violence falls, and its use, brings out the existing links between masculinity and violence. These forms of urban violence particularly affect women and girls living in poverty and those who face other forms of discrimination based on class, race, sexual orientation, age, geographic location, and occupation.

In the city, the issue of violence is a multifaceted everyday public occurrence, with inadequate public spaces generating a sense of fear amongst the majority of women who use them. Such experiences happen in parks and plazas, in streets and public transport, near workplaces and schools, in public facilities, and in their neighbourhoods. It, therefore, limits women’s access to essential services, and enjoyment of cultural and recreational opportunities, as well as negatively impact their health and well-being. Whether it is threats, intimidation, harassment, sexual assault or rape, all attacks or threats inhibit women from traveling and moving freely in the city. For many women, cities are rather spaces of fear which they access while having to constantly look over their shoulders. They are subject to violence because of their vulnerability, just like young people, the elderly, the handicapped, and ethnic or sexual minorities – perpetuating their position in the society. It is important to note that despite the fact that crime victimization surveys recognize men encounter higher values of victimization risks, women fear of crime and violence is three times higher than
their male counterparts. Women experience greater fear in the public space than men because the concern of casualties they are subjected to is not only contained in the traditional crimes but the additional fear of sexual offences. Studies indicate women are 11 times more likely than men to experience molestation and sexual assaults in the public or private space, increasing their fear of victimization in contrast to the male gender. As well, studies conducted in several countries have shown that violence against women and children can have multiple effects on violence in the society as a whole. Children who grow up in a violent environment are more likely to become violent themselves when they are adults. Being a witness or direct victim of violence, these groups perceive violence as a normal way to communicate with others.

Because violence against women is deeply rooted in social and cultural practices and has been strictly considered a private matter, it is difficult to analyze the depth of the problem. However, although the task is difficult, it must be fulfilled: the cities of the future cannot develop harmoniously if they are not able to respond to the needs and aspiration of their inhabitants.

At the international level and in Africa in particular, a growing number of cities are testing responses, designing programs and demanding support for the development and implementation of crime prevention policies, as well as the design and management of public spaces. Within these programmes, municipal community-based initiatives are being generated with the aim of incorporating a gender perspective in the design and implementation of urban interventions, as well as activities focused on addressing the specific problems that affect women and children.

Although comprehensive crime prevention and urban strategies have been applied in different cities in Africa, there is a need to expand knowledge beyond the success of these practices and understand the challenges, and transformative commitments and actions required toward the achievement of sustainable urban development.

2.3. Building Women’s Safety: The AU Agenda 2063; 2030 Development Agenda and the New Urban Agenda

The contribution and leadership of women are central to finding a solution to their safety and their equal use and full participation in the urban environment. Cities and human settlements can be safe, prosperous, equitable and pleasant places to live, but not without including every citizen in their development. All elements of urban governance, planning, and finance need to embed gender equality measures actively, and women deserve equal roles in making decisions about a more urban world. To achieve improved safety for women and girls, deep legal and legislative changes are needed in city planning, management and governance to ensure women’s rights to the city and leadership as agents to city change.

In 2015, a new global development agenda titled ‘Transforming our world: the 2030 Agenda for Sustainable Development agenda’ with 17 Sustainable Development Goals (SDGs) was put into place. This new call of action that universally applies to all, assures for the next fifteen years, countries will mobilize efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that no one is left behind.

The adoption of these new universal set of goals, targets, and indicators, especially SDG 11 (Target 11.7) ‘Provide universal access to safe, inclusive and accessible, green and public spaces, particularly for women and children, older persons and persons with disabilities’; and other related SDGs including SDG 5 ‘Achieve gender equality and empower all women and girls’; and SDG 16 ‘Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and
inclusive institutions at all levels’ provides new impetus on the complementary role of cities and local governments in the promotion of safety in cities – suggesting an integrated, multi-level and multi-sectorial approach to the realization of safety in cities for all women and girls.

**Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable**

SDG 11.7: Provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities

Other safety-related goals, includes SDG 5 (gender equality), SDG 16 (peace, justice, and strong institutions), and SDG 17 (global partnerships)

In addition, the Third United Nations Conference on Human Settlements, held in Quito in 2016, adopted a ‘New Urban Agenda’ which clearly identifies safety as a key element for sustainable urban development, it affirmed the need for crime prevention to be integrated into urban strategies and interventions (New Urban Agenda, para 100 and 103). The New Urban Agenda provides a framework for the implementation of the 2030 Development Agenda on Sustainable Development by identifying the areas that need concerted efforts to advance women safety as a collective responsibility and an outcome of sustainable development. They provide an opportunity to consolidate the two decade-gains on safer cities through a gender lens, as it provides an opportunity to review the existing crime and violence prevention policies, strategies and plans; and develop relevant tools to strengthen the implementation of crime and violence prevention towards a city safe for women and girls.

**Key Principles – New Urban Agenda**

100. Effective implementation through provision of well-designed networks of safe, accessible, green and quality streets and other public spaces that are accessible to all and free from crime and violence, including sexual harassment and gender-based violence, considering the human scale, and measures that allow for the best possible commercial use of street-level floors, fostering both formal and informal local markets and commerce, as well as not-for-profit community initiatives, bringing people into public spaces and promoting walkability and cycling with the goal of improving health and well-being (Para 100, NUA)

103. Effective implementation through integrated, inclusive measures for urban safety, and crime and violence prevention, engaging relevant local communities and non-governmental actors, in developing urban strategies and initiatives, including taking into account slums and informal settlements, as well as vulnerability and cultural factors in the development of public security, and crime and violence prevention policies, including by preventing and countering the stigmatization of specific groups as posing inherently greater security threats. (Para 103, NUA)

As well, in May 2013, at the regional level, African leaders adopted “The Agenda 2063”, a strategic framework for the socio-economic transformation of Africa – to accelerate growth, development, and prosperity on the continent. The guiding vision of Agenda 2063 for an “integrated, prosperous and peaceful Africa, driven by its citizens and representing a dynamic force in the international arena” seeks to accelerate the implementation of past existing continental initiatives for growth and sustainable development. The aspirations reflect the desire for a future of shared prosperity and well-being, of unity and integration, and of a continent of free citizens where the full potentials of women and youth are realized.

**AU Agenda 2063 Aspirations**

- A prosperous Africa based on inclusive growth and sustainable development;
- An Africa of good governance, democracy, respect for human rights, justice and the rule of law;
3. Background

3.1. The origins of the Africa Forum for Urban Safety (AFUS)

Since 1997, several Safer Cities projects have been implemented in several cities in Africa. The first projects were developed by UN-Habitat with the support of the International Centre for the Prevention of Crime, following long and complex discussions and negotiations with the local authorities’ involved, national ministries, funding agencies and other strategic partners and stakeholders. Comprehensive urban safety initiatives were implemented in the following cities:

| Johannesburg (South Africa) 1997 | Nairobi (Kenya) 2001 |
| Dar es Salaam (Tanzania) 1997 | Yaounde (Cameroon) 2001 |
| Abidjan (Ivory Coast) 1998 | Douala (Cameroon) 2003 |
| Durban (South Africa) 1999 | Ouagadougou (Burkina Faso) 2009 |
| Antananarivo (Madagascar) 1999 | Bujumbura (Burundi) 2010 |
| Bamako (Mali) 2000 – with the government of Canada |

Other emerging projects between 2009 and 2017 took place in Africa, at Ouagadougou (Burkina Faso), Bujumbura (Burundi), Cape Verde, Conakry (Guinea), Durban (South Africa), Nairobi (Kenya), Durban (South Africa), Central Africa, Chad, and Congo.

The above mentioned Safer Cities projects provided the ground for the establishment of the Africa Forum for Urban Safety (AFUS), with a first unsuccessful attempt in 2001, in Dakar, Senegal; and a second final successive attempt in 2013 in the city of Durban, South Africa.

AFUS builds on UN-Habitat’s Safer Cities approach; it promotes a culture of prevention by employing a holistic, integrated, multi-level government, and multi-sectorial approach to improving the livability of cities and quality of life for all urban residents, predicated on the confidence that good urban governance, planning, and management will improve safety for all\(^1\).

3.2. Annual Learning Exchange

Since 2015, eThekwini Municipality as the permanent secretariat of AFUS has convened two annual Learning Exchanges. The first Learning Exchange “Safer Cities in the New Urban Agenda” was organized in June 2015 in Durban. The second Learning Exchange “Creating Safer Cities for All” was organized in November 2016 in the city of Durban, with the participation of representatives from local and national governments, civil society organizations, private sector firms, and academia from 14 countries. The learning exchange presented in the framework of the city safety labs as the framework for the implementation of

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\(^1\) UN-Habitat (2015). Habitat III Issue Papers: Safer Cities
safety-related aspects of the AU Agenda 2030, 2030 Agenda on Sustainable Development and the New Urban Agenda, with the city of Durban as the first ongoing pilot case.

The third AFUS conference on "Cities 2030, Safer Cities for Women and Girls" is expected to advance the role of cities in enhancing the participation of women in improving safety in cities in Africa through an international platform for dialogue and exchange between organizations and municipalities linked to the local, planning, management and governance of safety in cities. The Third Learning Exchange aims to interrogate the current status of women’s safety in cities in Africa and strengthen evidence-based knowledge on how to build, consolidate, strengthen and review urban safety policies, strategies, and plans through a gender lens, with particular emphasis on the use of safety audits.

This International Learning Exchange will provide a confluence of processes at the international, regional, national and city levels addressing safer cities for women and girls. It is also an initiative that is aspiring to gather the efforts and wills of a broad spectrum of institutions including the following:

**At the international level**
- UN-Women Safe Cities and Public Spaces Initiative
- Women In Cities International
- Huairou Commission Safe Cities for Women and Girls
- World Vision International Safer Cities for Girls
- Safetip in
- Thomas Reuters Foundation Safer Cities for Women in Public Transport
- Plan International Safer Cities for Girls and Adolescents
- Metropolis Safer Cities for Women
- Canada Safe and Inclusive Cities Initiative

**At the regional level**
- Africa Union
- IDRC
- REFELA
- Institute for Security Studies Africa

**At the country level**
- South Africa Cities Network – Urban Safety Reference Group
- Centre for Scientific and Industrial Research (CSIR)
- Violence Prevention Through Urban Upgrading
- Centre for the Study of Violence and Reconciliation (CSVR)
- Human Sciences Research Council (HSRC)
- GIZ – Violence Prevention Programme

**At the city level**
The eThekwini Municipality’s Safer Cities Unit is recognized internationally and regionally for its pioneering work on policies and programs for the prevention of crime and violence, as well as the adoption of novel approaches that emphasize the construction of safety in an integrated approach through combining security and social policies and measures. This exchange will enable these policies to be reinforced in regards to the integration of a gender perspective and its articulation with the set of social policies and urban development in line with the NUA and SDGs.
4. Justification

The 2030 Development Agenda, New Urban Agenda, and Africa Union Agenda 2063 recognize the crucial role that local governments can play in collaboration with national governments in the prevention of gender-based violence, through initiatives such as:

- Integrating a gender approach into all its policies and programs (awareness campaigns, development of specialized services, improvements to the physical environment, etc.);
- Contributing to a better understanding of the manifestations of gender violence and the development of an integrated tool for its prevention and eradication. This includes the collection of disaggregated data, specific victimization surveys, safety audits and recognition walks conducted by women's groups;
- Promoting inter-sectorial alliances with the leadership of the local governments, women's groups, social organizations and the police. This is a precondition, together with the active participation of women in all phases of the process, for the success of preventive programs and strategies to combat gender violence;
- Promoting documentation and the exchange of experiences and lessons learned, as well as the structuring of national and international networks of municipalities that develop activities in this field in the framework of the Global Network on Safer Cities (GNSC).

Box 2: The Tools for Delivering Safer Cities

Victimization Survey
The tool consists of a set of questions that investigates the occurrences of crime and violence, and the people's perception of insecurity. The survey targets a number of generic types of victims who fall into three basic units for a victimization survey (individual, household and commercial or organizational entity). It seeks to identify those most at risk, measure the levels of fear, evaluate public perceptions of police effectiveness and service delivery, and seeks to establish the opinion of victims and others regarding appropriate interventions. Victimization surveys function as a tool for mapping crime and when repeated on a regular basis, allow the effect of crime prevention strategies on a given population to be measured.

Women’s Safety Audit
The tool is based on the fact that fear of crime among women is much higher compared to men. It is a participatory tool for collecting and assessing information about women's perceptions of urban safety in public space. Normally, a group of local women from 3 to 6, preferably regular users of these spaces, walk around in an area while assessing it through a checklist, observing and identifying factors such as inadequate or absent lighting or signage, which make them feel unsafe. At each specific site on the safety walk, the participants identify factors which make them feel that there is a higher potential for a crime, or due to which women may feel unsafe. Although the safety audit involves mainly women, it can, however, be designed involve other vulnerable groups such as children, the elderly, etc.

There is also a consensus at the international level on the need to advance a greater integration of gender approaches in the municipal policies and programs; in the documentation of existing tools, valuing their possibilities of application in other contexts; to strengthen alliances between all the sectors involved in the issue; and in the identification, compilation and dissemination of good practices.
The Africa region is currently experiencing a growing dynamism in the promotion of municipal policies on safer cities and prevention of urban crime and violence. Within the set of experiences that are being promoted, some begin to incorporate more visibly the perspective of gender or to develop components specifically aimed at addressing manifestations of gender-based violence. However, these practices are still very much in their infancy stage and isolated. Hence, there is a need to support their documentation, evaluation, and dissemination at the regional, national and city level.

Although, South Africa demonstrates an increasing level of violence against women, the government has mobilized key stakeholders and women organizations to address the issues of gender-based violence. Apart from the existing policy frameworks, in 2016, the government adopted policies that highlighted the role of safety in urban development, including safety as one of the three cross-cutting policy levers – suggesting the need to implement comprehensive and integrated approaches through community participation.

The city of Durban is an illustrative case for implementing municipal crime prevention policies and strategies in an integrated way, given its experience and commitment to deliver safety through community-based initiatives and enabling a participatory environment for women and youth in the city. The city of Durban has managed to engage the community and other local stakeholders, including women groups and the private sector, in different phases of design, implementation and management of different programs and projects.

Although, cities have taken a more prominent role and have been important drivers of change on issues of urban safety, it is important to harness resources, commitment and capacities from different stakeholders, at all levels, to deliver safer public spaces and activities for women and girls, based on evidence. Hence, in the context of conceptual and practical experiences of addressing urban safety, both locally and internationally, it is necessary to join efforts to advance the construction of a more theoretically and operationally finished approach, which allows the overcoming of lack of evidence-based and unsystematic approaches. This involves the structuring of more comprehensive methodological frameworks around gender-based violence prevention, the institutionalization of policies and programs in a growing number of municipalities, and the systematic application of tools to measure the impacts of interventions. In this perspective, the Third Learning Exchange will endeavor to advance a selected number of cities in Africa as laboratories of knowledge, learning, innovation and integrated solutions on gender-based violence prevention.

5. Objectives

The proposed main objective of the Third AFUS Learning Exchange is to develop a community of practice of local and national governments, and non-state actors to exchange knowledge, develop innovative tools on safer cities, facilitate learning on evidence-based practices and policies, and develop joint action strategies that will enhance the participation of women in the improvement of safety for all, particularly for women and girls in cities in Africa.

The Third AFUS Learning Exchange envisages achieving the following key specific objectives:

- To establish a mechanism of exchange and collaboration between cities, research institutes, and networks of women for the prevention of violence against women and girls in cities in Africa;
- To raise the profile of local governments addressing women’s safety in Africa;
- To conduct training on promising practices and tools to support local authority-civil society partnership for delivering urban safety;
- To present innovative tools and approaches on women’s safety at the local level.
6. Expected Outputs

The Third AFUS Learning Exchange is expected to have the following outputs:

**At the International Level**

- A background document on municipal approaches and practices in the prevention of crime and violence against girls and women;
- A framework and online platform for city to city learning and exchange on tools and practices on women’s safety;
- City-level indicators, including women safety metrics.

**At the Regional Level**

- A regional charter for AFUS;
- A final declaration and a regional action strategy

**At the National Level**

- Mechanisms of coordination and national exchange between 3-4 national safety forums / associations of local governments, and Ministries of Gender.

**At the Municipal Level**

- A Municipal Program on "Informal Settlements Upgrading using a Safer Cities Approach: Safer Spaces for Women and Children in Blackburn and Namibia Settlements in Durban," formulated and launched as an inter-institutional and inter-agency initiative;
- A safety audit curriculum available to municipal safety practitioners.

7. Methodology of the Learning Exchange

To achieve this, it is proposed that eThekwini Municipality as the permanent secretariat of the Africa Forum for Urban Safety (AFUS), in collaboration with the Government of the Republic of South Africa, and with the technical support of UN-Habitat, to convene the Third AFUS Learning Exchange to discuss and debate how women’s leadership in urban governance can improve the safety of cities in line with the New Urban Agenda and SDGs. While these themes will be debated from a broader gender perspective, there will be a distinct focus on women and girls in cities in Africa. More specifically, the debate will be focused on generating discussion and consensus around specific courses of actions, needed in the short, medium and long-term run.

The activities of preparation, implementation, and monitoring of the Learning Exchange are conceived as a process articulated to a set of initiatives that are being promoted by partner organizations in local, national and international spaces.

The proposed methodology is organized around a sequence of activities and questions that will be structured in three stages of the process (before, during and after), will be developed in three scenarios (local, national
and international), and will be expressed in three modalities of dialogue and language (concepts, experiences and recreational and cultural expressions).

1. **The Before – Preparing to Deliver the Third Learning Exchange**

   - Raise awareness, advocate and mobilize actors and local, national, and international level for the Third AFUS Learning Exchange;
   - Local and international dissemination of the final Aide Memoir;
   - Public call for the presentation of national and international experiences in the Third AFUS Learning Exchange;
   - Conduct a stakeholder mapping exercise;
   - Conduct a pilot test of safety audit outline/methodology in Durban;
   - Build an exchange of ideas with like-minded organizations interested in the issues of violence against women and children in Africa;
   - Enhance institutional alliances and partnerships at the local, national and international level;
   - Collaborative design of a curriculum and online platform for the sharing of knowledge and experiences;
   - Organize at least two preparatory workshops for the AFUS Learning Exchange.

2. **The During – The Delivery of the Third Learning Exchange**

   - Setting the scenario, with local and international partners delivering the opening; followed by introductory panel, debating on the present challenges and opportunities, and re-imaging the future 2030; and followed by presentations, discussion panels, and group exercises, with the main aim of building consensus and refining the commitments;
   - The Learning Exchange will end with the adoption of a final declaration, a municipal manifesto, the presentation of the proceedings, the adoption of an action plan and the launching of a city safety lab project on addressing violence against women in Durban.

3. **The After – From Words to Actions**

   - Develop a working network by establishing three working groups at the regional, national, and city level, supported by the GNSC Technical Working Group on Gender and Safety and articulated to the regional and city-to-city exchange and cooperation mechanisms on issues of safer cities and violence against women and children;
   - Disseminate the conclusions and implement the actions of the Third AFUS Learning Exchange at the international, regional and national levels;
   - Implement a Municipal Program on “Informal Settlements Upgrading a Safer Cities Approach: Safer Spaces for Women and Children in Blackburn and Namibia Settlements in Durban”;
   - Start the preparations for the Fourth AFUS Learning Exchange to be held in 2020.

8. **The Guiding Questions and Themes**

   The Third AFUS Learning Exchange will build around the following questions and themes:
1) What can today’s urban leaders tell about how to build a city that is safe for women and girls?

Urban leaders have led transformative changes in their cities all over the world. Cities that struggled with crime and violence have changed to become promoters of peace and tolerance. What is the combination of skills, competencies, coalitions, networks or other tangible or intangible assets that successful urban leaders exhibit? More specifically, how has women’s leadership in the urban governance arena contributed to change and overcome the challenges they have faced? Can such leaders support each other and the emerging leaders as well? And what would concrete areas of support be?

2) What is the role of local governments in delivering safety for their citizens particularly for women and girls?

Urban safety has immense potential for development, wealth and knowledge creation. There is an increasing pressure for local governments to act as enhancers and enablers of safety in cities, which in turn creates pressure for urban leaders to deliver. Indeed, more and more urban leaders in the developing world are requested to get involved in the provision of responsibilities for safety that used to be exclusive of the central government, but which experience has shown that is more effective if delivered locally. But tangibly what can urban leaders and their governments do to promote safety in cities for their citizens? More specifically, what must be done to ensure that women and girls have the skills and knowledge to participate in the coproduction of safety for all?

3) What approaches have local authorities adopted to provide safety for all in cities?

Safety is now a precondition for realizing the 2030 Development Agenda. The right to safety should not be interpreted in a narrow or restrictive sense, which equates it with, for example, policing or providing women and girl’s protection. Rather it should be seen as the right to live somewhere in security, peace, and dignity. In Brazil, the right to the city including safety in the city is enshrined in the Constitution. But local authorities play a key role in providing safety and have been leaders in innovating safety solutions such as the UPP Social in Rio de Janeiro. Can local leaders drive positive change in safety for their citizens? What are the prerequisites for successful actions by local leaders to drive positive change for their citizens?

4) What tools exist to engage women in the co-production of safety for all in cities?

The challenges of empirical data to inform comprehensive strategies on the prevention of urban crime has a bearing to the safety of cities which can be addressed through proactive urban planning and management, good governance and urban legislation, with the ultimate goal of creating better city life for all. Women and girl’s lack of safety is a particularly serious obstacle to achieving gender equality as it curtails women and girl’s mobility and limits their right to participate fully and freely as citizens in their communities. Both the causes and consequences of gender inequality and women’s lack of safety are interrelated and multi-faceted, encompassing such diverse issues as violence against women access to basic services and employment, good governance, urban planning, and political participation. The use of safety audits as a tool for empowering women and girls to co-own and co-produce safety in the city is proving to be one such innovative tool that can be taken to scale by local governments in informing their plans, strategies, and programmes. What can urban leaders and citizens do to promote urban safety audits as a monitoring and accountability tool?

4) What is the safety perspective of women in rural areas?
9. Participants and Target Audience

The Third AFUS Learning Exchange will have the participation of approximately 300 attendees from African cities; South African National and local Government Departments; elected representatives and civil servants at the municipal level; associations of municipalities; community organizations and civil societies, grassroots groups, and international agencies; academia and research institutions; Regional and Global Partners; Donor agencies and Business; who are actively working to enhance women’s safety and equality in urban environments. Potential representatives could include:

Approximately 50 international participants (15 speakers)
Approximately 100 national participants (10 speakers)
Approximately 150 participants from the city of Durban (5 speakers)

10. The Venue of the Third Learning Exchange

It is proposed that the Learning Exchange to be held on 10-12 November 2019, at Inkosi Albert Luthuli International Convention Centre, Durban, with satellite projections in the townships in Durban.

11. Logistics and Budget

As the event targets Africa continentally, English and French will be the two working languages. The conference itself could last three days and will be supported financially and logistically in an arrangement between the eThekwini Municipality and the Government of the Republic of South Africa, and/or any other potential funder to whom the municipality will seek the support from. Importantly, the Third AFUS Learning Exchange is seen as the start of the formulation of a network that would last beyond the event itself and ensure sustainability of the actions.

Annex I: Provisional Programme

It is proposed for the event to take place from 10-12 November 2019. Note that the programme below is adjustable and has been provided for consideration only.

**Monday, 26 November 2018**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>08.00 – 09.00</td>
<td>Participants registration</td>
</tr>
<tr>
<td>09.00 – 10.00</td>
<td>High-level welcoming remarks</td>
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<tr>
<td></td>
<td>• President of the Republic of South Africa</td>
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<td>• Deputy Minister from South Africa</td>
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<td>• African Union Representative</td>
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<td>• Mayor of Durban/Chair of AFUS</td>
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<td></td>
<td>• Development partner(s)</td>
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<tr>
<td>Time</td>
<td>Event Description</td>
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<tr>
<td>10.00 – 10.45</td>
<td>Keynote speaker - The challenges and opportunities of urbanization and safety for women in Africa Vision 2030 (vis-à-vis the three themes)</td>
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<tr>
<td>10.45 - 11.15</td>
<td>Coffee break</td>
</tr>
<tr>
<td>11.15 – 13.00</td>
<td>Mayors / Ministers Debate on the challenges of safety in African cities today (vis-à-vis the three themes) including questions from the floor</td>
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<tr>
<td>13.00 – 14.30</td>
<td>Lunch</td>
</tr>
<tr>
<td>14.30 – 17.30</td>
<td>Three working group sessions (including presentation of a background note, panel discussions, plenary and question, and answers.</td>
</tr>
<tr>
<td></td>
<td>1) What can today’s urban leaders tell about how to build a city that is safe for women and girls?</td>
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<td></td>
<td>2) What is the role of urban governments in delivering safety for their citizens, particularly for women and girls?</td>
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<td>3) What approaches have local authorities adopted to provide safety in cities for all?</td>
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<td></td>
<td>4) What are the innovative approaches to providing urban safety for all, particularly for women and girls?</td>
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<tr>
<td>20.00</td>
<td>Social dinner</td>
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**Tuesday, 27 November 2018**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>9.00 – 11.00</td>
<td>Working groups continue</td>
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<tr>
<td>11.00 – 11.30</td>
<td>Coffee break</td>
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<tr>
<td>11.30 – 13.00</td>
<td>Keynote speaker II</td>
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<tr>
<td>13.00 – 14.00</td>
<td>Lunch</td>
</tr>
<tr>
<td>14.00 – 16.00</td>
<td>Working group reports to the plenary and debate.</td>
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<tr>
<td>16.00 – 16.30</td>
<td>Conclusions and remarks of the day</td>
</tr>
</tbody>
</table>

**Wednesday, 28 November 2018**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>9.00 – 11.00</td>
<td>Panel Discussion</td>
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<tr>
<td>11.00 – 11.30</td>
<td>Coffee break</td>
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<tr>
<td>11.30 – 13.00</td>
<td>Remarks from political leadership and partners on the outcomes of the Third AFUS Learning Exchange</td>
</tr>
<tr>
<td>13.00 – 14.00</td>
<td>Concluding remarks and next steps for the effective implementation of the AFUS Network.</td>
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Conclusions, possible collaborations and future projects among the participating institutions. Evaluation of the activity and validation of the Manifesto of the Third AFUS Learning Exchange
Annex II: The Second Africa Forum for Urban Safety Learning Exchange

An Overview of the Second AFUS Learning Exchange

The theme of the Second AFUS Learning Exchange on "Creating Safer Cities for All: Implementation of the New Urban Agenda" reaffirmed the call to disseminate the knowledge on Safer Cities, offering an interactive platform for dialogue and exchange about lessons learned among cities in Africa on their efforts to co-produce urban safety for all. This dialogue, initiated between cities and local governments, regional and global partners, state and non-state actors, organized civil society, business, and academia, aimed not only to consolidate the network but also to strengthen the knowledge on the tools and approaches that would enable cities to review the existing crime and violence prevention policies, strategies and plans on evidence basis and come up with integrated city safety solutions through a ‘city safety laboratory’ framework. The Conference built on the past 20+ years of municipal safer cities initiatives, drawing on key lessons to inform future approaches, illustrating promising practices on what can be achieved through a city safety lab framework, with the city of Durban as a pilot case.

The Second AFUS Learning Exchange was hosted under the premise of the Mainstreaming Safety Planning and Implementation within Local Government in Africa as guided by AFUS Strategic Plan 2015 – 2025. Key amongst the objectives of the Strategic Plan is the consolidation, development, and promotion of lessons, experiences and ideas amongst cities and local governments, and building a distinct community of practice, possibly on thematic levels which is also linked to the implementation of the safer cities approach; fostering the sharing of knowledge amongst cities and local governments.

Drawing on the transformative actions required for implementation of post-2015 development agenda and the New Urban Agenda, and building on UN-Habitat Safer Cities approach and existing safer cities policies, both at city and national level, the Second AFUS Learning Exchange provided the local governments with an opportunity to improve their capabilities to co-produce urban safety for all, especially for women, youth and children and contribute towards the achievement of the global commitments.

The outcomes of the Second AFUS Learning Exchange

The outcomes of the Second AFUS Learning Exchange were as follows:

1) Dissemination of knowledge on urban safety policies and strategies that works;
2) Enhanced exchange and collaboration mechanisms between municipal departments;
3) Enhanced partnership and cooperation between regional and global partners, state and non-state actors, local and national governments, organized civil society, academia, grassroots, private sector and other relevant urban stakeholders;
4) Enhanced capacity of local government and civil society on the tools required to collect, analyze and monitor urban safety in the context of post-2015 development agenda and New Urban Agenda.

The following shows a list of the countries that were represented during the Second AFUS Learning Exchange:

South Africa

Ethiopia
Key messages and lessons

The key messages and lessons from the Second AFUS Learning Exchange build on knowledge, learning, and innovation.

1) Knowledge

Safety must be considered as a public good and a prerequisite for development. To achieve the safety-related commitments highlighted in the New Urban Agenda, and make tomorrow’s cities safer for all, there is a need to implement an integrated, multi-level and multi-sectorial approach. Hence, safety needs to be integrated into the following five pillars:

Pillar 1 – National Urban Policies. Local governments cannot address the prevention of crime alone. The integration of safety into the National Development Plan promotes a multi-governance and integrated approach that could bring significant savings through multi-sectorial plans and budget.

Pillar 2 – Urban Legislation, Rules, and Regulations. Improvement and enforcement of legislative frameworks and regulations have proven to be a critical factor for delivering safe public spaces for all. Time-based management of streets is one example of how regulations are used to creatively transform city centres into activity-based spaces to be used during different times of the day and for different purposes. In the case of Ciclovia in Bogota, participants reported a higher perception of safety and social cohesion. This, in turn, suggests that co-production of safety with citizens engaging in public space, promoting ‘eyes on the streets’, has positive impacts on their well-being.

Pillar 3 – Urban Planning and Design. Urban planners and developers can create or redevelop urban spaces through participatory and inclusive approaches to promote public safety and security. Turning these spaces into more liveable places with vibrant communities and engaged citizens promotes safer public spaces for all. Where public space is inadequate, poorly designed or privatized, the city becomes increasingly segregated. Well-designed and well-maintained streets and public spaces can help to reduce the fear of crime and contribute to improving mutual trust and safety.

Pillar 4 – Urban Economy and Municipal Finance. Delivery of urban safety requires multi-sectorial plans and budget, targeting several prevention measures. This, in turn, requires investments in urban upgrading interventions, pre-investment safety impact assessments, increase of employment and livelihoods opportunities, and other measures dedicated to reduce inequalities in cities. Public-Private-Partnerships are key to this process.

Pillar 5 – Local Implementation. Local governments, in particular, are often not given the means to address the challenges of unplanned urbanization. Mayors and local governments are in strategic positions to take leadership roles to initiate and coordinate community-wide crime prevention strategies, policies, and plans to address the rising of crime and violence in cities

2) Learning
Crime and violence do not happen spontaneously. Inadequate urban environments that exclude some segments of society from accessing urban opportunities and participating in decision-making encourage crime and violence. The Safer Cities model replaces a culture of repression by addressing the root-causes of crime and violence and institutionalizing a participatory crime prevention approach within the local government institutional frameworks.

The establishment of a local coalition of stakeholders is key for the co-production of safety, promoting better planning, management, and governance of urban spaces. Through this multi-level and multi-sectorial approach, it is initiated a process in which all the actors from national and local governments, civil society institutions, the private sector, and inhabitants are empowered and given the responsibility to participate in the making of the city safer. Participatory safety diagnosis allows for the identification of the root-causes and manifestations of violence and crime, and at the same time, the generation of a consensus between the partners and stakeholders involved in the process. Rather than building on a public health approach, indicators for measuring the state of urban safety should be linked to the liveability of the city. Cities are human creations – what does it mean to make it safe? Does it mean to sanitize the urban spaces or understand their identities and social constructs?

The Safer Cities model promotes safety through principles of social inclusion to ensure equitable ownership of the city by the widest range of social segments. All the prevention actions undertaken by UN-Habitat Safer Cities Programme in 77 cities worldwide have embraced integrated urban interventions, constantly accompanied by the communities as main supporters and promoters of the projects and interventions. It is important to move away from development of an ‘architecture of fear’ that stigmatize districts and communities and create a city that is segregated and fragmented. Planning for social integration becomes the key entry point towards actualizing a safety-focus for sustainable urban development. The case of Medellin is a success story on how the city improved urban safety through a social urbanism model, delivering integrated interventions on public spaces, moving away from a CPTED approach. An integrated approach to urban renewal and public space projects can lead to greater impacts on safety, in which the engaged or affected communities develop a sense of community, identity, and ownership.

3) Innovation

Collaboration for safer cities is characterized by progressive impacts and systemic challenges. It happens that maybe no one gets a decision and bottom-up approaches and innovations are discouraged. But how to get the work done in such settings? Building safer cities require innovative social thinking. But how innovation can happen if we do not think together? How to build an honest relationship? Justice system has a key role to play in crime prevention. What will happen if there is no justice? How to build an honest relationship? Justice system has a key role to play in crime prevention. What will happen if there is no justice? These questions show how complex are the issues around safety. Overcoming the communication challenges and building feedback loops that work are key for delivering urban safety. Crime in cities will perpetuate in case this cycle is not broken. Building partnerships between academia, civil society organizations, and business community to address the issues of crime and violence through prevention measures create an immense opportunities for cities to exchange knowledge, learn, innovate and find solutions. Turning cities into laboratories provides an innovative social thinking on how to build effective and long-term strategies for urban safety.

Practitioners and decision-makers should however be aware that building urban safety requires ‘no one size fit all’ solutions and that the safer cities approach should be developed within the specific local realities and contexts of the cities. The development of a monitoring and evaluation framework is key to measure the impact and progress of crime prevention and urban safety strategies and interventions. The integration of geospatial technologies in data analysis and collection provides an integrated tool to overlay various types of data (crime and violence, socio-economic conditions, delivery of public services, etc.) can lead to better integration of safety into urban planning and design interventions. Conducting participatory safety audits
creates the opportunity for all relevant stakeholders to be engaged in the gathering of data and analysis of the root-causes of crime. It helps to connect relevant stakeholders in understanding the local causes of crime, and engage them in discussing potential solutions for addressing the root-causes.
Annex III: The Second AFUS Learning Exchange – Selected Study Tours

As part of the Second AFUS Learning Exchange, several technical study tours were incorporated in the programme to support the discussion held during the three-day conference, providing some practical experiences on how eThekwini Municipality has implemented the urban safety strategy in a holistic, comprehensive, and integrated way. The participants were offered with a choice to participate in any of the organized technical study tours. The summary from each technical study tour is presented below.

KwaMashu Business against Crime
Project Location: KwaMashu Town Centre

The main objective of this project is to create a safe environment and provision of suitable environment for the community to enjoy public trading spaces and linked activities. KwaMashu Crime Prevention Trust is a non-profit community-based organisation made up of 40 volunteers who live at KwaMashu. The organisation was created to address the crime, social and environmental challenges that the community, in particular crimes faced by the business community. The priority is to create an enabling environment for the community and businesses. In November 2016, KwaMashu Crime Prevention Trust adopted a safety programme called KwaMashu Business against Crime. The undergoing programme aims to address the issues of safety in the community, characterized by high levels of robbery and business centre hijacking. Through building partnerships with the local and business community – the community safety structures (Community Policing Forum), Business, SAPS, Metro Police and Safer Cities Unit – people can walk in the area without fearing of being robbed, this also reinforced by the presence of the structures that patrol the area from 6am to 9pm. With the main aim of understanding the crime situation and monitoring the crime prevention strategies and interventions in the area, several meetings with a range of local stakeholders, site visits, and data collection processes were initiated.
KwaMashu Freedom Park – Addressing Urban Safety through Effective Public Space Management
Project Location: KwaMashu E Section along Malandela Road

The project consists of improving an open space along Malandela Road, and turning it into a viable park, offering several opportunities for recreational activities. In the tennis court inside the park, people gather together for exercises, during the mornings and evenings. The park is dynamically designed to accommodate a number of active recreational activities, festivals and family days. The local community based sport groups have taken advantage of the design and now conduct outdoor training and dance classes. This therefore put more eyes on the street thus providing passive surveillance. The park is well connected to other public space through wide and paved areas which are always fully occupied by joggers during the morning, afternoon to evening.

The Parks Department engaged Capital Projects Office to assist with upgrading the area with new outdoor furniture such as benches and tables, thatch umbrellas and the installation of an outdoor gym. Freedom Park is also used for major functions in the KwaMashu Township; these include functions like music festivals and other entertainment events. The smart lighting within the park and along the pavements allow the use of the park until late at night. The alighting allows those using the park and or walking, running to have 45 metres radius around them at any given time.
Florida Road Precinct and Warwick Junction – Urban Improvement Precinct
Project Location: Florida Road and Warwick

The regeneration and urban upgrading of Florida Rd began in 2013 due to the efforts of local property owners, businesses and community groups, who worked together to form the Florida Road Urban Improvement Precinct (UIP). The area faced challenges as a result high crime levels that were becoming a real threat to the quality of life and property values in unmanaged areas. With the aim of addressing these problems, the UIP, which includes all commercial properties along the length of Florida Rd, has been very successful in improving the levels of security, cleaning, greening and municipal services in public areas. The UIP Crime Prevention Strategy aims to address urban decay and social dysfunction, particularly crime not in an isolated way from each other. Hence, it focuses on achieving a holistically managed urban environment to improving the cleaning, greening, maintenance, social responsibility, communication, through law enforcement, and crime prevention measures.

The Florida Rd UIP funds a capacitated management team which drives municipal service delivery and actively motivates improvements to infrastructure, a dedicated security vehicle, occupied by a senior officer during the day and night, supported by two patrol officers at night. Over and above the security officers, added value includes being part of professional and responsive integrated security network and public area services such as:

- Security – securing of public areas is critical to reducing private property crime;
- Access to the 24-hour UIP emergency number;
- 24 hour Grade A security supervisor;
- Dedicated UIP response vehicle for Florida Rd. (Enforce, the UIP security service provider also has a dedicated armed response vehicle in the area);
- 15 Sidewalk Monitors who have to replace the vagrant car guarding element;
- Benefit of the UIP security relationship with SAPS, Metro Police and Community Policing Forum (CPF);
- Inclusion in the UIP Security and Environmental Forum.

Warwick Junction lies on the edge of the Durban's inner-city and is the primary public transport interchange in the city. On an average day the area accommodates 460 000 commuters, and at least 6000 street vendors. Given the confluence of rail, taxi and bus transport, this area has always been a natural market for street vendors. The Markets of Warwick includes between 5000 and 8000 vendors trading in 9 distinct markets. Currently, this is the only informally structured market in a public space of this magnitude and thus establishes itself as the single most authentic African market that South Africa has to offer.

Due to the high volume of people and activities around Warwick Junction, safety and criminal behaviour become prevalent issues to be managed accordingly by the city. With crime on the increase, the Warwick Junction communities, through the iTrump ABM are making active efforts to bring back the sanctity of their neighbourhoods and make them safe again to promote the precinct as a highly conducive and safe space within the public realm.

Inner City Regeneration Project: Rivertown Precinct – Towards a Safe and Walkable City
Project Location: Rivertown

The Rivertown Precinct is one of the key development nodes that is part of the Inner City Regeneration Project. The Rivertown Precinct is located east of the Durban Central Business District and also lies between the INkosi Albert Luthuli International Conference Centre and is bound by the heart of the city, the Durban Beach Front.

A crucial component of the concept and the urban design of the Rivertown Precinct is the need to positively create a space and environment that fosters connectivity and encouraging a walkable city through pedestrianisation of the area and more importantly, ensuring that the urban design of the area promotes a safe environment in order for the precinct to thrive and stimulate more investments around the precinct.

The Rivertown Precinct development is in line with the approval of the Inner City Local Area Plan, and it is anticipated that the project will be rolled out for implementation in 2018. Through regenerating and giving new life to dilapidated pockets within the city, the city can reduce the potential of criminal activities and behaviour as well as the prevalence of undesirables in such areas through implementing urban design concepts that promote the maximum use of space whilst promoting safety elements in the urban design of precincts.

**KwaMathambo and Blackburn Village Informal Settlement Upgrading – Promoting Social Sustainability and Urban Integration through Incremental Services**

Project Location: Northern Durban

The South African branch of Shack Dwellers International (SASDI) has worked in an informal settlement north of Durban, known as KwaMathambo. Following a fire in 2015, a re-blocking process was initiated. Re-blocking enables provision of services as well as improved access to emergency services. EThekwini Municipality has also provided incremental services including communal ablutions and individual electricity connections, through the eThekwini incremental services programme. The focus here is on community-led placemaking and the role of the community in informal settlement upgrading.

The second stop on this tour was Blackburn informal settlement. Blackburn is situated within the Cornubia Integrated Human Settlement project, which is a presidential priority project and a precedent-setting model of a public-private partnership. The Blackburn Informal Settlement is a densely populated settlement, consisting of +/- 2500 dwelling units, occupied by single persons or families.

Some occupiers have been residing there for many years, whilst some have recently erected dwellings. Attempts to control the influx of new people there have to date been unsuccessful.

A portion of the land recently settled on is not electrified, and as part of the incremental services program, roads, as well as individual electricity connections, have been planned. EIA approval was received in the last week of October and implementation will now commence.

The Municipality and Tongaat Hulett in the partnership are collaborating to improve the current living environment for the Blackburn community, through the SSIP (Social Innovation and Innovation Program) program office by upgrading existing buildings to be utilized as a community centre, which will include:

- iThuba Office - Economic Opportunity Demand and Supply and Linkage
• ECD Centre – there are +/- 400 children in the settlement under the age of 6-years old
• Community Hall – for meetings and social events
• Recycling Centre – cleaner area and job creation

These initiatives will assist in bringing social services and economic participation facilitation within walking distance to locals.

**Disaster Operations Centre – Monitoring Incidents for Better Preventative Measures**

*Project Location: Disaster Management Centre*

EThekwini Municipality established the Disaster Management & Emergency Control Unit in 2011 with the intention of prioritising the safety and security measures of the citizens in the event of hazardous or emergency situations. The uniqueness of the Disaster Management Centre is that it can provide an array of safety-related services for the city to best respond to emergency situations, identifying also unsafe and crime –hotspot areas within the city. This includes but is not limited to the following services:

- A 24 Hour CCTV Crime Surveillance and Traffic Monitoring System;
- Provision of an emergency call centre service in the event of disasters.
- An Emergency Command Vehicle.

The eThekwini Disaster Management Centre is a crucial instrument for the city to ensure that the safety of the citizens of eThekwini Municipality is taken care of and allows for the city to report clearly on areas that require more safety surveillance. It is important to have monitoring frameworks such as these that are offered by the Disaster Management Centre that can bring forth reporting measures on unsafe areas and response to those areas thereof in terms of addressing the level of safety within such areas.