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Gazette 2018/19

> Education is the great engine of personal development. It is through education that the daughter of a peasant can become a doctor, that the son of a mine worker can become the head of the mine that a child of farm workers can become the president of a great nation. It is what we make out of what we have, not what we are given, that separates one person from another.
>
> Nelson Mandela
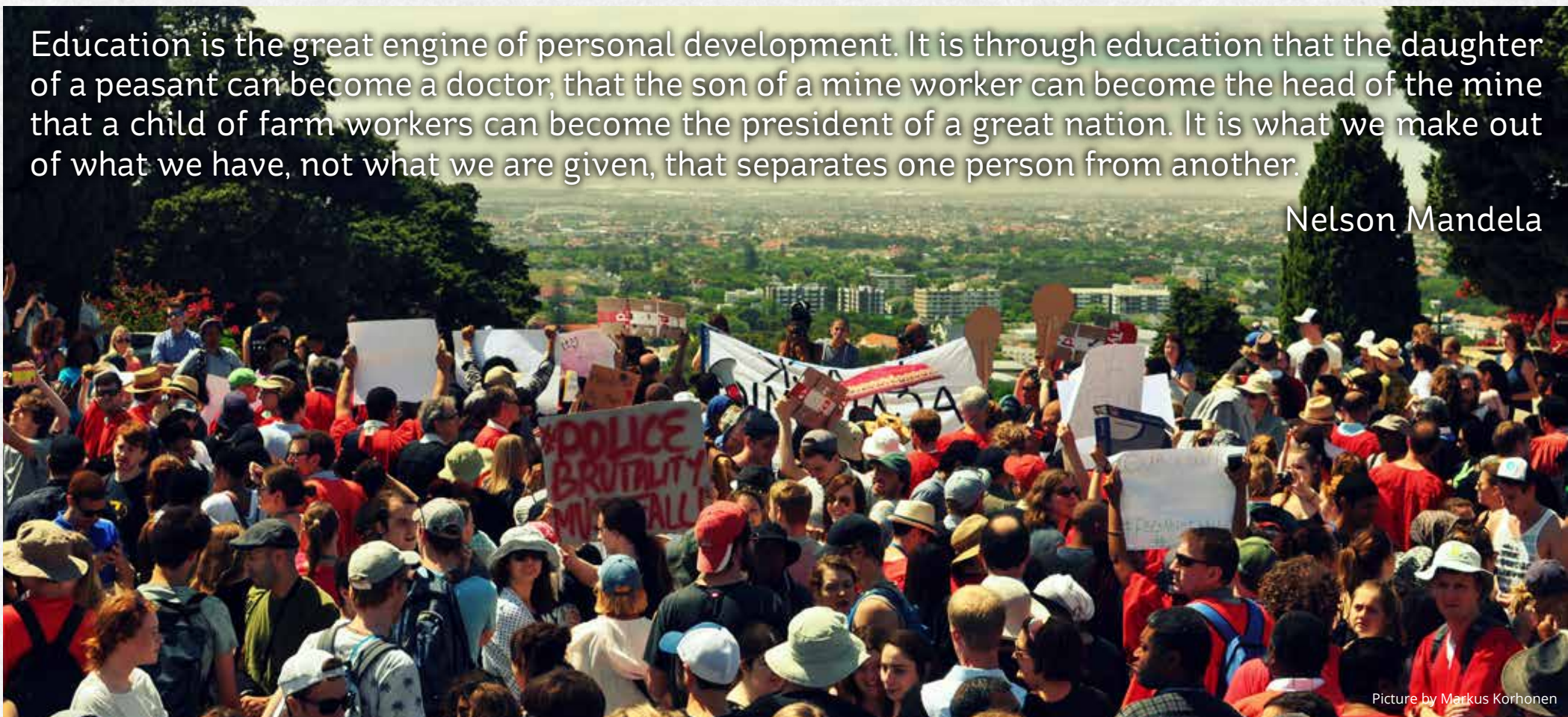
Picture by Markus Korhonen

CRIME IN INSTITUTIONS OF HIGHER LEARNING
by Mandisa Makhaye

South African tertiary institutions are often affected by the country's consistently high crime rates. Many would perceive university institutions as being safe environments where education is the common language for everyone. However, it is an inevitable fact that students often become victims of crime within the campus and even their own residences.

Crime on campus is a problem that affects students and staff. The amount and type of crime on campuses has implications for students' educational and social developments. This is because they are less likely to attend, spend time on, or participate in social activities on high-crime campuses (Barton et al. 2010).

The study of crime on campus is a broad one which requires many variables to be studied more closely. These include variables such as: home environment; negative peer influence; inadequate parenting style; poor coping skills; low self-esteem; poor interpersonal skills; inappropriate solutions to stressful situations; as well as drug and alcohol abuse. My colleague and I conducted research at one of the University of KwaZulu Natal campuses (Howard College), which showed that students faced victimisation throughout their academic careers.

Semi-structured one-on-one interviews and a focus group were conducted in an attempt to get a clear understanding of the social context of crime on university campuses. Data was thematically analysed which unpacked the phenomenon of crime in higher institutions of learning.

Universities as 'hotspots' of crime
Many students enter university with negative family, social and economic experiences in their backgrounds. This could be a result of a shaky high school life that left the student traumatised or even motivated to engage in criminal activity. Such factors act as a catalyst in the rate of crime that occurs on campus.

As violence within our country increases and filters into the adolescent and young population, and as the number of students registering at universities rise, there will inevitably be an increase in the rates of crime in our institutions. This has been evident in the nature and incidences of crime that have been depicted in previous studies.

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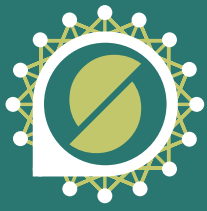www.facebook.com/saferspaces.sa
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WHAT IS SAFERSPACES?

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Building safer communities in South Africa is a collective responsibility of both the state and its citizens. It requires an integrated approach that brings together government, civil society, academia and business. And it needs to be informed by a sound knowledge base.

SaferSpaces is an online knowledge source for practitioners, government officials, academics, journalists and ordinary people that are working towards community safety and violence prevention in South Africa. It aims to become:

1 South Africa's key knowledge hub on community safety and violence prevention

2 A central networking hub for practitioners to register, share knowledge and connect

3 An effective support to South Africa's community safety and violence prevention agenda

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For a list of organizations that are already registered and contributing to SaferSpaces, have a look at the back page of this Gazette.

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- **Profile projects** and share methods, experiences and recommendations with others.
- **Announce events** that are public and safety-related, such as conferences or seminars.
- **Write blog posts** or **thematic introductions** about your areas of expertise within violence prevention.
- **Profile research** projects on violence prevention in South Africa and share insights.

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Editorial

The dream of building safer communities can be realized by mobilizing all stakeholders for the good of society. The Civilian Secretariat for Police Service (CSPS) took an inspiring approach last year by bringing all stakeholders under the National Crime Prevention Summit. This summit saw different stakeholders including experts sharing diverse knowledge on possible mechanism in support of the implementation of 2016 White Paper on Safety & Security.

This Gazette is developed for the growing community of practitioners from civil society, academia and spheres of government who have deep interest in finding sustainable solutions to the problem of violence and crime in South Africa. The prevention of violence through environmental design has been recently mooted as one of the possible sustainable solution for South Africa. This issue will explore this concept and much more content ranging from policies, blogs and inspiring projects around the country. For more content please visit our website on www.saferpsaces.org.za

The SaferSpaces online portal (www.saferspaces.org.za) is a knowledge hub and networking space for community safety as well as violence and crime prevention practitioners from government, civil society and the research community in South Africa.

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LET'S WORK TOGETHER FOR A SAFER SOUTH AFRICA!

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CRIME IN INSTITUTIONS OF HIGHER LEARNING ▷ *Story continues from page 1*

The crimes of rape, theft, assault, vandalism and murder that take place nationwide are beginning to affect university institutions dramatically. Due to financial assistance more students make the choice of registering for tertiary education, which means that the amount of students from lower socio-economic backgrounds, who live in societies challenged by crime, will also increase. These are common factors that contribute to the ever-increasing crime rates of different institutions. Many of these students from crime-challenged communities were taught beliefs, attitudes and behaviours which may "predispose, enable and reinforce violence" (Pezza & Bellotti, 1995).

Young people are being arrested in ever-increasing numbers (Cohen, 1977). It is an observable fact that young people are the main perpetrators of crime within university campuses and residences.

While students and staff at tertiary institutions engage in their routine activities on campus in an attempt to maintain this idealistic view of a tertiary institution, they are not immune to becoming victims of crime on campus.

According to Tseng et al. (2004), "criminal activities on campus not only undermine the quality of the learning environment but also reduce the positive activities of people associated with campus" (cited in Jennings et al, 2007). High campus crime rates may discourage prospective students from attending certain universities, and may similarly dissuade parents from paying tuition to send their children to institutions that could be regarded as unsafe (Fisher & Nasar, 1992).

Factors that contribute to crime on campuses

There are a variety of causal factors where crime is concerned. Some attribute this to the drinking culture common to college campuses, while others blame drugs, stress, unaddressed mental illness or some combination of these factors (Sandbox Networks, 2016).

Other factors that influence crime rates are those such as poverty and unemployment which generally means that if a population of the area surrounding the institution is largely unemployed, then there will likely be more crime because these unemployed people may deviate to crime as a way to make ends meet.

Whatever the causal factors may be, it is of great significance that crime on university campuses be studied in order to generate a holistic approach to dealing with the issue of crime that students, staff and the community are faced with.

The impact of crime on campuses

The general atmosphere from the research respondents regarding the nature of crime was that it was not too serious and did not result in injury or death. Most of the victims of these crimes ended up going through trauma and fear.

The frequently reported crimes are those where the victim goes through a traumatic experience and ends up living in fear of being victimised again.

Gover et al (2008), identifies two major categories of crimes that occur on tertiary institution campuses. The first type referred to is the "low-probability, multiple-death incident", where consequences are wide-spread and long-lasting. This can be the effects of rape or murder within an institution.

Cases of rape are commonly overlooked and not dealt with accordingly. The respondents used the words sexual assault interchangeably with rape. However, rape is a more serious offence and is becoming more common on campuses.

The second category includes crimes such as robbery, sexual assault, assault, theft, burglary, or fraud, and has a much higher rate of occurrence in contrast to the first. Both these types of crime have entered into university institutions leaving many students victims of crime.

As much as they differ in impact, they both leave behind a footprint of trauma, fear and distraction in the institution. It has also been discovered that high crime rates result in poor academic performance from the students.

This is caused by the fear invoked in students that makes them refrain from being active in campus life and also from trauma caused by victimisation.

Another way students are impacted is that they lose their sense of autonomy and safety.

The challenge of under-reporting

Campus crime is undeniably a serious issue of concern for current university students, parents of prospective students, campus law enforcement personnel, and the campus community as a whole (Jennings et al, 2007). As such the under-reporting of campus crime becomes a large problem.

As Fisher (1995) notes: under-reporting leads in turn to a distorted picture of crime on campus. Factors such as the availability and presentation of campus crime statistics motivated research on this issue. This research broadens our understanding and awareness of campus crime and also puts into perspective the different crimes that take place on campus.

Research suggests that crime, violence, delinquency and antisocial behaviours are not new. It is adamantly necessary for the extinction of these antisocial behaviours on university campuses in order to create a constructive and conducive learning environment.

There is a growing body of research that examines university campuses with regards to crime prevention strategies, services for victims of crime and the prevalence of victimisation. The problem here is that these studies have been focused on traditional campuses rather than urban campuses.

One study reported that approximately 50% of crime is reported by students to campus or local police (Sloan et al, 1994). Urban campuses face unique issues, including the concept of "spill over", where the environment surrounding a higher education campus influences the attraction of criminals to prey on the university (Fox and Hellman, 1985).

Crime statistics are key

Prior to the late 1960s and early 1970s universities and colleges were permitted to privately handle criminal matters due to a legal understanding that college administrators were serving as guardians to students (Fisher 1995). Before and during this period crime statistics and criminal reports of a campus were considered private educational records.

Unlike in the United States of America (USA), South African tertiary institutions are not legally bound by legislation to report on all campus crime incidents. In South Africa campus crime statistics and crime/incident reports are considered private educational records. Hence, not all institutions make their crime incident reports publicly available.

Due to this, there is little or no awareness of crime on universities and not much is done by different stakeholders to curb crime.

The underwritten assumption is that if crimes on university campuses were compiled and conveyed to the public, students and staff would be more likely to report criminal activities to campus and local police.

This also implies that if students and prospective students are made aware of the crime rates in institutions and residences, they would be deterred from engaging in behaviours that make them easy targets.

It also means that the entire university as a community would work together to develop proactive measures to deter and prevent crime. The different stakeholders shoudl come together and bind institutions to report their crime statistics so that the university can be held accountable.

Recommendations

- The university serves a larger community of people other than just its students. Access cannot be denied to people who wish to properly use the university's facilities just because others choose to misuse it. What needs to be done is that security measures to prevent crime need to be upgraded and a proactive system needs to be installed.
- Surveillance cameras are a good start to ensuring that all activities are watched and which will deter perpetrators of crime from even thinking of committing a criminal act within the facilities.
- Visibility of security guards can also deter criminal activity. This could be done by making sure that security personnel patrol high risk areas at all times in branded uniforms.
- With the regular change in technology, one would reiterate the importance of upgrading security technology to fit present environmental challenges. For example, at entrances of the institution such as main gates, library entrances, residence entrances etc.; it will be much more effective to have a fingerprint system that only allows for one person to enter or leave because the check-in book has not proven to be effective in deterring or dealing with crime.
- The proper installation of turnstiles in demarcated student areas will be a good way to slow down and catch perpetrators once they are identified.

Conclusion

Safety is often referred to as freedom from harm; however it is often taken for granted on a daily basis. University campuses and residences are perceived to have the safest security provision to make sure that no crime occurs, however students still face victimisation.

Students enrol in institutions with the understanding that they will be taken care of until they fall victim to crime.

The development of this country lies in an education system that permits good performance of students and safe custody of these students in residences that are free of crime.

Mandisa Makhaye is a lecturer at the University of Zululand at the Criminal Justice Department in the faculty of Arts

UNDERSTAND

Learn about the main causes for the high levels of violence and crime in South Africa. Expand your understanding of violence and how it can be prevented. Get an overview of South African policy frameworks and strategies in place for promoting safer communities.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTE) by Tinus Kruger

Introduction

The physical (built) environment is often an important contributing factor in determining whether a crime is likely, or unlikely, to occur in a particular location. Changing the physical environment in a specific way could therefore create challenges for certain types of crime to be committed and may reduce incidents of crime and violence in a particular area. This is a well-recognised and widely practised approach to crime prevention, and is internationally most commonly known as Crime Prevention through Environmental Design (CPTED, pronounced septed).

A definition of CPTED

CPTED is a multi-disciplinary approach to deterring criminal behaviour through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment.

CPTED in South Africa
Background

It is widely acknowledged that certain opportunities for criminal events to occur could be reduced by applying sound planning, design and management principles to the built environment. It is also accepted that the physical environment could play a significant role in influencing perceptions of safety.

The National Development Plan 2030 (NDP) acknowledges that situational factors such as spatial or environmental design should be considered when developing a framework for community safety and crime prevention, and specifically mentions"...urban design that will take account of safety...". The critical role of planning, design and management in creating safer living environments, particularly public spaces, is recognised in the Integrated Urban Development Framework (IUDF).

In 1996, the government introduced South Africa's National Crime Prevention Strategy (NCPS). One of its four pillars focussed on "reducing crime through environmental design". The implementation of this pillar was supported by an extensive study conducted by the Council for Scientific and Industrial research (CSIR) and the Institute for Security Studies (ISS). It involved extensive local research aimed at contextualising international theories, approaches and concepts, including CPTED, situational crime prevention, environmental criminology, defensible space and 'eyes on the street'. The study resulted in a South African interpretation of crime prevention through environmental design, as described in Designing Safer Places - A Manual for Crime Prevention through Planning and Design. The White Paper on Safety and Security published in 2016 recognises "Safety through environmental design" as one of the six themes that informs crime and violence prevention.

The South African Context

South Africa's particular spatial and socio-economic characteristics and the country's history of forced segregation have resulted in a distinct relationship between crime and the physical environment. Spatial patterns and the form and structure of South African cities and towns are the result of planning principles and approaches that were largely influenced by the country's apartheid ideology. The poorest communities are, for the most part, located on the urban periphery, which means that the residents have to travel long distances to and from their places of employment as well as commercial, social, recreational, healthcare and other facilities. These neighbourhoods often lack adequate infrastructure (electricity, water, sanitation etc.), facilities and amenities (including recreational facilities such as community halls and sports facilities), as well as safe public spaces such as parks.

These conditions often provide opportunities for crime and result in environments where people feel unsafe. Contributing factors include the lack of adequate lighting in public spaces (especially streets), the absence of street names and house numbers, and the presence of informal (and often illegal) taverns. It may sometimes also be difficult for the police to patrol or to respond to calls in these areas due to the poor condition of streets, or, in the case of informal settlements, the complete lack of vehicle access routes. Also, even though a large proportion of the South African population does not own a motor vehicle, most neighbourhoods are not designed to accommodate pedestrians and cyclists, while public transport are not always effective, efficient, safe, reliable and affordable. People are therefore vulnerable to becoming victims of crime and violence when they have to travel.

While poorer communities do not have access to a wide range of security measures, more affluent residents have the resources to implement a range of security measures. In addition to alarm systems and armed response services, gated communities are becoming increasingly popular. These gated communities could take on various forms, including large security (lifestyle) estates, smaller security complexes, as well as enclosed neighbourhoods, (road closures), where existing, public streets are closed or boomed off.

The significant differences between the social and spatial contexts of different South African communities and neighbourhoods places a complex set of demands on crime prevention initiatives. However, CPTED interventions can often be implemented effectively in any of these contexts and could form part of a crime prevention strategy that would suit the needs of any community.

CPTED Principles for South Africa

A number of principles guide the implementation of CPTED. These vary slightly between countries, depending on local interpretations.

CPTED Principles - a South African Interpretation

Five principles, developed for the South African context, are outlined in the Designing Safer Places manual referred to before. These principles provide guidance when decisions need to be made regarding the planning and design of the physical environment with safety and security in mind. They can be regarded as objectives to be achieved when developing or redeveloping spaces.

The principles relate to the following:
• Surveillance and visibility.
• Territoriality.
• Access and escape routes.
• Image and aesthetics.
• Target hardening.

A more detailed description of each principle is provided below.

1. Surveillance and visibility
Objective: Optimise visibility and maximise opportunities for observance of public and private areas by users or residents during the course of their normal activities (passive surveillance) and/or police or other security personnel (active surveillance).

Factors that could play a role include uninterrupted lines of sight, levels and types of lighting, the positioning and nature of windows, doors and other openings, building layout and the distances between buildings, the sizes of the public spaces and the extent, degree and type of use of the space.

Passive surveillance

Passive surveillance is often referred to as the presence of 'protective eyes' or 'eyes on the street'. The extent of visual contact that people have with a space, together with the degree of their being visible to others, determines the extent to which they can intervene and whether the users feel safe. The zoning of areas of the city and the functionality of buildings are key elements in determining whether protective eyes are present day and night, or not.

Surveillance is improved if there is good visibility. Dark streets, alleys, entrances and doorways can act as havens for potential offenders and increase residents' and visitors' fear of crime. The way in which lighting is designed and positioned, and the way roads and paths are laid out can obviate many of these problems and render both the physical environments as well as the users visible to others using the environment.

Picture by GIZ

2. Territoriality

Objective: Encourage a sense of ownership of, and responsibility for, a space by employing mechanisms that will allow residents or users to identify with the space, and experience it as legible. A sense of ownership and responsibility for a particular environment improves the likelihood of passive observers intervening. Places should be designed and managed in ways that encourage owners/users to take responsibility for them and feel responsible for their use, upkeep and maintenance.

Well defined spaces

Public, semi-public and private spaces should be well defined, for instance through the use of fences, differences in levels, vegetation and landscaping, surface treatment (e.g. different types of paving), bollards, etc.

3. Access and Escape Routes

Objective: Limit opportunities for offenders to utilise access and escape routes such as vacant land, and enhance the level of ease with which potential victims could find and access escape routes.

Access and escape routes

Clear signposting of streets, buildings and exit routes are important ways of assisting potential victims. The design of elements such as subways also needs to be considered carefully to reduce perceptions that one will not be able to escape from an offender.

4. Image and aesthetics

Objective: Ensure that the physical appearance of an environment creates a positive image and instils feelings of safety in users. The image of spaces and facilities can be improved by ensuring human scale in design, using attractive colours and/or materials and providing adequate lighting Effective maintenance of the physical environment and infrastructure is a critical aspect of this principle.

Urban decay

Urban decay and its resultant degradation make people using these areas feel unsafe. Often this reduces the number of users, which could exacerbate the crime problem. The good design and the effective management of public spaces are necessary to prevent them from becoming actual or perceived 'hot spots' for crime. Vacant land that is not maintained, or unoccupied buildings, can both contribute to decay, as do litter and the breakdown of services.

5. Target-hardening

Objective: Reduce the attractiveness or vulnerability of potential targets by physically strengthening them and/or by installing mechanisms that will increase the effort required to commit an offence. Target-hardening measures are often the first to be considered in response to real criminal events or perceived threats. Perimeter walls or fences, security gates, burglar bars and alarm systems are all mechanisms used to implement this principle.

Target-hardening measures

Care should be taken to ensure that other principles are not compromised when implementing target-hardening interventions. For instance, a solid high wall around a property (target hardening) violates the principle of surveillance and visibility.

Applying the principles

Employing these principles in combination can increase the possibility of reducing crime. Each principle should not be viewed in isolation and the context within which it is to be applied should be taken into account. When applying any one of the principles the implications it has on any of the others must always be considered.

The importance of maintenance

A lack of maintenance of the physical environment and infrastructure could contribute to the creation of opportunities for crime and could be part of the reason why people do not feel safe in certain areas. For instance, if lighting has been provided to reduce crime in a park or along a pedestrian route, a lack of maintenance that results in the lights not working would mean that the intervention will be ineffectual.

A well-maintained environment can contribute to people developing a sense of pride in their neighbourhood and to them taking responsibility for it. This enforces a key CPTED objective, namely to encourage citizens to take ownership of their neighbourhoods.

Implementing CPTED in South Africa

CPTED could play an important part in improving the sustainability of South African cities and townsxv. CPTED initiatives would not only reduce crime in specific local places (micro-level), they could also contribute to the transformation of society in general through changes to the urban form (macro-level). Such macro-level interventions could be aimed at addressing certain spatial characteristics, including:
- the spatial dislocation of the poor, which results in long and costly commuting patterns and exposes commuters to victimization;
- the separation of communities and the vacant land (buffer strips) used in the past to divide people, providing many opportunities for criminal activity;
- the rigid mono-functional zoning of land which leaves some areas deserted at night and others deserted during the day, increasing opportunities for crime;
- the effective exclusion of many city residents from the amenities and economic opportunities offered by the city.

In order to address these challenges effectively, CPTED needs to be implemented at various levels, involving the following:
- Planning – physical urban planning approaches at strategic level, such as strategies to promote the reduction of vacant land, encourage mixed land use and support the integration of communities.
- Design – detailed design of different urban elements, such as the transport system, roads, public open spaces, buildings and the spaces between them.
- Management – managing the entire urban system and the precincts within it (e.g. infrastructure, maintenance and by- law enforcement), as well as managing and facilitating the implementation of CPTED initiatives.

Community participation is critical for the successful implementation CPTED interventions. A people-driven process developed to encourage community members to participate in identifying environment-related crime problems and in developing appropriate responses is described here.

Conclusion

CPTED could play a key role in reducing crime and creating safer communities. However, it should be remembered that CPTED interventions can only address specific types of crime in particular locations. Also, crime prevention measures that have worked in a particular situation may not be as effective under different conditions. It is therefore essential to base the development of responses to crime problems on a thorough understanding of the local context including the crime situation and the characteristics of the physical, social and institutional environments.

CPTED should ideally form part of a broader, integrated crime prevention initiative that involves other approaches, including law enforcement and social crime prevention initiatives. A community-based crime prevention strategy could assist in coordinating such crime prevention interventions. The process to develop a local crime prevention strategy is described in Making South Africa Safe - A Manual for Community-based Crime Prevention.

LEARN HOW

Find tools for planning, implementing and evaluating community safety initiatives. Browse through manuals and guidelines covering issues such as youth resilience, urban safety, gender-based violence or school safety.

ESTABLISHING COMMUNITY SAFETY FORUMS (CSFS)

Community Safety Forum Policy Implementation Requirements

There is a need to clearly specify the practical, supportive elements that are required towards a successful implementation of the CSF policy. This includes, and is not limited to human, material and financial resources; and structural design and is logically connected to the roles and responsibilities.

Picture by Jabu Mlotshwa

Picture by Jabu Mlotshwa

Establishment and Location of Community Safety Forums

The Member of the Executive Council responsible for policing shall, in consultation with the mayor(s), establish a CSF that is broadly representative of local community structures and organs of state, to be located and operate within the Metropolitan, District and Local municipal boundaries. The district CSF will consist of representatives from the Local CSFs, under its jurisdiction, in providing further coordination and technical support towards ensuring functionality and integration.

Picture by Jabu Mlotshwa

Picture by Jabu Mlotshwa

Composition of Community Safety Forums

As a broad structure for integrated local crime prevention planning, coordination and implementation, CSFs must involve participants from all three spheres of government, as well as community-based organizations and formations.

These should include the following departments (with their agencies):
• Department of Correctional Services (DCS)
• Department of Justice and Constitutional Development (DoJCD)
• Department of Home Affairs (DHA)
• Department of Co-operative Governance and Traditional Affairs (COGTA)
• Metro, District and Local Municipalities
• South African Local Government Agency (SALGA)
• Social Cluster Departments (in all spheres of government)
• South African Police Service
• Civilian Secretariat for Police
• Provincial Departments responsible for community safety

Communities serve as critical role-players in the composition of CSFs. In order to give effect to enhancing community participation in the CSF, the continuous presence of organized civil society and community structures or sectors is encouraged.

Civil society or organized local communities that could form part of CSFs include at least the following:
• Existing CPFs
• Non-governmental organizations working in relevant functional areas (E.g. in respect of child protection, victim support, restorative justice or economic empowerment)
• Faith-based organizations
• Ward councilors as ex-officio members
• Organisations representing the interests of specific groups like Women's Formations
• Traditional leaders
• Business sector
• Other organized community structures such as military veterans

The ideal organisational representation for an effective district or local CSF should comprise all role-players cited above. However, the boundaries for organs of state should be addressed through proper alignment or demarcation processes. A Protocol document on how the organs of state will engage on CSF matters in all spheres of government, within the IGR Framework, should be developed in thisregard.

CSFs Related Legislative and Policy Framework

• The South African Police Service Act (on CPFs) 1995
• The Inter-governmental Relations Framework Act, 2005 (Act No. 13 of 2005)
• The White Paper on Safety and Security 2016
• Municipal Systems Act 32 of 2000
• Municipal Structures Act 117 of 1998
• The National Crime Prevention Strategy 1996
• The White Paper on Safety and Security 1998
• The White Paper on Local Government 1998
• The White Paper on Traditional Leadership and Governance
• The White Paper on Corrections in South Africa of 2005 and the Correctional Services Act 111, of 1998

Picture by Jabu Mlotshwa

BE INSPIRED

Discover existing projects and initiatives that are promoting safer communities across South Africa. Be inspired by their commitment and actions on the ground. Learn from their approaches and experiences. Connect and start networking with the people behind the projects.

THE NATIONAL CRIME PREVENTION SUMMIT

Secretary for Police Service, Mr AP Rapea, Minsiter of Social Development, Ms Susan Shabangu and Deputy Minister of COGTA, Mr Andries Nel

The Civilian Secretariat for Police Service (CSPS) hosted a two day National Summit on Crime and Violence Prevention, at Birchwood Hotel and Conference Centre, Boksburg in September 2018. The summit was held under the theme "Building safer communities through an integrated, developmental approach to crime and violence prevention".

The summit provided a platform for different departments, business and civil society to pledge their support for the implementation of the 2016 White Paper on Safety and Security.

The summit inculcated a sense of consensus about the role of government, civil society, private sector and communities in promoting safety outcomes, facilitating the establishment of institutional mechanisms for the implementation of the White Paper on Safety and Se-

curity as well as building networks and encourages collaboration and co-production of community safety initiatives.

The White Paper proposes a "whole of government and whole of society" approach for successful implementation, and will require the different spheres of government to work together to align and amend existing strategies and plans to address how they will contribute to safety. These respective plans will be coordinated and monitored through an integrated strategy, which provides a framework for the implementation of the White Paper.

The White Paper on Safety and Security was adopted by Cabinet in April 2016 and seeks to address crime and violence in a proactive manner, and to promote an integrated approach to safety.

The summit was addressed by

the Minister of Police, Mr Bheki Cele and was attended by ministers from Social Development , Cooperative Governance and Traditional Affairs and international experts.

Minister of Police, Mr Bheki Cele addressing the delegates at the National Crime Prevention Summit

Crime and public transport - designing a safer journey

One of the major concerns of the majority of South Africans is the relatively high levels of crime. The transport sector faces its own set of challenges in this regard. For instance, the fact that the majority of poorer people stay relatively far away from their places of employment requires them to spend a considerable amount of time travelling. Commuters are very vulnerable to crime during these journeys. They are exposed to being victimised on busses, trains or minibus taxis, while changing from one mode of transport to another at stations, or when walking from drop-off points to their places of work or to their homes. This paper addresses issues related to transport and security with a particular focus on the role that the physical environment plays in increasing or reducing opportunities for crime. The focus is on crime problems on public transport and the use of specific planning and design interventions to reduce crime in the South African context.

▷ Read more on SaferSpaces

SAFER TAXIS NOW

The Safe Taxis Now campaign was developed in response to a number of high profile rape cases which were perpetrated in taxis, in Johannesburg and Soweto, between March and April 2017. The goal of this campaign is to: Create a safe public transport system for women, and highlight the challenges they face daily while commuting via public transport. The campaign is implemented by Soul City Institute in partnership with community-based women's organisations.

What we do

The campaign, through its partnership with Amandla.mobi, mobilised women and collated their submissions into a National Safe Taxis Charter. As part of the campaign, there are ongoing stakeholder engagements with Taxi Associations, government and community stakeholders. Priority activities include advocating for the adoption of the National Safe Taxis Charter and lobbying for the regulation of the taxi industry.

How we do it

A brainstorming session was held with all partners to plan the Safe Taxis Now campaign. This planning meeting also involved government

departments. Soul City Institute (SCI) uses various platforms to mobilise support and put the issue of women's safety on the agenda. The platforms include social media, community dialogues, public protests, stakeholder engagement, lobbying government to adopt the National Safe Taxis Charter and to regulate the taxi industry. Campaign activities included the following:

- Creating awareness on unsafe public transport, specifically taxis.
- Creating awareness of Thuthuzela Care Centres for Post rape services.
- Advocating for the regulation of the taxi industry.
- Adoption of the National Safe Taxis Charter.
- Highlighting the need for Public officials to account when women who have been sexually assaulted are secondarily victimised at police stations.

What we have achieved

Through social media during April - June 2017 the campaign managed to:

- Raise awareness and create engagement especially on Twitter through live tweeting at our #SafeTaxisNow events and by

sharing original content.
- Through SCI's Facebook accounts, we managed to reach 724 454 people (men and women. 39 755 people engaged with our content and we had a total video views of 81 222).
- Our #SafeTaxisNow hashtag reached 1 598 374 people. This is the sum of all users mentioning our brand and the sum of those users' followers.
- Compiling the National Safe Taxis Charter has been a key achievement.

What we have learned

This is a long term campaign. Follow-ups need to be conducted with stakeholders to achieve our objectives. The unregulated environment of the taxi industry makes it challenging to navigate. We need the cooperation of the taxi industry and to keep them involved whilst advocating for change. Any campaign that focuses on safe public transport/spaces for women, need women's groups as partners in order to mobilise and demand change.

BE INSPIRED

THE CAMPAIGN AGAINST GENDER BASED VIOLENCE

The Stop Gender Violence Campaign is a national coalition of civil society organisations working together to end gender-based violence (GBV). We call on government to create a National Strategic Plan on Gender-Based Violence (NSPGBV) to end GBV in the country. The NSP GBV must be inclusive, multi-sectoral, and fully-funded, ensuring that accountability mechanisms for the performance of government are integrated into the document.

What we do

In April 2014, civil society organizations across South Africa came together and launched the Stop Gender Violence Campaign (SGV Campaign) with the aim of holding the government accountable in doing more to address the issue of gender-based violence (GBV) in South Africa. The campaign was initiated in response to the extremely high prevalence of GBV in South Africa and the concurrent, inadequate implementation of legislation and policies addressing GBV; poor service delivery for survivors; lack of coordination between government departments in responding to GBV; and the lack of resource allocation for interventions to prevent and respond to GBV. The campaign engages with government and communities across South Africa as a means to collaboratively address the issue of GBV. One of the key campaign demands, is that government adopt a National Strategic Plan on Gender-Based Violence (NSP GBV).

Key advantages of implementing an NSP GBV are:

- "It requires a concerted involvement of the local community and civil society, which often serves to put pressure on the government to act and ensures that the voices of those directly or indirectly affected by the issue are taken into account.
- It includes specific goals and timelines for their achievement,
- It provides a financial and budgetary outline, which ensures its effective and realistic implementation." (p.8 of the NSPGBV Shadow Framework)

In October 2017, the SGV Campaign launched its NSPGBV Shadow Framework Report.

Background

The National Council on Gender-Based Violence (NCGBV) was established in 2012 with the purpose of developing a national plan to address GBV for the period 2013-2018. Concurrently, an Inter-Ministerial Committee (IMC) was established under the Department of Social Development (DSD), with the purpose of developing a national plan to address violence against women and children. After elections in 2014, the NCGBV was moved from the Department of Women to DSD. Currently, the NCGBV is not funded or functioning.

The DSD's IMC developed the Integrated Programme of Action addressing Violence against Women and Children (POA on VAWC) in 2013. This plan ends in October 2018. The IMC's POA on VAWC, however, has a number of weaknesses and gaps. Firstly, it cannot be a substitute for an NSP on GBV as it only focuses on VAW and VAC and thus excludes gendered violence against men and LGBTI individuals. Secondly, when drafting the PSO, DSD did not effectively and comprehensively consult with CSOs, communities and the private sector. Thirdly, the plan did not outline the costs of interventions, consequently making it challenging for government to allocate a specific budget for the implementation of the plan.

The NSP GBV Shadow Framework

The NSP GBV shadow framework identifies weakness in the DSD's POA on VAWC. It identifies gaps and weaknesses in the POA and provides recommendations to address these. The NSP GBV shadow framework, developed as an output of the SGV Campaign, is intended to be used as a reference for government in their development of an NSP on GBV. Information can be extracted from the NSPGBV shadow framework report that could be plugged into an NSP GBV, but clear indicators and goals must be added. The SGV Campaign welcomes a collaborative partnership with the DSD in developing the new plan. The campaign further urges civil society organisations, the private sector and government to come together to implement an NSP for GBV.

How we do it

The SGV Campaign was initially launched by MOSAIC in collaboration with Sonke Gender Justice. Since April 2016, the campaign has been funded by Global Fund, and later, in June 2017, AmplifyChange provided additional funding. In 2014, the SGV Campaign instituted an SGV Campaign Task Team. The task team consisted of 11 members from different NGOs. Members were elected at a national meeting of NGOs and CBOs working in the sector in 2014. The team has evolved since then, and members are elected annually. Currently the task team has 9 active members.

MOSAIC and Sonke Gender Justice utilised resources in the various provinces to identify NGOs and CBOs working in the GBV and related sectors. Once contact had been made, the organisations arranged 2-3-day provincial workshops in the provinces to garner support for the campaign. Between April 2014 and May 2017, consultations were held with 240 civil society organisations across the country.

The campaign activities have involved the following:

- Researching and developing a NSPGBV shadow framework report to outline what civil society expected from government, in response to the scourge of GBV. "The National Strategic Plan (NSP) to end GBV aims to create a roadmap to align the country around a set of clear strategic priorities and create an accountability mechanism for the government, the private sector and civil society organisations in how they are addressing and responding to GBV."
- Provincial community consultations to ensure that all engaged stakeholders, including victims directly affected by GBV, have a voice.
- Media - engaging with media (TV, radio and newspapers) as a means of raising awareness about the issue of GBV in South Africa and highlighting how South Africans have 'had enough' of GBV.
- Marches – Protest marches have been held in the Western Cape, Eastern Cape and Gauteng to demand that government implement a NSP GBV.
- Petition – A petition has been developed which any South African can sign, which calls for the government to institute a NSP GBV.
- Postcards – Postcards with personal stories of incidents of GBV have been sent to the Minister of Women, as a means to motivate her to take action and develop an NSP GBV.

The SGV Campaign Task Team members held a strategic planning session from 14-15 February 2018 on the way forward, not only for the campaign itself, but also for the role of the task team members. This meeting was directly related to the fact that the funding for the campaign comes to an end at the end of June 2018. Our funds, from the Global Fund ended - 31 March 2018; and from AmplifyChange - 30 June 2018. The task team needs to discuss the campaign's strategy regarding where to (from June 2018) onwards. This was then taken to an annual partner meeting, that took place from 28-29 March 2018, where it was further unpacked.

What we have achieved

- The development of an SGV task team.
- Hosting provincial engagements to motivate organizations to join the campaign.
- Consultations with 240 civil society organisations.
- Organising and facilitating NSP GBV marches in the Western Cape, Eastern Cape and Gauteng.
- Awareness-raising through engagement with the media and through social media platforms (Facebook and Twitter), production of pamphlets, brochures, posters and t-shirts.
- The launch of the NSPGBV shadow framework report in 2017.

What we have learned

- South Africa's NSP on HIV has served as a helpful example and motivation for also developing an NSP to address GBV. The NSP on HIV has highlighted the effective role that a NSP can play in "garner[ing] the political commitment and funding required in tackling large social challenges that require a coordinated response among diverse stakeholders" (NSP GBV Shadow Framework, p.8).
- For an NSP on GBV to be truly effective, it requires mutual collaboration and cooperation between government, the private sector, civil society organisations and communities. In addition, the efficacy of the NSP is strongly dependant on a government's support and political will.
- There is a need for a National Council on Gender-Based Violence (NCGBV) which is responsible for effectively overseeing and coordinating the development and implementation of an NSP on GBV. Consequently, the SGV Campaign is pushing for government to reinstate the NCGBV and ensure that they have a funded mandate.

Zarina Majiet of MOSAIC Training, Service & Healing Centre for Women

STOP GENDER VIOLENCE

Lead Organisation(s)

MOSAIC

Province

National (all SA)

Timeframe

01 Apr 2014 - ongoing

Theme(s)

Domestic violence / Intimate partner violence, Gender-based violence, Sexual violence, Victim support

Sector(s)

NGOs/CBOs

Type(s) of Prevention

Primary prevention, Secondary prevention, Tertiary prevention, Social prevention, Institutional prevention

Website

www.saferspaces.org.za/be-inspired/entry/stop-gender-violence-campaign

BLOG

THE STATE OF PUBLIC TRANSPORT IN SOUTH AFRICA

By Londeka Ngubane | Criminology and Forensic Studies Department of University of KwaZulu-Natal
Topics: Criminal justice system • Sexual violence

Introduction

In South Africa, the public transport industry comprises of three main modes of transport: the traditional commuter rail system and the new Gautrain high-speed rail between Johannesburg, Tshwane (Pretoria) and the Oliver Tambo International Airport; the subsidized and unsubsidized commuter bus industry, including the two-bus rapid (BRT) system in Johannesburg and Cape Town, and a growing 16 seater minibus-taxi industry (Aropet, 2017).In the 2013 National Household Travel Survey, findings obtained revealed that 68.8% of South African households use taxi services daily, followed by commuter bus (21.1%) and commuter rail operations (9.9%), (Statistics S.A 2014:6).

"Transportation is an essential part of the development of any country."

Despite the available modes of transportation, South African transport is still plagued with several challenges. These comprise of low ridership, lack of public transport accessibility in rural areas, equity imbalances and congestion (Jennings, 2015). The South African public transport industry is currently under immense enquiry as captive users of these systems face unsafe, unreliable and costly systems (Walters, 2014).

Aropet (2017) argues that the provision of safe, accessible, and affordable public transport infrastructure is a vital requirement for the socio-economic development of the South African population.

This scholar propagates that it also holds the potential to provide for decent wages and working conditions for the sector's employees, as well as for those sectors that depend upon it for demand for their output (Aropet, 2017).

The system of apartheid in South Africa left a legacy of social segregation, and a highly distorted separation of people from both their places of work and most of social services required to live a productive life (Walters, 2014). Therefore, this scholar annotates that the post-apartheid challenge has been to restructure these geographies of exclusion and inequality and provide a more effective system of public transportation.

Historical development of public transport in South Africa

Passenger transport under apartheid, and white minority rule before apartheid, was a critical site of contestation and common protest. Khosa (1995), argues that "The South African passenger transportation system was by and large designed for daily transportation of labor to and from the workplace" (Khosa, 1995:167). This habitually involved transporting people of African descent from the peripheries of urban centers into the inner cities. This was often based on the racially segregated nature of minority rule (Khosa, 1995:167). Moreover, this scholar propagates that, "in time, transport became a site of popular struggles and a dramatic expression of tensions and disputes over control, management and affordability of racially divided spaces" (Khosa, 1995:168).

Particular struggles have been documented by scholars and activists during the years which establishes a rich historiography surrounding the important questions of public transport in South Africa. As a result of the Group Areas Act, certain communities were located some distance from places of employment, recreation and shopping facilities (Thomas, 2016). Thus, cheaper modes of transport were introduced to ease commuter financial travel burden.During that time, transportation was regarded as a basic human right, along with other important social services such as health and education (Thomas, 2016).

Challenges

More than 21 years into the democratic era, South Africa's dreams of efficient, affordable and integrated public transportation systems remain deferred (Mthimkhulu, 2017). This scholar argues that "existing challenges that are present emanate from years of poorly provided, yet heavily subsidized, systems and networks among spatial segregation and other roots of unequal provision of infrastructure" (Mthimkhulu, 2017).

During the scope of the 1996 White Paper on National Transport Policy and the past pioneering papers such as the Moving South Africa (MSA) strategy, the Public Transport Strategy (PTS) and Action Plan, and most recently, the Integrated Public Transport Network (IPTN) plans; efforts have been made to transform the provision of public transport infrastructure (Walters, 2008).

To get a conceptual understanding of the state and challenges of public transport in South Africa, this paper draws from findings obtained in the National Household Travel Survey (NHTS) study as a clear point to start. Conducted in 2014, this study assessed the degree to which public transport services are offered and facilities provided and expresses the associated cost and affordability for the users of public transport.

The data obtained in this study revealed that "only 30% of households in South Africa own a car with the other 70% depending on taxis, buses, trains and other non-motorised transport modes" (Mtizi, 2017:2). Each of the available modes of public transport in South Africa has numerous challenges.

Trains

According to the NHTS, "in 2014, train users (42%) were generally more than satisfied (37%) with train services" (NHTS, 2014: 8).Before making use of the available modes of transport, commuters place emphasis on "punctuality of service, levels of crowding, distance from the station and the security of trains" (NHTS, 2014: 8).Trains are often overcrowded, and underpoliced. However, the major problem is that Metrorail trains have been flawed by the constant lack of structure in terms of schedules. Even though a timetable is provided on their website, the findings of the NHTS (2014) revealed that the trains do not show up and 37.8% of train users claimed it was not available.

Mini-bus taxis

In South Africa, there is an abundance of the low capacity vehicles (16-seater mini-bus taxis), which provide a door-to-door service and flexibility to many commuters. This mode of transportation is more accessible than trains, due to the route and network flexibility (NHTS, 2018). However, several mini-bus taxis operate without licenses and, in some cases, they are driven by unlicensed drivers. This has been followed by complaints from commuters, who are affected by the violence associated with this transport mode (Mtizi, 2017).

The driving behavior of most taxi drivers is usually reckless as they have a habit of breaking most of the rules of the road and taxi fares are not stagnant, but alternate due to peak time and weather. In this industry, there are no strict laws or rules to guide their activity, and as there are issues with government officials owning taxis, regulation is not prioritised. There are high rates of sexual harassment reported from taxi drivers as well as high rates of traffic crimes committed.

Thus, law enforcement needs to be held more accountable during road blocks so that they can actually enforce the laws (Mtizi, 2017). Additionally, police officers have a tendency of setting up illegal road blocks in order to collect money from road users. Moreover, the increase in the number of traffic offenders getting off using bribes is another government challenge. Therefore, Barret (2008) argues that weak enforcement of traffic regulations, vehicle inspection, driver behavior, and traffic management is a common practice in many African cities (Barret, 2008).

Buses

Complications with the bus service are largely attributed to infrequent bus service during off-peak hours (Mtizi, 2017).Mitizi (2017) argues that bus services do not cover certain routes leaving commuters with the option to walk long distances or use another form of transport to get to their destination (Mtizi 2017).

However, buses are regarded as a safer option when compared to the other modes of transport. For the average commuter, these challenges translate to longer travel time which has a significant impact on their transport costs.Additionally, the availability of travel information for all the modes of transport in South Africa continues to be a challenge.

Therefore, there is a need for greater regulation in this industry as most issues raised by commuters in the NHTS (2014) highlighted the unavailability of policies and universal guidelines that facilitate information sharing among the different role-players in the public transport sector.

Most of the modes of transport available in South Africa are ill-maintained and old, making them a hazard to people and the environment. Buses have a speed limit and they operate at low speed for long hours. However, Minibus taxis operators cause noise pollution as they usually call and hoot for passengers (Mtizi, 2017). Many public transport operators are ignorant towards environmental consciousness and this is a grave challenge for future public transport in South Africa.

The cost and availability of fuel is a critical challenge for public transport in South Africa. Mtizi (2017) annotates that access to fuel at an affordable price is a crucial factor in transportation and is politically very sensitive. "Fuel costs commonly account for 10–40 percent of overall vehicle operating costs" (Starkey et al., 2001: 37).

Fuel is a determinant of the fare paid for the transport service and when adjusted, it mostly affects the passengers. "Fuel levies and taxes, which also affect fuel price, are used for the road maintenance and improvement, connoting the existence of them is a necessity" (Mtizi 2017: 5).

Solutions

Public transport enables many economic and societal activities. Therefore, the disparity in levels of efficient and affordable public transport provision for those who are in the lower income range of earners is one of the key challenges that require responding to. In the 21 years of the new dispensation, solutions to public transport challenges in South Africa need to be tackled contextually and these solutions are presented as follows as according to Mthimkhulu (2017):

There needs to be wide-ranging planning that increases accessibility and provides an integrated transport system for people located in rural areas. People located in remote areas require less motorised forms of transport, highlighting the importance of strengthening non-motorised transport. Mtimkhulu (2017) postulates that the emphasis on using vehicles such as bicycles can improve access of people in rural areas. This scholar further annotates that cycling will not require a large investment in infrastructure, and with the advantage of being environmentally friendly it is an important option to consider.

In the South African minibus taxi industry, stringent guidelines must to be put in place for taxi drivers. There needs to be a taxi driver registry, indicating the licenses (valid licenses), the roadworthiness of the vehicle; drivers should require training in terms of defensive driving and first aid training (Mthimkhulu, 2017). This scholar further propagates that, with the increase in road accidents, drivers need to be aware of how to save passengers' lives and be accountable to their passengers. The policy should also include GPS devices placed on taxis, to monitor speed, and driving behaviour.

Mbara (2006) notes that the local authorities have the responsibility to provide infrastructure and services to residents in urban areas. The location of physical infrastructure such as houses, industries and commercial centers have implications on transport costs. Thus, Mbara (2006) further argues that the appropriate land use planning policies that inte-grate residential and employment places will significantly solve some of the public transport challenges. Lastly, transport infrastructure usually takes place after the development of an area. Therefore, developments need to be alongside already existing infrastructure as this will reduce the need for huge capital investments required to build transport infrastructure.

Conclusion

This paper has indicated that several pressing issues will need to be addressed for a more inclusive, accessible, and effective system of public transport to exist in South Africa. It also identified the challenges related to public transport and it identified amicable solutions to public transport problems in the South African context. It must be noted that there is a need for better integration of social outcomes within public transport policy at the strategic tactical and operational levels.

This paper concludes by arguing that with access to emerging transport infrastructure and technologies, South Africa can become the test-bed and breeding ground for tomorrow's urban transport systems. New mass transit systems can be introduced to replace or work alongside existing services. Cape Town and Johannesburg have been successful in implementing Bus Rapid Transit services that work together with existing public transport services.
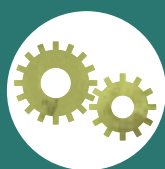
This goes to show that it is possible to accommodate a range of transport types to account for all means of public transport services and in future, we hope to see the same in the Durban.

Londeka Ngubane works in the Criminology and Forensic Studies Department of University of KwaZulu-Natal

LEARN HOW

Find tools for planning, implementing and evaluating community safety initiatives. Browse through manuals and guidelines covering issues such as youth resilience, urban safety, gender-based violence or school safety.

PLANNING SAFETY INITIATIVES

The Planning Phase

You have completed the analysis of risk factors, which increase the likelihood of young people resorting to violence and crime. You have identified protective factors as well as relevant actors from different fields and sectors.

These actors are necessary for bringing about significant changes that reduce the risk factors and/or increase the protective factors. You have developed a deeper understanding of the dynamics and interdependencies in our "social system" with regard to violence and crime.

The core of this third phase is the planning of prevention measures, be it as single project or initiative, or as part of an overall community safety plan.

The further planning is based on the assumption that:

Violent behaviour can be reduced in a sustainable way by effecting long-term behaviour changes in actors who influence young people, either directly or indirectly.

These actors can contribute to creating an enabling environment for young people, reducing the risk factors or increasing protective factors regarding the likelihood of resorting to violent behaviour.

That means that the objective is to achieve sustained changes in the situation of violence and crime through a reduction of corresponding risk factors or strengthening of protective factors. This calls for behaviour changes among the key actors, within the community and beyond the community.

Key actors can be institutions, organisations people who fulfil a certain function, or groups of citizens. They have a direct or indirect influence on risk or protective factors, and thus on the probability of young people resorting to violence.

Behavioural change in key actors

Therefore, the aim is to bring about long-term changes in the behaviour of these actors. This can be supplemented with measures that address young people directly, such as the strengthening of youth organisations.

We recommend that you begin with small feasible steps, which can show results quickly. The higher the participation of concerned people (male and female citizens – including explicitly young people, CBOs, different duty bearers/service providers), the higher the number of feasible options for action and the commitment for their realisation will be.

The tools presented below build on each other and mostly use the concept of behaviour change as a central planning concept. Consequently, instead of picking and mixing these tools as in earlier chapters, we strongly recommend that you follow them in the sequence below - with the small exception of tools 1 and 4, which can be used more freely.

An important starting point is to create a common vision for community safety, which will provide guidance through the whole planning proces - the first tool presented below will help you achieve that.

Tools

Below you will find some tools which are helpful when you start to work with people on the topics of crime and violence, as well as prevention. They help to get participants to tune in to the topics and the way of working.

Tool 1	Tool 2	Tool 3	Tool 4	Tool 5
The Imaginary Walk - Creating a Common Vision for Community Safety	**What do we want to achieve?**	**New Ways of Thinking and Doing Things**	**Brainstorming on Solution Alternatives**	**What? How? Who? When? Where? How many? How much?**
(90 min.)	(90 min.)	(90 min.)	(90 min.)	(90 min.)
Objective: • To develop a shared vision. • To begin to shift participants' focus from crime control to community safety To formulate indicators. By the end of the activity, participants would have discussed what they want their community to look like or to be in 5 years, specifically with regard to community safety. They would also have offered their diverse perspectives on what community safety means. **Material needed:** Big brown paper, moderation cards or A4-sized paper in different colours, scissors, glue, tape, markers, wax crayons. Many other items can be helpful like beans, little sticks or small stones, cardboard, any kind of fibre, leaves, etc. **Procedure:** Explain that the idea for the next block is to create a common vision of community safety.	**Objective:** • To collectively establish a prevention objective, which will become the goal for future prevention measures. • To create a prevention objective that will be formulated as a set of long-term behaviour changes. The behaviour changes are those that will be the key actors relevant to young people will demonstrate as well as those displayed by the children and young people themselves. These behaviour changes are related to the selected problem areas and identified risk factors and/or protective factors. The prevention measures will be defined in a way that they support key actors to change accordingly. **Procedure:** Ensure that all participants have the necessary information for this step. If all have participated in the whole process so far, they will be familiar with the information.	**Objective:** • To define necessary or supportive behaviour changes of other people or institutions inside and outside of the community; • To develop actors' chains; • To select 'boundary partners' and formulate progress indicators for their desired behaviour change. **Material needed:** Brown paper, pin boards if at hand, moderation cards or A 4-size paper, which can be cut in half, markers, pins, tape, glue. **Procedure:** The behaviour changes of the young people have already been defined as part of the prevention objective. So too have the behaviour changes of the key actors in the immediate environment of the young people.	**Objective:** • To gather ideas from all participants about what can be done to bring about changes including measures designed to reduce risk factors or strengthen protective factors, or ideas which do or do not require external support to put them into effect. • To pave the way for more in-depth planning. **Material needed:** Pin board, if available, large brown paper, flipchart paper, moderation cards or A4 paper cut in half, markers, pins, tape, and glue. **Procedure:** All participants are invited to a brainstorming session to answer key questions as set out below. Participants are told: Please stand up and have a look at the vision, which you all developed together.	**Objective:** • To plan activities are implementable and that leads to the expected results. **Material needed:** Several tables or "work stations" for the working groups; big brown paper or flipchart paper connected to bigger sheets, moderation cards or A6 -size paper (10.5 x 14.8 cm = A 4 cut into quarters), markers, tape. **Procedure:** Form different working groups according to interests, age, gender, culture or other relevant criteria. Ensure that in each group there is at least one person who can facilitate the group discussion and has some experience with the use of charts or visualisations.

BE INSPIRED

MAKING SOUTH AFRICA A GUN FREE ZONE by Claire Taylor

Gun free zones create spaces in which people feel safe from violence and help to shift people's attitudes, challenging the idea that guns offer security, thereby helping to reduce demand for guns.

What we do
Gun Free South Africa (GFSA) is a national NGO, which aims to contribute to safety and security in South Africa by reducing gun violence. The gun free zone (GFZ) programme relies on community participation to create and maintain GFZs, with GFSA providing advice and access to materials.

Guns are the primary cause of non-natural death in young people 15 years and older. Young people are the main victims and perpetrators of gun violence, with a spike in gun violence at age 14. Gun ownership is a core part of ideas around masculine identity and power among young men in particular.

There is easy access to weapons in schools. The 2012 National School Violence Study (NSVS) conducted by the Centre for Justice and Crime Prevention (CJCP) found almost a quarter of learners knew people who had brought weapons to school. Young people do not feel safe in school. School violence has a negative effect on education. It can promote truancy, as learners are afraid to go to school, and it makes it difficult for them to concentrate on their studies.

Schools are the perfect platform from which to launch the idea of GFZs because communities feel instinctively that schools should be places of non-violence. It is therefore relatively easy to get users and stakeholders to buy into the idea of a gun free school. A school is bigger than its grounds – there is a flow from schools to the wider community. Once the gun free message is established at a school, it is easier to roll out the concept to nearby facilities, such as spaza shops and shebeens.

Most schools have infrastructure to support a gun free programme. Schools are meant to keep an incident book to record incidents of violence. This makes it easier to monitor and evaluate the effectiveness of the GFZ. The Safe Schools Programme in the Western Cape includes strategies such as installing security systems and a

call centre where learners can report violence or abuse.

How we do it
What is a Gun Free Zone?
A Gun Free Zone (GFZ) is a space in which no guns are welcome or allowed. It limits who can carry a gun where.

Types of Gun Free Zones
There are different types of GFZs; some are enforced through the use of metal detectors and providing safe storage, while others are enforced through community buy-in and trust.

Experience working with Gun Free Zones
Since 1994, Gun Free South Africa has worked with organisations and communities to help them make their spaces safe by not allowing guns. Gun Free South Africa's experience, backed by research, shows that the success of declaring a space a GFZ depends on the buy-in and commitment of that space's stakeholders to building a safe environment. It is not enough to just put up GFZ signs.

5 steps to Gun Free Zones
Over the years GFSA has developed a 5-step model to make spaces GFZs:
• **Step 1:** Establish the vision

• **Step 2:** Develop the policy
• **Step 3:** Prepare for implementation
• **Step 4:** Implement
• **Step 5:** Maintain and monitor

Gun Free South Africa has helped implement GFZs and studied their effectiveness in schools in Fothane, Diepkloof and Khayelitsha.

Mmantutule High School in Fothane, Limpopo, is one of 33 GFZs in the Mapela district, most of which are schools. It was declared a GFZ in March 1997. A GFZ sign is displayed at the entrance to the administration centre and the school has one security guard as part of their overall school safety programme.

Namedi High School in Diepkloof Zone 3, Soweto, was declared a GFZ in 1999 by the school body, including the learners, and has two security guards. In the 1980s and 1990s gun violence involving students took place inside and outside the school premises.

Zola Secondary School in Khayelitsha, Western Cape, was declared a GFZ with the support of the Western Cape Government as part of their Safe Schools Project. The GFZ was introduced to fight crime that was rife in the township's schools and is enforced by trust, rather than through searches or metal detectors.

Some schools developed a school safety pledge, promising to keep their classrooms gun free. At Mmantutule High School, the English teacher set a comprehension test on GFZs for Grade 10 students. Some students found that the signs provided by GFSA were not relevant to them. They preferred to use the slang expression 'iguniflop' or 'guns suck'.

What we have achieved
The effectiveness of the GFZs in the three schools and their communities was monitored through interviews and focus groups.

The main impact was that people felt more secure. Learners re-

ported feeling safer on the school premises than in public or other public buildings.People reported hearing fewer gunshots. There was a noticeable difference in the public carrying of guns. For instance, according to a learner at one of the schools, the number of learners who carry guns to school had decreased. This led to a climate of greater trust and an improved atmosphere.

This was not true for all schools. Learners at Namedi High School said they did not feel safer at school, mainly because they felt that the policy was not enforced stringently enough.

GFSA notes that, although gun free zones do not offer an absolute guarantee of safety, the perception of increased safety has a significant impact, because it improves social interactions.

iGUNiFLOP
GFSA worked with the South African Police Service in 2002 to develop, implement and maintain schools as Firearm Free Zones under Section 140 of the Firearms Control Act. 27 schools were chosen for the pilot project, called iGuniFlop. The CSIR carried out an independent evaluation of the pilot's impact. Some of their key findings were:

70% of participants believed they were safer after their school became a Gun Free Zone. 23% felt it made no difference and 7% felt it made their school less secure.

The youth in the areas strongly supported the establishment of the Gun Free Zones, even in areas where crime rates and involvement in gangs were high.

What we have learned
A champion
All three schools were part of a community-wide project to introduce GFZs being championed by individuals or committees. GFSA volunteers and committee members played important roles as facilitators. They introduced the idea

of a GFZ, facilitating the process through workshops and providing materials. At Namedi High School, the facilitator was able to use existing relationships with local organisations to get community leaders to support the idea.

Flexible
The project was not implemented in a standardised manner, which gave communities the flexibility to engage within their own contexts and constraints. Taking the time to train key facilitators in the community, as happened in Fotane, meant that the project became independent of GFSA more effectively than at other sites where less training was given.

BLOG

STOP VIOLENCE AGAINST CHILDREN AND WOMEN

23 Jul 2018 | by Jessie Bohr | GIZ South Africa
Topics: Children, Domestic violence / Intimate partner violence • Gender-based violence
Public spaces • Sexual violence • Youth

For the 4th consecutive year a consortium of NGOs organized the Ulutsha Street Festival in Walmer Township, Port Elizabeth.

Through the transformation of Walmer Township's open spaces, community leaders and citizens are encouraged to build a brighter future for all, through combining awareness-raising with sports and cultural activities.

For 2018, the Ulutsha Street Festival's key message was "Stop Violence against Women and Children". The focus of this year's festival was motivated by the alarming findings of research conducted in 2017 by UMHLALI, an early crime prevention project implemented by the Centre for Justice and Crime Prevention (CJCP) and Masifunde Learner Development. The research provided further evidence that violence is a problem which affects all in Walmer Township, and that there is a need for concerted action to reduce this violence.

As part of this research, learners from five Walmer Township schools were interviewed. Findings from these interviews indicated that (85%) had experienced theft, (82%) corporal punishment, (75%) verbal abuse, and (74%) had experienced physical violence at school. Of these learners, 82% reported experiencing corporal punishment at the hands of educators. This corporal punishment included being hit by a whip/stick (76%), having objects thrown at them (34%), and/or being slapped (31%). Further, it was reported that 34% of learners drank alcohol and 8% of them had smoked marijuana. Substance abuse was found to increase dramatically once learners left school, with 83.3% of school leavers reporting drinking alcohol, 41.4% smoking Marijuana and 6.8% using other drugs. *School leavers refers to youth who either dropped out of school prior to matriculating or youth who matriculated but are currently unemployed.

Many of the learners also reported experiencing violence in their homes. Parents and caregivers used physical punishment against their children including, hitting them with a whip/stick (65%), slapping them (29.7%), and/or throwing objects at them (29.1%).

These findings on children's experience of violence in the home, are seen to relate to some extent, to domestic violence and gender-based violence (GBV) in the home. There are no statistics which specifically identify the prevalence of domestic violence and GBV among families in Walmer Township, as SAPS official crime statistics are not disaggregated into cases of GBV in the home, including cases of domestic violence. According to the SAPS statistics for Walmer Township, in 2016/2017 there were 68 sexual offences, 10 sexual assaults, and 260 cases of common assault and assault with intent to cause grievous bodily harm (assault GBH); such cases included cases of GBV in the home. These statistics, however, are unlikely to provide an accurate depiction of the extent of violence in Walmer owing to the likelihood of significant underreporting of these incidents.

This year the older kids also enjoyed the face painting station!

As each statistic represents an individual whose rights have been violated, it is essential to raise awareness on how to prevent violence in Walmer Township – especially violence perpetrated against women and children.

This is where the network of stakeholders from Walmer Township play a key role. These stakeholders include IZIZWE projects, the Department of Social Development, ASSVE, UVIWE, UMHLALI/ Masifunde Learner Development and GIZ's Programme for the Prevention of Violence against Women and Girls in Southern Africa (VAWG). Together these stakeholders organized the Ulutsha Street Festival on Youth Day – 16 June 2018.

The Ulutsha Street Festival 2018 provided various platforms for creative expression of local cultures and values. Visitors to this year's festival were able to enjoy choirs, such as the Masifunde Youth Choir; and popular dance groups, including the African Stars, African Renaissance and the Walmer Primary School Dance Club.

The Ulutsha Street Festival's GBV Awareness Campaign

The GBV awareness-raising activities made the day particularly meaningful. The festival started with a message from the UMHLALI coordinator, who emphasized the high prevalence of domestic violence in Walmer Township. Following this, the Masifunde LGBTI Group together with Masifunde's Positive Masculinity Group performed a "GBV Flash Mob". Next, the Walmer Crime Prevention Forum's Chair together with the respective SAPS Social Crime Prevention Officer presented on the importance of, and the procedures for, reporting a case of domestic violence. The day ended with the sharing of some heart-breaking poems on GBV.

Sports was a key point of interest for both active and non-active youth. Girls and boys participated in basketball and netball games. Further, many of the children engaged in the street soccer tournament. Three streets were used as soccer fields for three parallel tournaments for different age groups. Each of the soccer tournaments involved a group phase followed by a knock-out phase. Prizes included eats and drinks for all the young soccer stars. All the games were organized by the NPO IZIZWE together with a group of international volunteers from Europe and America.

Fast-paced soccer by our next "World Cup soccer champs"!

A Games Festival for the small children was held on the Walmer Primary School premises. As part of the Games Festival, unemployed school leavers facilitated eight different games with about 80 children. A highlight of this year Ulutsha Street Festival was the games, in particular a game which involved a big 'earth ball' and a parachute. There was also a colouring station and a face painting station for the children. The volunteers who facilitated the games, had undergone a one-day capacity building workshop, where they were trained as games festival guides. These youth can be booked for other games festivals or big birthday parties. A big thank-you to the more than 100 volunteers and performers from Masifunde and IZIZWE, who made Ulutsha Street Festival 2018 a very special and unforgettable event!

Our excellent Games Festival guides

The Ulutsha Street Festival 2018 turned out to be an ideal family event on a typical windy winter day in Port Elizabeth. This year's Festival once again highlighted how public spaces can be transformed into positive spaces for recreation and social interaction. Further, the Festival demonstrated how festivals can be used as both recreational opportunities as well as opportunities to raise awareness on key social issues, such as gender-based violence and violence against children.

Note from the author: From June 2015 to June 2018, the UMHLALI project was involved in a wide range of interventions, including awareness-raising activities, to address numerous risk factors for violence in Walmer Township. Unfortunately, the project ended on 30 June 2018, long before the planned completion date for this intervention. Despite the completion of this project, it is hoped that in the coming years, Walmer Township will witness visible change and a reduction in violence consequent of the project's interventions. The 2017 research report on this project can be accessed on the UMHLALI website.

Jessie Bohr is a Development Advisor for the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)'s Programme for the Prevention of Violence against Women and Girls in Southern Africa (VAWG).

BE INSPIRED

SAVI CONFERENCE

International Conference on Violence Prevention, Safety Promotion and the Sustainable Development Goals

From 15 to 16 October 2018 SaferSpaces and the Safety and Violence Initiative at the University of Cape Town hosted an international conference titled 'Violence Prevention, Safety Promotion and the Sustainable Development Goals' at the River Club in Observatory (Cape Town).

This conference brought together more than 100 experts, government officials and civil society organisations in the area of safety promotion and violence prevention. Scholars from various universities in South Africa and other countries attended this conference, including from the University of Cape Town, the University of the Western Cape, the University of KwaZulu-Natal, the University of Pretoria, the Durban University of Technology, the University of Zululand and the University of Limpopo, the University of North Carolina, Harvard University, Exeter University, and the Union University and Institute.

The conference themes, amongst others, included: violence against children; gender-based violence; policing; trauma; violence in schools; violence on university campuses; and community violence prevention. Findings of current research and insights from innovative interventions were presented and discussed. There were also deliberations on how to strengthen interventions and programmes that aim to improve safety and reduce various forms of violence in South Africa. Some of the conference papers will be published in a special issue of Stability: International Journal of Security and Development in 2019.

SOCIAL COHESION AND COLLECTIVE VIOLENCE IN SOUTH AFRICA by Guy Lamb

Social cohesion has frequently been used in government policy documents in South Africa since the late-1990s. Both the 1998 and 2016 versions of the White Paper on Safety and Security identified the promotion and strengthening of social cohesion as a key crime and violence prevention strategy. The National Development Plan (2012) linked inadequate safety in communities to "a lack of social cohesion", and the Integrated Social Crime Prevention Strategy (2011) prioritised the strengthening and building of social cohesion in terms of families and society in general. In 2016, the Integrated Urban Development Framework envisaged that the "co-ordinated investments in people, the economy and places..." would "encourage inclusive growth, social cohesion and good governance...". However, social cohesion has been used in a nebulous and credulous manner in all of these policy documents.

In 2012, the Department of Arts and Culture published a National Strategy on Social Cohesion and Nation-Building that defined social cohesion "as the degree of social integration and inclusion in communities and society at large, and the extent to which mutual solidarity finds expression among individuals and communities". The strategy further envisaged that social cohesion could be strengthened through the building of social capital and volunteerism but offered no comprehensive practical recommendations on how to effectively build social cohesion.

Other government departments appear to have however pursued more tangible approaches to supporting social cohesion. For example, the Department of Human Settlements, which facilitated the building of more than 2.8 million government-funded houses between 1994 and 2014, and upgraded numerous townships, envisaged that the provision of better housing for poor households would be a means to achieve "social inclusion" as well as "socially and economically integrated communities". Government has also implemented various public works programmes throughout the country, which have provided temporary work to those who are unemployed to participate in community development projects which have the potential to contribute to social cohesion. For instance, between 2014 and 2017, government provided 3.5 million income generating opportunities for a range of activities related to social cohesion. For instance, unemployed persons were provided with stipends to work on community projects in their neighbourhoods relating to early childhood development, crime prevention, greening of public open spaces, home-based caring and access to library services.

However, to date only a handful of South African studies have sought to seriously analyse the relationship between social cohesion and violence. The Human Sciences Research Council has developed a framework for a Social Cohesion Barometer, which has suggested that personal wellbeing, which includes perceptions of personal safety and crime victimisation, is a key indicator of social cohesion. However, there have been very few detailed analyses of the direct and indirect linkages between social cohesion and violence.

In the South African literature on collective violence, particularly those publications relating to vigilantism, violent community protests, and xenophobic violence, research findings have broadly implied that shared community grievances and prejudices about wellbeing, inadequate government services, and the erosion of social control may have contributed to social cohesion with the creation of specific activist groups and social movements. However, such community groups and movements had often engaged in violent acts in an effort to prevent crime, exert social control and air their dissatisfaction about insufficient government services.

Studies on vigilantism in South Africa have emphasised that in many disadvantaged, crime-ridden areas perceptions amongst residents that social control and community values have been undermined, combined with inadequate provision of state policing and an effective criminal justice system, has contributed to the emergence of vigilante groups. Such vigilante groups have been responsible for assault, murder and public lynching. A common justification for the use of violence by vigilante groups has been that alleged offenders need to be physically punished as a means to deter future offending and encourage adherence to certain social norms.

With respect to the published research on protest violence in South Africa, scholars have argued that such violence has often taken place in the context of inadequate delivery of basic services by government combined with perceptions of the unfair distribution of resources at the local level (such as employment opportunities and housing), as well as tensions between political groupings. Such conditions have often led to the mobilisation of various sectors within the affected communities towards collective agitation for improved government services and resource allocation. However, as noted by the Centre for the Study of Violence and Reconciliation titled 'The Smoke that Calls (2011), such protest actions have typically entailed the disproportionate participation by unemployed and impoverished young men as the protests have reportedly provided them "with an opportunity to exert their masculinity through violence and to experience themselves as representing the community and fighting on its behalf".

The literature on xenophobic violence in South Africa bears similarities to the vigilantism and violent protest scholarship. That is, episodes of widespread xenophobic violence against migrants (mainly from other African countries) in 2008 and 2015 in economically marginalised communities has been linked to a collective resentment by South African residents towards foreign nationals. Such antipathy has been informed by perceptions that foreign nationals are 'outsiders' and are responsible for crime, 'taking jobs away' from South Africans, and fraudulently accessing government resources (such as housing).

Furthermore, young men were reportedly at the forefront of this xenophobic violence, particularly the looting of foreign-owned businesses. However, in the face of mob violence targeting migrants in 2008, research also indicated that South African residents in some of the affected areas banded together to repel the perpetrators and protect foreign nationals from xenophobic violence. This research therefore suggests that the geographical concentration of xenophobic attitudes in economically disadvantaged areas may result in the emergence of socially cohesive activities that violently target migrants. Conversely, in some cases, such violence may stimulate the temporary emergence of social groups that seek to protect migrants.

THE CITIZENS PROJECT

The Umhlali project seeks to enhance evidence-based youth resilience against crime and offending behaviour through early prevention interventions that include, school safety, family preservation, early childhood development, access to further learning and skills development opportunities, child protection and social functioning.

What we do

The Umhlali Project is an early crime and violence prevention project based in Walmer Township, Port Elizabeth. It has the overarching goal of designing, implementing and evaluating an early crime and violence prevention project that can be replicated in other areas.

The project seeks to produce valid and reliable evidence to demonstrate that targeting key elements as part of a comprehensive early prevention strategy will improve youth reliance and decrease the likelihood that they will engage in offending behaviour.

The Umhlali Project focuses on the following intervention areas:

Individual people, schools (from preschool to high school), families and communities

Across these intervention areas, the program works on ten key elements:

- School Safety: To facilitate safe, caring school environments, which make learners feel safe throughout the whole lived school experience.
- At-Risk Families: To enhance the capacity of at-risk families/caregivers to care and support for their children.
- ECD Local Service Delivery: To improve the capacity of local service providers to deliver quality services.
- Technology: To integrate the use of innovative technologies, including child-focused ICTs and social media into everyday service delivery activities.
- Child Protection Agencies: To improve the extent and quality of child protection response services to child victims of violence
- Community & Institutional Awareness: To raise awareness at a community and institutional level of the role of communities, families and caregivers in protecting children from violence.
- Youth Pro-Social Decision-making: To facilitate greater power over the choices and decision-making processes among out-of school youths, particularly females
- Alcohol & Substance Abuse Reduction: To reduce the use and abuse of alcohol and substances by way of social and health interventions
- School Leavers / Drop Outs: Out-of-School Children and Youth and school leavers have access to information on future opportunities available.
- Research: To generate reliable, rigorous evidence on what works in child protection to inform policy.

The above 10 key elements are being implemented in Walmer Township over a five year period, using collaboration, partnerships and pooling of resources to maximise impact.

A wealth of resources on issues including family support, child abuse, substance abuse, school safety, online safety and sexuality are available on the Umhlali website: www.umhlali.org

How we do it

The project consists of three phases:

Planning:
- Baseline research
- Interviews with school principals
- Household surveys
- Learner and educator surveys
- Mapping of children's experiences of crime and violence

BLOG

SAFETY AS THE BEDROCK OF OPEN STREETS

20 Apr 2018 | by Marco Geretto | Urban Designer and Co-founder of Open Streets Cape Town
Topics: Public Spaces • Policing • Urban safety

The image of a child drawing on the street with chalk has become symbolic of Open Streets in Cape Town. Examining this scene more deeply reveals that this traditionally hostile space, the domain of cars and heavy motor vehicles, has, for a moment in time, been transformed and made safe. Perceiving this safe space, the child readily discards their fears and embraces this opportunity. They feel free to experiment, express themselves, engage with other children, learn, copy and proudly exhibit their new creations to parents and passers-by. These simple gestures embody the essence and founding principles of Open Streets.

"Our streets lack empathy, human presence and positive activity. Rather than bringing us together, our streets are keeping us apart."

However, for the most part, safe streets and safe places are difficult to come by in South Africa. If we take a moment to observe what our streets are telling us, we will see that the places we are creating exhibit many of the qualities that make our streets unsafe. The trauma of apartheid planning has left us scarred, scared and divided. Our post-apartheid efforts at city-making have exacerbated these conditions with gated developments, exclusionary spaces and large swaths of subsidised housing, where poverty is concentrated. Our streets lack empathy, human presence and positive activity. Rather than bringing us together, our streets are keeping us apart.

Without overtly stating it, safety is the central concern of all Open Streets' work. Without safety, streets cannot be places for social cohesion, places of cultural expression, spaces that offer us choice in how and when we move, places for recreation or places that facilitate economic exchange. And perhaps, most importantly, in this time we desperately need streets that are safe spaces for healing.

"Safety is a loaded word that has material, social and psychological dimensions."

Safety is a loaded word that has material, social and psychological dimensions. Many of the factors that affect our material or physical safety are the result of, or can be addressed through, a combination of behaviour change and design. Road safety, for example, can be dramatically improved by adopting different attitudes towards others and the way we use streets. This can be reinforced through better street design that considers the needs, vulnerabilities and desires of all road users.

The socio-physical aspects of safety – such as crime and perceptions of crime – are far more complex. They are affected by the physical environment, economic factors as well as social behaviour. These conditions can be modified and influenced, but this takes time and requires perseverance and sustained effort on a number of fronts.

Over the past five years, Open Streets has been working to make streets safer on a number of levels. In preparation for all of our Open Streets Days, we have engaged with local partners, street committees and formed local organising committees in planning and organising activities. In some, limited way, we have helped reconnect people and build cohesion around street related issues.

Open Streets Langa and Open Streets Mitchells Plain have been particularly successful in building civic pride and changing perceptions. They also created "safe spaces" for those across social and racial spectrum to experience the streets and life in parts of the city where they would not ordinarily go.

Open Streets Bellville also opened doors and provided new insights. Bellville CBD has become home to a large immigrant community who, for perhaps the first time, were invited to participate in urban life without fear of persecution and stigmatism. It also provided a view of how Bellville has transformed to become diverse and a multi-cultural quarter that is unique to this part of the city.

Open Streets Main Road, in October 2017, was an ambitious project and, while only a "modest" 5km long, it created a safe corridor for walking and cycling that hopefully encouraged residents to explore modes other than private motor vehicles for these short trips.
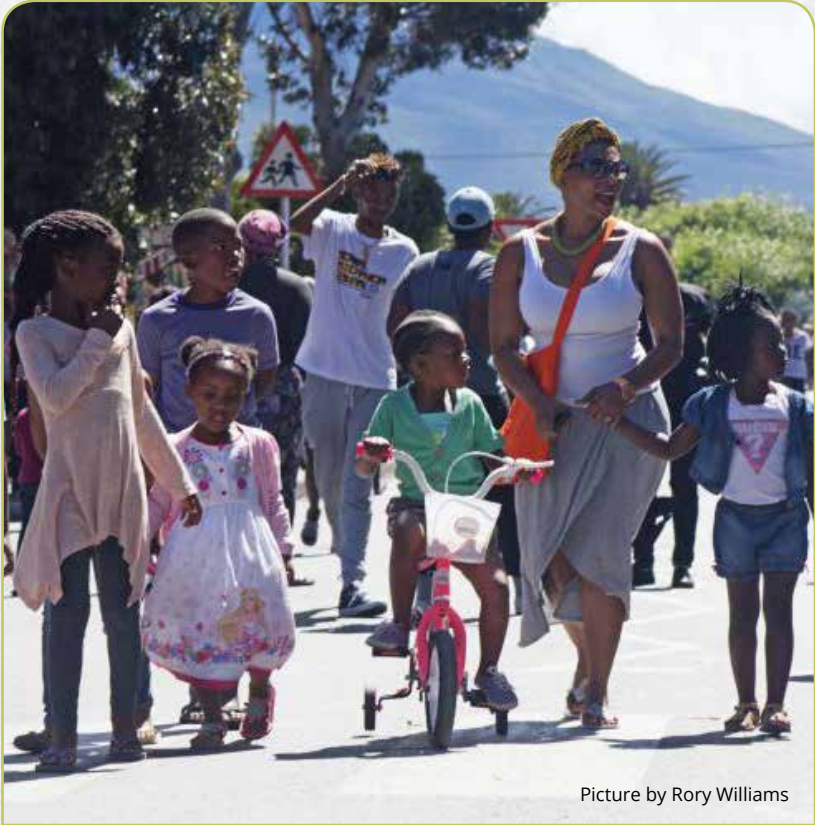
"We need to build better, safer streets to knit communities together and transform our fragmented landscape."

Cape Town needs bolder and more permanent physical change. We need to build better, safer streets to knit communities together and transform our fragmented landscape. Through Street Minds, Open Streets has brought together built-environment professionals from various fields to share their knowledge and experiences around planning, engineering, sociology and street design so that professionals can improve the way we work.

But change should not be left to built-environment professionals or events. As active citizens and participants in the life of the city, we need to take possession of our streets. At the most basic level, we have a collective responsibility to make the streets in front of our homes safer. Not by exclusion, but by looking out for one another. This can be as simple as getting to know our neighbours, ensuring that our boundary walls offer us occasional views of the street so that we can actually see who is using it. Occasionally though, we will need to be brave, put ourselves in harm's way and transform spaces and places through our actions. Sometimes the most powerful actions are when we make ourselves vulnerable. This can be as simple as biking or walking to work, to school or the shops. The more we intentionally participate in street life, the safer our streets become.

If only we could more regularly shed our fears and inhibitions as a child does on Open Streets Day.

Picture by Rory Williams

Picture by Rory Williams

BLOG

LINKING HANDS TO VOICES: HAND MAPPING IN CONTEXTS OF VIOLENCE AND INSECURITY

05 Jun 2018 | by Gill Black | Sustainable Livelihoods Foundation
Topics: Urban safety

How can a participatory approach enable a better understanding of the ways in which identity and intersecting inequalities block accountability processes? This is the question that the Sustainable Livelihoods Foundation (SLF) has been exploring in our most recent action research process with the Delft Safety Group (DSG). And this was the question that catalysed the development of a novel participatory visual research method - hand mapping.

Since 2015, SLF has been a member of the Participatory Research Group (PRG), a consortium of 18 partner organizations across the world that work with participatory methods to bring marginalized voices into policy making spaces. In early 2017, along with some SLF colleagues and international members of the PRG, I attended a global inception meeting in Cape Town to kick-off a new action research programme exploring participatory monitoring and accountability (PMA). The hand mapping concept was piloted by the facilitation team during a one-day workshop that formed a component of the global meeting. My colleague Rory Liedeman and I went on to adapt and develop the hand mapping concept, transforming it into an action research process that included personal story-telling and collective film-making. We explored this novel methodology as part of our PMA research with 10 members of the DSG during 2017.

The DSG participants began creating their hand maps by drawing the outline of one of their hands on a piece of paper and adding in some background colours. We then asked them to think about the palm of their hand as representing themselves as a whole person, and their fingers - which intersect and come together at the palm – as the 'key influences' in their lives. It was explained that a key influence could be absolutely anything that they considered to have been a really important factor in making them into the person that they are today. We then asked them to write these key influences, in just one or two words, into the fingers on their hand map. Following this approach, we found that the key life influences of the DSG were described in five different ways; as roles in society; emotionally; with adjectives; through cultural references or through contextual circumstances. The participants were then asked to think about a very memorable personal life experience that they felt was strongly linked to one or more of these key influences. They expressed the most significant elements of this experience in their hand maps through the use of various craft materials as well as newspaper and magazine cuttings – which added colour, expression, texture and symbolism.

Farida's story: Farida Ryklief has been a member of the DSG since its inception in 2015 and was one of the participants in the PMA project and the hand mapping process. Farida has been a member of the Delft Community Policing Forum and has co-ordinated the Victim Support facility at Delft police station for almost 10 years. She has represented her community as a safety activist in numerous high-level policy engagements where she has been a leading voice in the fight against entrenched police corruption and gangsterism.

Hand map: Farida Ryklief

In her hand map, Farida describes the key influences in her life in different ways. She highlights her roles as a leader, daughter, wife, mother and caregiver. She also shows that her religion has been very important to her. Her map illustrates that living in a context of inequality, where she feels unsafe and insecure, has had a significant impact on making her the person that she is today.

In her story, Farida explains what happened to her one evening in 2017 when she and her four-year old foster child, Ibie, were driving away from her parents' house after a short visit. Suddenly they were approached by two young men with guns who fired multiple shots at her car. Farida describes the 'the burning sensation she felt in her stomach' when she put her foot down on the accelerator and knocked one of the gun-men into a wall, as she and Ibie made their lucky escape.

All of the participants verbally shared the experience they had chosen to talk about within the group, after which Rory and I facilitated their shaping into short stories for the purpose of taking them forward into a film-making process.

Through the collective analysis of all 10 stories, the DSG identified 3 main themes that formed the basis for making three short films which were completed in December 2017; Be The Voice, The Deciders, and The Door. Resonant parts of the hand maps were captured on video and these clips provide much of the visual content for the films.

Be the Voice

Be The Voice powerfully shows the life threatening challenges faced by community leaders as they strive for community safety. As community activists, Soereya, Ashraf and Farida are perceived to represent the voices of their fellow community members. This leadership role places a target on their own lives, and on the lives of their families. Because of this they are often oppressed and silenced by fear. Be The Voice conveys some of the terrifying and deeply frustrating experiences that these three long-standing activists have gone through and illustrates the depth of the risks they are willing to take in their struggle against injustice in their home community.

The Door

The Door is a moving short film that illustrates the vulnerability of young men and women as they navigate friendships and social spaces in Delft. Manelisi and Jacqui each describe a harrowing and damaging experience that they endured as teenagers, experiences that they are still trying to overcome. While Rosetta's story about her daughter's traumatic experience in a 'sugar house' in Delft reminds us, that entire families are affected by the daily realities and threats of drugs and violence.

The Deciders

The Deciders tells an inspiring story of resilience. It illustrates how determination and inner strength have enabled Siphokazi, Siviwe and Adiel - who have faced very different, extreme set-backs in life - to move on. It also shows that agency and positive life choices are not always enough to overcome the multiple intersecting challenges faced by people who live in places like Delft. Through their film, the story-tellers call for government responsiveness so that young people who are marginalized and excluded from opportunities 'can make something of their lives'.

These three short films were publically released in February this year, following a rigorous consent process with DSG participants. The wider research findings will be available in the global PMA project report that is due to be published through the Institute of Development Studies next month.

Our hands are symbolic of our roles, agency, power and physical interactions. They may have rings, scars or other markings that silently say a lot about us. Our approach with the DSG was to use hand mapping as a visual process of self-identification, a way for the individuals within the group to freely describe themselves - rather than being fitted with pre-existing academic definitions of identity. But the utility of hand mapping is not limited to exploring the meaning of identity and intersectionality. Contemplating our hands and the ways in which we use them simply provides a unique entry point for thinking about ourselves and our daily interactions with the world. There are many possible ways of moving forward from this initial step of self-reflection. Thus, as a visual participatory research tool, the hand mapping approach is highly adaptable for use across a wide range of topics and disciplines.

BE INSPIRED

MEMEZA COMMUNITY ALARM SYSTEM

The MeMeZa Community Alarm System initiative contributes towards the prevention and reduction of crime and violence in impoverished, high crime areas in South Africa. It promotes community safety through an integrated approach, ensuring participation and cohesion of communities. In short, it brings people together and mobilises communities in times of need.

What we do

Background to the initiative

In 2012 the South African Police Service (SAPS) in the Honeydew Cluster approached the Innovation Hub, through the Centre for Public Service Innovation, with the view to seek solutions to the crime in Diepsloot, north of Johannesburg. Three of the main challenges faced by SAPS in Diepsloot were identified. These challenges were, namely:

• It took up to 48 hours for a crime to be reported;
• Most crimes took place during the night and the victim's mobile phone was often stolen, which consequently negatively impacted on their ability to report the crime; and
• There were often long delays before crimes were reported - this significantly hampered the criminal investigation and reduced the police's ability to arrest suspects.

Among many solutions developed at the Innovation Hub, the MeMeZa initiative came up as the most promising solution. The MeMeZa initiative was driven by the need to pro-actively alert the police of an imminent crime.

About the MeMeZa Community Alarm System

The MeMeZa Community Alarm System initiative involves an intelligent pre-paid GSM based alarm system, which has a unique sound, siren and strobe light. The alarm links directly with SAPS, Community Policing Forums (CPFs), street patrollers and street committees and pro-actively alerts them of an imminent crime. The alarm also communicates via SMS with neighbours, family, street patrollers and CPF members. The alarm system is controllable from the owner's cell phone. Its simple design makes it easy to use; even for kids, the elderly and individuals with disabilities. The alarm has a 24-hour battery life, and it comes with a solar panel, on request.

How it works

The home alarm can be activated either manually, through a remote control, or automatically when an individual unlawfully enters the home. When triggered, the alarm's system will generate SMSs to the local police sector vans, CPF personnel and any other persons nominated by the home owner. Simultaneously, the alarm's bright red light will flash. That will enable SMS recipients and passers-by to

easily identify the house where help is sought.

Pilot in Diepsloot

In April 2014, SAPS Diepsloot was part of a team that tested the MeMeZa alarms at the Innovation Hub, Pretoria. The alarm was launched at the Innovation Hub on the 1st of April 2014, attended and endorsed by the MECs for Economic Development, the Honourable Eric Xayiya and the MEC for Community Safety, the Honourable Faith Mazibuko, and SAPS Gauteng.

On the 1st of April 2014, MeMeZa Community Safety formally announced its intention to distribute Community Alarms in Diepsloot.

How we do it

The MeMeZa Community Alarm System is founded on three key strategies, namely: a community-based approach to crime eradication; fighting crime through awareness; and strengthening communities through job creation.
•Community-Based Approach to Crime Eradication

The core value and differentiator of the MeMeZa Community Alarm System is defined by MeMeZa Community Safety's belief in a community-based approach towards eradicating crime, specifically in lower income communities and informal settlements. MeMeZa believes that empowering communities to self-police, through deploying tailor made tangible security solutions, with a direct link to SAPS and CPFs will eradicate and even eliminate crime. MeMeZa also believes in providing security measures both inside and outside the home, to ensure that family, friends, SAPS and

CPFs can be notified anytime there is an emergency. Ultimately, the whole community works together to provide a safer environment for their loved ones.
• Fighting Crime through Awareness

Providing tangible security solutions is not enough to fight crime in today's world. Alongside the MeMeZa Community Alarm System initiative, MeMeZa conducts awareness campaigns and provides counselling services. These campaigns and services address topics such as bullying, gender-based violence and crime prevention. MeMeZa believes that it is imperative that the vulnerable are aware of the dangers of the world and understand what measures to take to protect themselves.
• Strengthening Communities through Job Creation

MeMeZa's focus is on vulnerable communities, ensuring that the poorest of the poor and the most vulnerable people in South Africa can lead safe and fulfilling lives. Community empowerment through job creation is one of MeMeZa's key strategies, with MeMeZa passionately believing in providing business opportunities to members of the communities it works in.

What we have achieved

• 2 200+ MeMeZa Community Policing Alarms installed in vulnerable communities.
• 70 000+ MeMeZa Personal Alarms distributed to vulnerable women, children, elderly people and people with disabilities.
• 90+ Public Schools, ICT and Food supplies protected

through MeMeZa Community Policing Alarms linked to SAPS Sector vehicles, CPFs and communities.
• 21 permanent jobs created, and 16 community youth-based jobs created, since the start of the project.
• 65+ police stations nationally working with MeMeZa, supporting the project through direct linkages to SAPS sector vehicles.
• 99.8% theft prevention rate of ICT and food for feeding schemes in public schools.
• 7-12 min average response time nationally, measured where SAPS Sector vehicles respond to MeMeZa Community Policing Alarms installed in vulnerable communities.
• 98% positive feedback from schools on improvement in relationships with SAPS and CPFs.
• A project was undertaken with White and Green Doors, which involved the safeguarding of Safety Shelters by supplying them with Memeza Community Policing Alarms, with a direct link to SAPS, CPF and community stakeholders. This project, which was funded by Vodacom, resulted in the securing of over 150+ shelters, nationally.

What we have learned

• With this type of project, it is key to ensure public and private partnerships are cemented up front. Further, it is key to have an integrated approach to project deployment and solution development.
• Partners and stakeholders must always stay updated and one must focus on building healthy, long term relationships, with all

parties seeing the value of the project - this includes the communities the project serves.
• Sponsorship and funding of social initiatives can become a risk, and it is therefore always good to have long term partners on board, who are dedicated to the project. These partners include government and the private industry. Some of MeMeZa's long term private industry partners include Vodacom, Hewlett Packard and SA Breweries. MeMeZa is always open to new partnerships, in order to take the project forward and widen the project's footprint.
• When working with communities and specifically when working in the crime prevention sector in communities, it is important to always keep one's ears to the ground to ensure that one is always a step ahead of criminals.

Lead Organisation(s)

Partner Organisation(s)

South African Police Service (SAPS)
Innovation Hub
Centre for Public Service Innovation
University of Columbia
University of the Western Cape
Community Police Forums
Street Committees

Province

National (all SA)

Timeframe

01 Apr 2014 - ongoing

Theme(s)

Domestic violence / Intimate partner violence, Gender-based violence, Policing, Prevention concepts, Public spaces, Rural safety, Sexual violence

Sector(s)

Community, Consultancy / Service provider

Type(s) of Prevention

Primary prevention, Social prevention

Website

www.saferspaces.org.za/be-inspired/entry/memeza-community-alarm-system

BLOG

THE STATE OF COMMUTER SAFETY IN METRORAIL

01 Nov 2018 | by United Behind a Just and Equal South Africa | #Unite Behind
Topics: Crime & safety statistics • Gangs • Policing • Urban safety

The Department of Transport has spent more than R51 billion in a bid to improve and upgrade the commuter rail system service in South Africa. However, this is not reflected in the service commuters receive on a daily basis. As a result, the number of Metrorail passenger trips has declined from 448 million in 2015/2016 to 370 million in 2016/2017 as the Independent Online reported. Many of these commuters are from the Western Cape.

State capture at the Passenger Rail Agency of South Africa (PRASA) has led to the dysfunction of the commuter rail system. In a report released by the Public Protector in 2015 entitled "Derailed", rampant levels of maladministration, financial mismanagement and tender irregularities at PRASA were found.

The impact of the financial mismanagement and tender irregularities has affected commuters the most. Commuters constantly miss work, lose their pay and leave days, students even miss their exams. Often some commuters lose their jobs as well. Commuters are desperate to get onto trains because they are going to work or school, but regularly this leads to death and injuries as trains are overcrowded.

"Almost 588 people were struck down by the trains. Other major occurrences were 1027 collisions, 744 platform-train interchange occurrences and 450 derailments"

People often run across the tracks, hang out of doors and windows, and also travel between carriages or even ride on the roof. Using trains on a daily basis threatens the lives and livelihood of commuters as their safety is not guaranteed.

The Railway Safety Regulator (RSR) 2017/2018 report estimated that almost 588 people were struck down by the trains. Other major occurrences were 1027 collisions, 744 platform-train interchange occurrences and 450 derailments. PRASA is the main contributor regarding these operational occurrences.

Brigadier Bonginkosi Solucutho, commander of the Rapid Rail Unit in the Western, Eastern and Northern Capes reported that during the 2017/2018 financial year there were 1,385 incidents of contact crimes reported, and 711 reported incidents of cable theft. When questioned on why there are so few arrests, Brigadier Solucutho noted that the CCTV cameras installed at stations have not been working since 2015.

Siyangena Technonolgies was paid billions of rand to install Integrated Security and Access Management Systems at stations that have never worked. This included provision and maintenance of CCTV camera and equipment for control rooms at PRASA stations throughout South Africa. However, the tender was corrupt and is currently going through the courts so that PRASA can recoup the money it lost. This is a tangible example of how state capture has affected commuters.

In the beginning of October 2018, the RSR issued PRASA with a suspension, this was mainly because PRASA could not demonstrate to the RSR that it has the ability, commitment and resources to guarantee that it can manage the risk of its railway operations whilst ensuring the safety of those who may be affected by the rail system.

PRASA employs approximately 434 security personnel in the Western Cape. However, there are huge problems with these security contractors. Worryingly, the majority of the security personnel employed at PRASA are not registered with the Private Security Industry Regulatory Authority (PSIRA). For some, this is because the employees have criminal records. For others, it's because they did not receive their PSIRA registration even though were trained by CHIPPA. Military veterans that are employed by PRASA are also not registered because of their criminal records.

The problems in the security personnel at PRASA are widely known.

PRASA/Metrorail has failed to prioritise the safety of commuters when they are using their service, and the result is a service that does not adequately provide for the safety of commuters.

PRASA's Security Turnaround Operational Plan (STOP) of 2016/17 replaced the National Operational Security Plans to meet the settlement agreement between PRASA and the Rail Commuters Action Group to comply with a judgement of the Constitutional Court.

"PRASA/Metrorail has failed to prioritise the safety of commuters when they are using their service, and the result is a service that does not adequately provide for the safety of commuters."

It states that it has two main priorities, to prevent asset related theft and vandalism and to ensure that the commuters and staff are safe within the system. The plan says that both are equally important, which is a welcome change from previous plans that talked exclusively about asset protection.

The plan further states mechanisms that it will employ include but are not limited to CCTV cameras, access and egress control system; visitor identification access and egress control systems; a centralised security control room, operational 24 hours a day, seven days a week; and an electronic occurrence book and incident control.

Despite the plan being published on the 12th December 2016,

most of the above safety and security mechanisms have not been implemented. In a presentation at Parliament to the Portfolio Committee, PRASA stated that for the past 3.5 years, they have lost nearly R636 million on insurance losses due to train fires, with the Western Cape contributing 71 per cent to the losses.

During 2017/2018 a total of 1496 coaches have been vandalised (includes train burnings, windows, doors and light theft, and cable cutting).

Commuters need to see radical improvements in the state of safety on the trains. Last year was the most difficult for those at PRASA who really want to improve the agency.

The terrible legacy of those that engaged in State Capture will take years to undo. However, commuters need to see improvements. PRASA needs to make the stations and trains safe, particularly for vulnerable commuters, like women, children, and the disabled. #Unite-Behind will work tirelessly to demand safe trains.

The deployment of the 100 new Rail Enforcement Unit officers is welcomed and it comes at a time when the rail system is in dire need of safety. Especially with the constant arson attacks. However, it is worth noting that the deployment is not enough to assure commuters that they are safe. A lot needs to be done regarding safety and security in trains. This is one of the important steps in the right direction.

STATS & FIGURES

SAFERSPACES IN THE LAST YEAR: JANUARY 2018 – DECEMBER 2018 (STATS AS OF 10 DECEMBER 2018)

By the numbers

268
Registered members
Last year: 206 (+30%)

151
Registered organisations
Last year: 102 (+48%)

71
Showcased projects
Last year: 49 (+45%)

116
Blog posts
Last year: 85 (+36%)

433
Resources
Last year: 296 (+46%)

89,207
Site users
Last year*: 68,476
*Jan 2018 – Dec 2018

183,227
Pageviews
Last year*: 142,978
*Jan 2018 – Dec 2018

3,681
Resource downloads
Monitored since
January 2018

1,687
Connect clicks
Clicks on members' emails,
website, Facebook or Twitter

Which were the most viewed sections?

Understand 63,346
Last year*: 40,248

Be Inspired 25,963
Last year*: 25,286

Connect 21,493
Last year*: 17,386

Blog 14,810
Last year*: 14,603
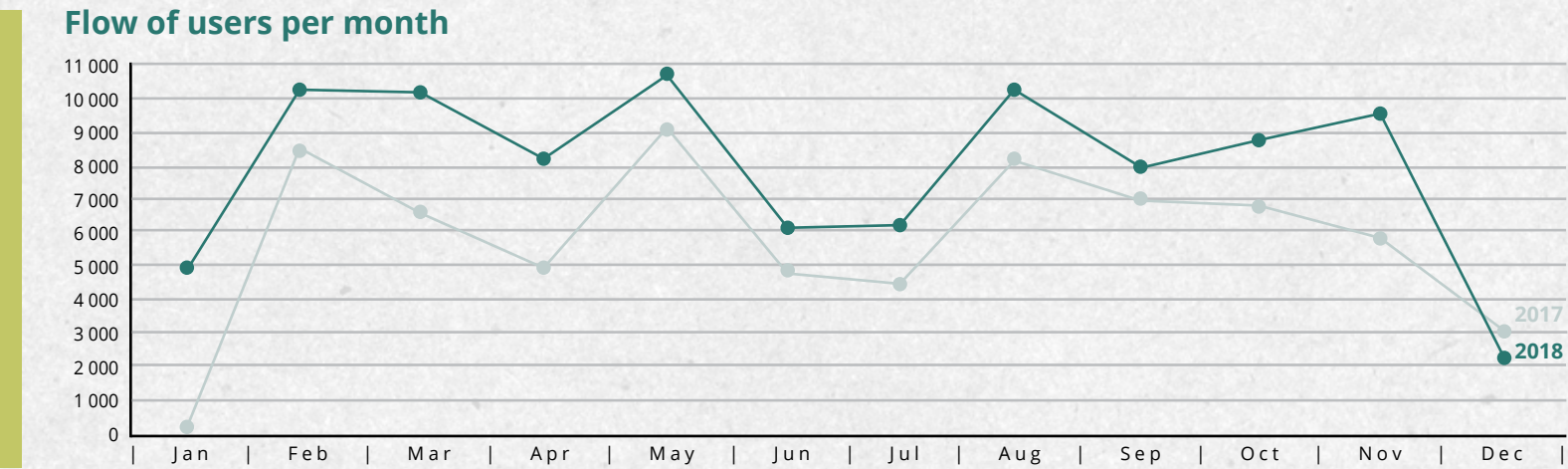
Resources 13,639
Last year*: 9,334

Learn How 3,274
Last year*: 2,176

Events 2,781
Last year*: 2,279

*Jan 2018 – Dec 2018

Flow of users per month

(2017, 2018)
Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec

How do users browse through SaferSpaces?

4,6% Tablet
42,7% Cell phone
52,7% Desktop

Top 10 – Favourite pages

1. Understand | How can we prevent violence?
2. Understand | Gender-based violence in South Africa
3. Be Inspired | A Safer South Africa for Women and Children
4. Understand | What is the situation in South Africa?
5. Understand | What is violence?
6. Understand | Child maltreatment in South Africa
7. Understand | Gun violence and prevention in South Africa
8. Organisation | People Opposing Women Abuse (POWA)
9. Understand | Youth violence
10. Understand | Public spaces: More than 'just space'

Top 5 – Resource downloads

White Paper on Safety and Security 2016 | Civilian Secretariat for Police Service

SAPS Annual Crime Statistics 2016/2017 | South African Police Service

Sexual victimisation of children in South Africa: Final report of the Optimus Foundation Study | Centre for Justice and Crime Prevention

Intimate Partner Violence (IPV) in South Africa: How to break the vicious cycle | Alan J Flisher Centre for Public Mental Health

Too costly to ignore – the economic impact of gender-based violence in SA | KPMP
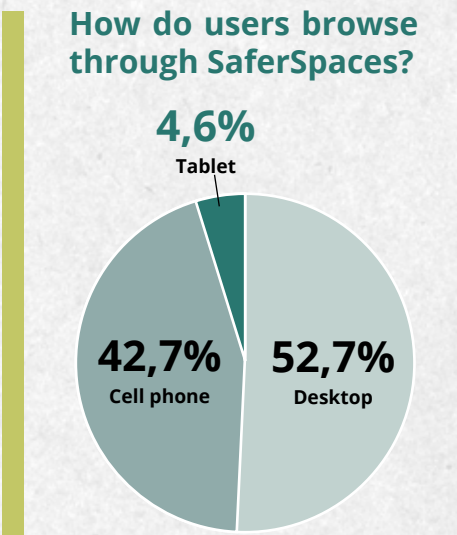
Top 5 – Organisations contacted (website clicks)

1. RAPCAN (Resources Aimed at the Prevention of Child Abuse and Neglect)
2. AMANDLA EduFootball
3. Joint Gender Fund
4. GIZ South Africa
5. People Opposing Women Abuse (POWA)

Facebook

www.facebook.com/saferspaces.sa

Likes: 658
Last year*: 531

*As of 6 February 2018

Most popular tweet

SaferSpaces @safer_spaces

The Ultimate Parent Guide for Protecting Your Child on the Internet #OnlineSafety #ChildProtection

The Ultimate Parent Guide For Protecting Your Kid on the Internet

The Ultimate Parent Guide for Protecting Your Child on the Internet | vpn...
The internet can be a dangerous place, especially for kids. This guide informs you about the potential dangers and instructs you on how to prevent them.
vpnmentor.com

Twitter

@safer_spaces

Tweets: 1,143
Last year*: 844

Following: 529
Last year*: 497

Followers: 725
Last year*: 572

*As of 6 February 2018

saferspaces
working together for a safer South Africa
www.saferspaces.org.za

civilian secretariat for police service
Department:
Civilian Secretariat for Police Service
REPUBLIC OF SOUTH AFRICA

german cooperation
DEUTSCHE ZUSAMMENARBEIT

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

CONNECT

SaferSpaces is an online knowledge source for practitioners, government officials, academics, journalists and ordinary people that are working towards community safety and violence prevention in South Africa.

As a practitioner, you can register with a few clicks and start sharing your publications, showcasing your organisation and projects and announcing public events. You can also contribute by writing blog posts or developing a thematic page on safety-related topics. Most importantly, SaferSpaces allows you to connect with and learn from other practitioners.

Community of Practitioners

More than 200 practitioners and over 100 organisations from different sectors in government, civil society and academia are currently listed on SaferSpaces.

Are you a practitioner working towards community safety or violence prevention in South Africa, maybe for an NGO, a think tank or government? Then register on SaferSpaces and start sharing your knowledge so that other practitioners can learn from and connect with you.
www.saferspaces.org.za/members/register

Let's share our knowledge & learn from each other!

SaferSpaces helps you make your knowledge, insights and experiences easily accessible to other practitioners.

Why? So that we can learn from each other and be more effective in promoting safer communities throughout South Africa.
www.saferspaces.org.za/connect

Organisations

Over 100 organisations are currently listed on SaferSpaces (as of December 2018) all of which are working in one way or another towards building safer communities and preventing violence. They are sharing many of their publications and project insights via SaferSpaces so that other practitioners can be inspired, learn from or connect with them. If you work in such an organisation, write to us at: **contact@saferspaces.org.za**

#UniteBehind	Action to Action	Africa Criminal Justice Reform (ACJR)	African Centre for Cities	African Policing Civilian Oversight Forum	Afrika Tikkun	Akonaho Victim Empowerment NPO	ALPS Resilience	Alternatives to Violence Project	AMANDLA EduFootball	Arise Community Development Projects	Beautiful Gate	Bom Combat	Boxgirls South Africa	Butterfly Art Project
Cape Town Central City Improvement District (CCID)	CBE International	Centre for Child Law, University of Pretoria	Centre for Justice and Crime Prevention	Centre for the Study of Violence and Reconciliation (CSVR)	Centre of Criminology (UCT)	Childline Gauteng	Childline Northern Cape	Children of South Africa (CHOSA)	The Children's Institute	Children's Radio Foundation (CRF)	Childsafe South Africa	Chrysalis Academy	City of Johannesburg	Civilian Secretariat for Police Service
Clowns without Borders South Africa	Community Action Towards a Safer Environment (CASE)	Corruption Watch	Council for Scientific and Industrial Research (CSIR)	Dare to Dream Foundation	Daughters of Destiny	Diep River Victims of Violence Trauma Room	Durban University of Technology	Earthchild Project	Embrace Dignity	Equal Education	eThekwini Municipality	Fight for Peace's Safer Communities Programme	Funda Nenja	Gauteng Department of Community Safety
GEMA - Gender Equality Matters	GenderWorks	GIZ South Africa	Grace Help Centre	Grassroot soccer South Africa	Gun Free South Africa	Hands of Honour	Hearts of Hope/ Wendywood Development Centre	Heinrich Böll Stiftung Southern Africa	Hope Cape Town	Human Police Policing Human (Pty) Ltd	Human Sciences Research Council	IkamvaYouth	Ikhwezi Women's Support Centre	Ilifa Labantwana
Imbokodo Support for Ex-Offenders	Inkwenwekzi Youth Development Sporting Foundation	Institute for Safety Governance and Criminology (SafGo)	Institute for Security Studies	International Centre of Nonviolence (ICON)	International Development Research Centre (IDRC)	I Protect Me	Johannesburg Child Advocacy Forum (JCAF)	Johannesburg City Parks and Zoo	Johannesburg Development Agency	Joint Gender Fund	Khulisa Social Solutions	Klerksdorp CPF	Lawyers against Abuse	Lesedi la Batho
Life Savers Foundation	Living Hope	Litshani Vhana-Vha-De Foundation	Makukhanye Art Room	Mandela Bay Development Agency	MASAKHE NPC	Masifunde	Matrix Men	MeMeZa Community Safety	Mhani Gingi	MOSAIC	Mzantsi Wakho	Nal'ibali	National Prosecuting Authority	Networking HIV & AIDS Community of Southern Africa (NACOSA)
New World Foundation	Niani Victim Empowerment	Nike SA	Nisaa Institute for Women's Development	One in Nine Campaign	Open Streets Cape Town	PeacePlayers International – South Africa	Pegasys Institute	People Opposing Women Abuse (POWA)	Philisa Abafazi Bethu SA	Play Africa	Play Handball ZA	PrincessD Menstrual Cup	Project Empower	Quaker Peace Centre
RAPCAN (Resources Aimed at the Prevention of Child Abuse and Neglect)	Rape Crisis Cape Town Trust	Rape Crisis Centre Port Elizabeth	Restless Development South Africa	Safety and Violence Initiative (SaVI)	The Safety Lab	SANCA National	Save the Children South Africa	Sedibeng District Municipality	Seriti Institute	The Seven Passes Initiative	Sexual Violence Research Initiative (SVRI)	Shukumisa Coalition	Skateistan South Africa	Small Projects Foundation (SPF)
Social Justice Coalition	Sonke Gender Justice	Soteria Ministries	Soul City Institute	South African Cities Network	South African Faith & Family Institute (SAFFI)	South African Institute of Race Relations	The Sozo Foundation	Sport for Social Change Network (SSCN)	Straatwerk	Sustainable Livelihoods Foundation	TEARS Foundation	The Teddy Bear Foundation	Thembalethu Development NPC	Thohoyandou Victim Empowerment Programme
Triangle Project	Tshwaranang Legal Advocacy Centre	UNFPA South Africa	Urban Futures Centre	Usiko Stellenbosch	Vhutshilo Mountain School	Violence Prevention through Urban Upgrading (VPUU NPC)	The Viva Foundation of South Africa	Waves for Change (W4C)	Western Cape Department of Community Safety	Western Cape Government After School Game Changer	Western Cape Network for Community Peace and Development	WC Child Protection Collaborative	WCED	