

**Assessment of Safe City for Women and Vulnerable  
Groups in Addis Ababa: the case of Bole, Nefas Silk,  
Kolfe and Lideta sub-cities**

**By  
Mesfin Berhanu**

**A Thesis Submitted to  
The Center for Regional and Local Development Studies  
(CRLDS)**

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**Presented in Partial Fulfillment of the Requirements for the Degree of  
Masters of Art in Regional and Local Development Studies**

**Addis Ababa University  
Addis Ababa, Ethiopia  
June 2014**

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**School of Graduate Studies**

This is to certify that the thesis prepared by Mesfin Berhanu, entitled: *Assessment of Safe City for Women and Vulnerable Groups in Addis Ababa: the case of Bole, Nefas Silk, Kolfe and Lideta sub-cities* and submitted in partial fulfillment of the requirements for the Degree of Masters of Arts (Regional and Local Development Studies) complies with the regulations of the University and meets the accepted standards with respect to originality and quality.

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**Assessment of Safe City for Women and Vulnerable Groups in Addis Ababa: the case of Bole, Nefas Silk, Kolfe and Lideta sub-cities**

**By**  
**Mefin Berhanu**

**Abstract**

*This research is concerned on the assessment of safe city for women and vulnerable groups. Even if the issue is burning no researches have been carried out in Ethiopia except the work of Action aid 2013 that Action aid only sees the link between services and violence against women; however, why the city is unsafe? What are the factors affecting safety in the city? What are the public spaces perceived as unsafe are not addressed by any researcher? My study; however, attempts to determining key factors affecting safety and safe city, identifying spaces that are perceived and experienced as unsafe and distinguish the major safety risks of women to access public spaces. The study employed a case study approach to observe single case at a time. Quantitative and qualitative approaches and data collection instruments were also employed. Both primary and secondary data sources were used in gathering the necessary information. On the other hand purposive sampling and simple random sampling used to select the target group. The major findings of this study were that most of the public spaces such as bus stations, public transport and markets in some areas and road sides were perceived as unsafe. On the other hand the study further found that robberies, assault, sexual harassment, rape and murder are the major risks in using public spaces. Poor lighting, poor environmental design and poor infrastructure, crowded public transport/bus station, lack of efficient police patrol, lack of people's movement, lack of clean and safe public toilet and lack of clean and safe road sides identified as major factor that contribute to unsafe conditions. In general safety and safe city are affected by poor environmental design, poor infrastructure, crowded public transport/ bus station and lack of visible police. Hence to attain the Millennium development goal of 3 "promote gender equality and empower women" that concern on women's empowerment there is a need to build safer city. To this regard it is suggested to urban design and planning institute to design plan and policies to ensure women's and girls' safety and to create safer city.*

**Key Words:** *safe city, environmental design, police patrol, surveillance.*

## **Acknowledgements**

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Besides, I also owed special debt to my friends and relatives who have been beside me throughout my work by providing me with both material and moral support.

## **LIST OF ACCRONYMS**

CPTED: Crime Prevention through Environmental Design

FGDs: focus group discussion

IFMSCFD: International Forum of Mayors for Safer Cities' Final Declaration, Plan of  
Action

NGO: Non- Governmental Organisation

UNCP: United Nations Crime Prevention and Criminal Justice Programmeme  
Network

UN Women: United Nations Entity for Gender Equality and Empowerment of  
Women

UN Women: United Nations Entity on Gender Equality and the Empowerment of  
Women

UN-HABITAT: United Nations Human Settlements Programme

UNODC: United Nations Office on Drugs and Crime

VAW: Violence against Women

WHO: World Health Organisation

WICI: Women in Cities International

WL: women' league

WF: women's forum

## **Operational Definitions**

**Crime:** is an act of omitting what is forbidden or breaking of law that would result great fear in the mind of people.

**Community police patrol:** is an organised act and follow up by guards in public spaces to reduce crime, fear of crime and violence and to maximize feeling of safety, with collaboration and active participation of community members.

**Environmental design:** the proper architectural and physical layout of urban environment that are planned and designed concerning the safety issues of urban dwellers.

**Public space:** public spaces are part of the urban area where most of the urbanites share in common such as; well maintained pavement, road sides, markets, parks, squares, public transport and bus station.

**Safe city for women and girls:** is a city that has safe and secured public spaces where vulnerable groups (women, girls, an elderly people, and disabled people) feel freedom of movement in using the most common public spaces.

**Safe city:** is the urban area having safe and secured public spaces where urban dwellers could move freely and enjoy the right what the city offers for citizens.

**Safety:** is a feeling being secured or protected that encourages the freedom of movement of peoples on public spaces.

**Surveillance:** is the existence of people or eyes on the street that would look up things going on the street. Hence the existence of surveillance is highly determined by the attractiveness of the area.

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## **1. Introduction**

### **1.1. Background of the Study**

The concept safe city has been proposed in 1961 by a reporter namely Jane Jacobs through journal entitled *Life and Death of American Cities*. Safe city concept becomes one of the approaches as a part of liveable cities' concept focuses on the crime problem and solves the safety issues in city areas. It became more significant when UN-Habitat Nations (UN-Habitat) emphasize this concept in 1996 after the increased of crime cases in the whole world cities. Safe city is a community-based safety program led by local law enforcement with the support of community partners (Urban Institute, 2009). Safe city has several goals including reducing crime and creating safer communities, increasing public perceptions of safety, encouraging community support for safe city (Ibid).

Action Aid (2013) has also defined safe city as:

*A place where the State and civil society ensure opportunities for women and girls to enjoy their city, which means: freedom from violence and harassment, including the fear of violence on the streets, safe public spaces where women and girls can move freely without fear of assault, access to water and sanitation, transportation and other public amenities at residences and in public locations to reduce the risks of violence, freedom from sexual harassment and abuse in the workplace, gender sensitive policing mechanisms for reporting violence and obtaining redress such as anti-violence centres/shelters, systems and structures for women and girls to enjoy social, economic, cultural and political participation.*

UN Habitat et al. (1998) have reported a major safe city issues that determines a city as safe or unsafe includes; urban environmental planning and design, walk able street, adequate lightning on public spaces, infrastructure (the availability of safe and clean public toilet), safe public transport and policing.

Harassment occurs during day and night and in all kinds of public spaces, both secluded and crowded, public transport, buses and roadsides are reported as spaces where women and girls face high levels of sexual harassment, poor infrastructure (including poor or absent streetlights), unusable pavements, lack of public toilets, open usage of drugs and alcohol are major reasons behind the lack of safety (Jagori and UN women, 2011). Women and girls constantly face various kinds of sexual harassment in public places like streets, markets, parks, temples, bus stops and on different public transport (Action aid, 2013).

All these facts witness that in every country and society, women and girls are subject to violence in both public and private spaces, simply because of their gender, because women are traditionally disadvantaged group and not able to protect themselves from crimes and violence's they face as men do. Being they are physically weak than men they are easily vulnerable to violence. Since women take significant role in the development progress of any country to achieve development goals, there is a need to create safer city in which women feel safe, use their full potentials and enjoy all the right that the city has to offer. In this regard the work of action aid is acknowledged, Action aid (2013), women and the city, has carried out generalized research in five countries including Ethiopia; however, no further study has been carried out on this issue. Thus this study mainly focuses on women and safe city which is sensitive issue and require big concern from responsible stakeholders.

## 1.2. Statement of the problem

Increasing population size in coupled with urbanization causes numerous problems in urban areas. Some of the problems include difficulties in ensuring adequate housing, transport, sanitation and provision of basic services to all populations (Action aid, 2013). The growth of slums and urban poverty has an effect on safety (Ibid). Safety is in fact the main issue that has been recently discussed not only locally but also globally because it affects the quality of life among city population. It also exposes government for inability and lack of political will to fulfil people's basic needs. Everyone dreams enjoying a peaceful life and lives in a safe and prosperous city without the threat of crime. In fact safety is a significant inquiry of human being next to the basic need throughout the world. Hence urban insecurity in association with crime and violence has become a major endemic problem in societies around the world, particularly in the developing countries. And these are sorts of obstacle to the attainment of the Millennium Development Goals. Aldrin (2012) stated that *crime and violence have become serious economic and social problems in many countries and the crime rates around the globe continue to escalate.*

United Nations Office on Drugs and Crime, UNODC (2011) has announced that countries in Europe, Asia, North America South America, Central America, the Caribbean, and Southern Africa registered high level of homicides while Western and Eastern Africa reported as low. West, central and South Africa, Oceania, North America and North East Africa high level of assault. In the other aspect North America, Southern Africa, Latin America and Caribbean, East Africa and South Eastern Asia ranked at the higher level with rape. Southern Africa, Latin America and Caribbean, North Africa, East Europe and Oceania prominently stated with high robbery (Ibid). The issue of crime in Addis Ababa is amazingly increasing, for sure

Addis Ababa police commission has registered for (2004 EC) 70,568 crimes which has been occurred in different sub-city of Addis Abeba. Of these 28.1%(15,992) is robbery, 1.8%(1,063) homicide,33.6%(19,092) assault,0.9%(535) rape and 33.6%(23710) others. In (2005 EC) 71,271 crime registered by Addis Ababa police Commission from different sub-city, from the registered number of crime 36.9% (21,001) is assault,29% (16,508) robbery, 0.36%(209) homicide, 1.3%(756) rape and 42.1%(32797) others. Based on this registered crime and violence, the Addis Ababa Police commission ranked Bole sub-city, Kolfe sub-city and Nefas Silk sub-city and Lideta sub-city from higher crime rate registered to lower respectively. Even if all crimes and violence are not reported to the police, these registered number of crime alone scare live alone women even for men. Research findings show that rate of crime and violence is increasing because of the increase of poverty, unemployment, illiteracy and urban rural migration which are perceived as root-cause for the occurrence of crime. Women and girls, those are traditionally disadvantaged group because of their gender, will not be quite sure to move on dark, to move freely on public places, even men are frightened to do so at dark. UN-Habitat (2002) reported that *crime and violence undermine social capital through preventing social integration mainly as result of fear*. This indicates there is a need to create safer city that ensure women's safety and promote women's social integration. This is simply because cities safer for women will have beneficial consequences for all citizens.

According to the report of United Nation Trust Fund to end violence against women UNTFEVAW (2009-10): *Women's safety involves safe space; safe space can also create a sensation of safety and comfort, and can serve to discourage violence. Women's safety involves safe access to water, the existence and security of communal toilet facilities in informal settlements, slum upgrades, gender sensitive street and city*

*design, safe care parks, shopping canterers, safe public space and public transportation.*

This indicates that there is a need to create safer cities through which women's safety, freedom of movement on public space and women's empowerment ensured. To attain the Millennium development goal of 3 "promote gender equality and empower women" and to make women the main actors of development creating safer city for the society particularly for vulnerable sections (women, girls, disables and an elderly peoples) play vital role. In fact several researches undertaken in Ethiopia on violence against women for instance Sosena (2007) carried out a research on domestic violence agonist women and found out cause, consequence and how violence deprives women quality. Another study on 'Violence on Girls in Schools in Addis Ababa' carried out by Save the Children and Ministry of Women's affair in 2008 identify and establish the extent, types, and causes of violence on girls in and around schools and assess the effects of violence on girls' education; however, no research has been carried out in Ethiopia on safe city, violence on public spaces except the works of Action Aid in 2013. Action Aid (2013) carried out this general study in five nations to strengthen the quality of its programming under the safe cities initiative across countries by ensuring an evidence-based response derived through participatory knowledge building processes with communities and to develop a better understanding of the links between lack of access to basic services and violence against women. Hence Action Aid (2013) has found out some of the link between lack of access to basic services and violence against women and the effect of lack of basic services on violence. However, why city unsafe? What are the factors affecting safety and safe city? What are the safety risks of women while moving public spaces? What are the public spaces that are perceived as unsafe by women and girls are not addressed, so

this study will fill this gap. So this study is intended to: see intensively and assess safe city, identify factors affecting safety and safe city, determine safety risks of women and girls while using public spaces and distinguish public spaces perceived as unsafe by women and girls. Violence against women and crime on public spaces would be taken as indicators of safe city and safety on public spaces. Hence to attain the Millennium development goal of 3 “promote gender equality and empower women” that concern on women’s empowerment there is a need to build safer city. Since women take significant role in the progress to attain sustainable development, women should be empowered economically socially and politically. In turn women empowerments by itself require freedom for women and girls in accessing public spaces and use their time and potential fully and efficiently. So making women the main actors of development, demands creating safer city for the society particularly for vulnerable sections (women, girls, disables and an elderly peoples). Due to this fact there is a need for further studies to be carried out so my study would contribute for the progress of creating safer city, and women empowerment.

### **1.3. Objective of the study**

#### **1.3.1 General objectives**

- ❖ The major objective of this study is to assess safe city for women and girls in Addis Ababa and identify key element and factors affecting safety and safe city.

#### **1.3.2 Specific objectives**

- ❖ To determine key factors that play a role or contribute to enhanced safety and inclusiveness for women

- ❖ To identify spaces that are perceived and experienced as unsafe or inaccessible to women in the study area.
- ❖ To identify forms of violence and crime faced by women in public spaces
- ❖ To distinguish the major safety risks of women to access public spaces

#### **1.4. Research question**

1. What are the key factors that determine safe city?
2. How does unsafe city contribute on the prevalent of crime and violence?
3. Where and what forms of crime and violence are faced by women and girls?
4. What are the public spaces that are perceived as unsafe by women and girls?
5. What are the major safety risks of women and girls on the public spaces?

#### **1.5. Scope of the study**

The issue of safe city encompasses every member of society; since crime affects the security of every member of society; women, children, disables and an elderly peoples those are more vulnerable in accessing public spaces. So this study geographically was limited in four sub-cities such as Bole, Nefas Silk, Kolfe and Lideta sub-city. Thematically the study was limited to asses safe city and see intensively the key factors that cause unsafe condition safe city.

#### **1.6. Significance of the study**

The outcome of this study will be used to improve the situation of vulnerable women in the district, those who are suffering from increasing rate of crime and fear of crime, to move freely on the public space and to enjoy equally what the city offer. Furthermore, the result of this study will provide insights for environmental designers,

planners and policy makers to put women at the centre while planning and designing session of sound policies and strategies. On the other hand the research is believed to indicate possible areas of intervention that call for government and NGOs on the need of creating safe environment that account women's safety.

At last the outcomes of this research will contribute on the progress of the Millennium Development Goal 3 by inspiring women in accessing public spaces and using their time and potential fully and efficiently. In addition to these, the study is relevant to pave the way and lay the base for further study in the area.

### **1.7. Limitation and challenges of the study**

Safety and safer cities for women, girls and vulnerable groups, goes through several significant issues. Though the topic covers multidimensional issues as safe city associated with the physical environment, safe city in association with social environment and behavioural prospective and political aspects, there were financial and material constraints that challenged the research work. In the other hand misgiving and fear of respondent was the other big challenge that the researcher highly faced while doing the study. Not only these but also there were similar challenges even from officers at different level that the selected targets were not willing to devote their time because they were busy in different workshops and training. At last since the study area was new and vast, covering all geographical study area was financially so costly and tiresome.

### **1.8 .Organization of the Study**

The study is organized into five chapters. The first chapter introduced the background of the study, problem statement, objectives of the study, research questions,

significance of the study, the scope, limitations and challenges of the study, conceptual frame work and the methodology used. Chapter two, deals with review of related literature where significant concepts of safe city, major element of safer cities for the whole society particularly for vulnerable groups and the major factors of safe city and women safety are discussed. Chapter three deals with methodology and research procedure. Chapter four is about discussion and results. The final chapter presented conclusions and possible recommendations for proper intervention and policy to solve problems identified.

## **Chapter Two**

### **2. Review of Related Literature on Safe City**

#### **2.1 Introduction**

The purpose of this literature is to link safe city issues that have been written by other authors. To this regard the concept of safe city encompasses all members of the city. However, female and male do not enjoy the right that the city offers in the same manner, the right of the city such as freedom for accessing public spaces, provision of public service, sanitation transport and other eminent urban amenities. Since crime and violence rate is escalating in most urban areas due to several factors women and girls are not accessing public spaces equally with men. So the factors affecting safety and safe city, public spaces perceived as unsafe and safety and safety risks are not address by any researcher and my study is the only to address these issues.

#### **2.2. Theoretical aspect of safe city**

##### **2.2.1. Safe city in regard with physical environment**

In the mid of 20th century different theorist has been raised and introduced a new way of exploring city planning and rebuilding public and private space, which aimed at reducing the increasing rate of crime and violence in the city area and maximizing safety. Urban planners, such as Jane Jacobs, *The Death and Life of Great American Cities* (1961) and Oscar Newman, *Defensible Space* (1972), began to introduce new theories that examined existing conditions of successful urban areas that are free from crime and violence, in which the citizens feel safe to move on the public spaces. These and other eminent theorists laid the foundation to which 21st century city

planners approach and address today's concern for successful thriving city center, crime prevention and for the move of building safer cities.

As viewed on Merry Fernandez (2001), one of the pioneer theorist, Jane Jacobs, wrote *The Death and Life of Great American Cities* in 1961. Jacobs states that her "book is an attack on current city planning and rebuilding" principles that have dominated the country for decades (Jacobs, 1961).

Jacobs observed the physical environment in order to gain a perspective on crime and the interconnection of the planned city. She investigated how people occupy and behave in the space. The focus of Jacobs was mainly on urban cities such as Pittsburgh, Philadelphia, Baltimore, and New York City. From her observations, Jacobs (1961, p. 1) determined that in order for a city street to be safe place for every member of the society it must have three main qualities:- based on her view the first is *Demarcation: there must be a clear demarcation between what public space is and what private space is.* The second accordingly is *Ownership of Public Space: there must be eyes upon the street; eyes belonging to those us might call the natural proprietors of the street.* In fact this could be understood that there has to exist eyes on the street that look on the street based crime and violence, in fact these eyes might be natural surveillance or artificial tools to recorded existing crime. The third quality according to the view of Jane was *Constant Users: the sidewalk must have users on it fairly continuously, both to add to the number of effective eyes on the street and to induce the people in buildings along the street to watch the sidewalks in sufficient numbers* (Jacobs, 1961). It can be understood from the observation of Jacobs that environmental design has determinant factor on the safeness of the city.

On the other hand, Oscar Newman, *Defensible Space* (1972), Newman was also pioneer theorist on safer city for the prevention of crime in one way and to make cities liveable, safe for all the city dwellers through physical environmental design. Like Jacobs, Newman concern on the rising scale of crime in the city that are resulted from poor environmental design which reduce the safety of city area. Accordingly, Newman focused on the architectural layout of individual buildings and the unhealthy effect including crime, violence and fear of crime it was creating for the residents.

As viewed on Merry Fernandez (2001), Oscar Newman in 1972 has determined a relationship between crimes in housing projects to the lack of observation by tenants, through his detailed analysis of New York City public housing projects He also found that when buildings provided residents with a line of sight to view doorways and other public places, crime was reduced. Newman (1972 pp. 51, 78,102) states that surveillance has a demonstrable effect in reducing irrational fears and anxieties in inhabitants. This may have some self-fulfilling attributes in that residents, feeling that an area is secure, will make more frequent use of it and so further improve its security by providing the safety which comes with intensive use (Ibid). Newman's findings support Jacobs' "eyes upon the street" thinking that when people take ownership of the public space and are able to observe their surroundings, a safer environment is created.

Like Jacob, Newman focused on three qualities that led for the creation of defensible space which is free of crime and violence, through which members of the society move freely in the public space and enjoy the "right of the city" that would be offered to all citizens. According to Newman the first quality is *Territoriality: The capacity of the physical environment to create perceived zones of territorial influences*. Secondly he has identified *Natural Surveillance: The capacity of physical design to provide*

*natural surveillance opportunities for residents and their agents.* In fact this quality which determined the safeness of city area is likely similar with the idea “eyes up on the street” of Jacob’s. The third is Image and Milieu: the capacity of design to influence the perception of a project’s uniqueness, isolation and stigma (Newman, 1972).

Newman agreed with Jacob’s view that it is important to have clear demarcation between public and private space and the ability for residents to naturally survey their surroundings. In addition to these crime prevention elements, Newman in 1972 suggested the idea that physical design could affect behaviour and the human perception.

### **2.2.2 Ensuring safe city with Crime Prevention through Environmental Design**

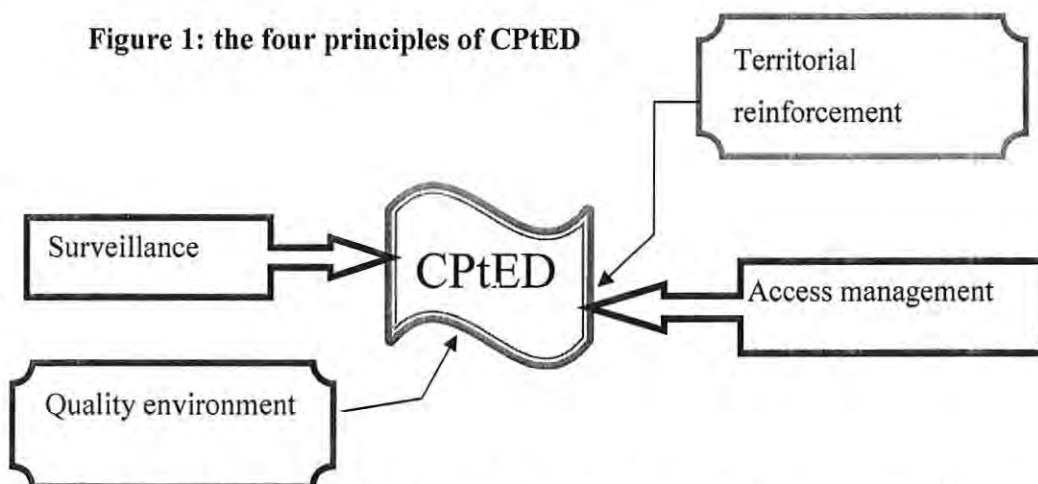
Crime Prevention through Environmental Design (CPtED) is an approach of safe city which was introduced 1971 by prominent criminologist R Jeffery. The idea of R Jeffery was supported by an architect Oscar Newman with his Defensible Space: Crime Prevention through Urban Design (1972) in which he highlighted the physical design ingredients of territoriality and surveillance as contributing to a secure environment, both internally and externally. CPtED is an acronym for crime prevention through environmental design which asserts that ‘the proper design and effective use of the built environment can lead to a reduction in the fear of crime and incidence of crime, an improvement in the quality of life’ and building a safer cities which are free from crime and violence.

The other pioneer criminologist, Crowe (2000) stated CPtD as crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, in order to secure the safety of

people build safer and liveable cities. In fact CPtED, reduces criminal opportunity, fosters positive social interaction and ensure the feeling of safeness among legitimate users of space.

The prominent benefits of CPtED approach are: safety and security which are essential to safe city. Safe cities are places where people live, work and enjoy life in the knowledge that they can do so safely. Places that are safe and feel safe are vibrant and attract people, activity and investment. Added to this safe design enhances the quality of the environment. Safe design not only enhances public safety, it also adds to the attractiveness and use of the environment. Many safe design principles reinforce fundamental principles of good urban design. New Zealand Ministry of Justice (2005) has identified four key overlapping CPtED principles: 1. Surveillance accordingly people are present and can see what is going on 2. Access management, such methods are used to attract people and vehicles to some places and restrict them from others 3. Territorial reinforcement, there should exist clear boundaries encourage community ownership of the space 4. Quality environments; good quality, well maintained places attract people and support surveillance.

**Figure 1: the four principles of CPtED**



Source: National Guidelines for Crime Prevention through Environmental Design in New Zealand – Part 1: Seven Qualities of Safer Places. (Ministry of Justice, 2005).

In the other way a criminologist and author of CPtED, Timothy Crowe (1991) has consulted and trained law enforcement as well as provided crime prevention guidance for urban planning, space management and architectural design. Crowe believes the Crime Prevention through Environmental Design (CPtED) concept is to create positive behavioural effects by manipulating the physical environment, which in turn, diminishes offender activity and the fear of crime.

A criminologist who developed the approach crime prevention through environmental design, Crowe in (1991) has identified nine major CPtED strategies that have to be implemented in environmental planning and design to reduce crime, violence and fear of crime and to create a safer city for women and girls. From those provide clear border definition of controlled space, provide clearly marked transitional zones, relocation of gathering areas, place safe activities in unsafe locations, redesign the use of space to provide natural barriers, improve scheduling of space, redesign or revamp space to increase the perception of natural surveillance and overcome distance and isolation are the most prominent (Ibid).

## **2.3 Empirical Overview**

### **2.3.1 Significant elements of safe city that determine the safeness of city**

A number of critical issues that make cities safe have been proposed by different organizations. Off these Jagori (2010) has identified some of critical points such as good/ adequate street lighting, proper maintenance of public spaces, clean, safe and adequate toilets for both men and women, well designed bus stops, better and safe public transport, 'Walk- able' and disabled friendly pavement, opening eateries & allowing street vendors, which will increase use of space and create "Eyes on the

street”, curtailing the open drug dealing and usage, concerted efforts to sensitize people on the issue. These critical ingredients of safe city summarized as follows.

#### **2.3.1.1 Safe public space**

Public spaces are spaces in the city that all member of the society share in common. Public spaces in the city involves road sides, public toilet, market, parks bus stations that people share in common. Such public spaces needs to be well maintained and secured in a way that it would be suitable enough to attract the vulnerable sections of the society. Poor lightning, poor maintenance and lack of security or regular patrolling in such areas facilitate conditions for the occurrence of crime. This social crisis, that tackle the free movements of peoples specifically women and the disadvantaged groups in the society, in fact result high tension on the vulnerable groups to develop the fear of crime and sense of lack of safety. In a society that values choice and freedom, people should be able to walk safely, whether for fun and recreation, errands, getting to work or school, shopping, or other reasons. This is true for most developing nations many street environments are often inhospitable and unsafe for walking.

Charles et al., 2006 has suggested that pedestrian safety and mobility must be elevated to a top priority for the situation to improve substantially. The engineers, planners, and other public officials in state and local agencies can leave an important legacy of improved walking conditions and fewer pedestrian crashes and injuries for future generations.

### **2.3.1.2 Regular and community police patrolling**

Police patrolling is an organized act of regular police and community policing which mainly aimed at creating safer cities free from crime and violence. Effective policing and justice processes bring more crimes to justice with appropriate penalties to increase the risk of getting caught and deter potential offenders in one hand and it increases the feeling of safeness of pedestrian in the other hand. Pursuing police reform by bridging the gap between institutions and citizens through mechanisms such as community policing and family police stations designed to provide immediate services to the whole society specifically for the most vulnerable and disadvantaged groups like women and children in cases of all kind of violence, crime and fear of crime that the disadvantaged groups and the whole societies are facing.

Bureau of Justice Assistance, BJA (1994) defined community policing as is collaboration between the police and the community that identifies and solves community problems. Community policing is democracy in action. It requires the active participation of local government, civic and business leaders, public and private agencies, residents, churches, schools, and hospitals that share a concern for the welfare of the neighbourhood should bear responsibility for safeguarding that welfare (Ibid). With the police no longer the sole guardians of law and order, all members of the community become active allies in the effort to enhance the safety and quality of neighbourhoods. Community policing has far-reaching implications. The expanded outlook on crime control and prevention, the new emphasis on making community members active participants in the process of problem solving, and the patrol officers' pivotal role in community policing require profound changes within the police organization. In fact the active participation of community members play a great role to reduce crime, to maximize feeling of safety of the vulnerable sections of society.

BJA in 1994 has identified two core components of community policing which are: *community partnership* and *problem solving*. Accordingly *community partnership* means adopting a policing perspective that exceeds the standard law enforcement emphasis. This broadened outlook recognizes the value of activities that contribute to the orderliness and well-being of a neighbourhood. These activities could include: helping accident or crime victims, providing emergency medical services, environmental protection (keeping the sanitation of their surroundings, clearing the cluttered area, maintaining lighting). In fact community partnership is aimed at establishing and maintaining mutual trust.

These services help develop trust between the police and the community. This trust will enable the police to gain greater access to valuable information from the community that could lead to the solution and prevention of crimes, will engender support for needed crime-control measures, and will provide an opportunity for officers to establish a working relationship with the community. The entire police organization must be involved in enlisting the cooperation of community members in promoting safety and security.

On the other hand *problem solving* is the second core component of community policing. According to BJA (1994) defined problem solving is a broad term that implies more than simply the elimination and prevention of crimes. Problem solving is based on the assumption that crime and disorder can be reduced in small geographic areas by carefully studying the characteristics of problems in the area, and then applying the appropriate resources and on the assumption that individuals make choices based on the opportunities presented by the immediate physical and social characteristics of an area.

In fact the growing awareness and community involvement is essential for the success of problem solving approach. Determining the underlying causes of crime depends, to a great extent, on in depth knowledge of community. Therefore, community participation in identifying and setting priorities will contribute to effective problem-solving efforts by the community and the police. Cooperative problem solving also reinforces trust, facilitates the exchange of information, and leads to the identification of other areas that could benefit from the mutual attention of the police and the community.

Therefore, in addition to the serious crime problems identified by police, community policing must also address the problems of significant concern to the community. Community policing in effect allows community members to bring problems of great concern to them to the attention of the police. Once informed of community concerns, the police must work with citizens to address them, while at the same time encouraging citizens to assist in solving the problems of concern to the police.

### **2.3.1.3 Infrastructure**

Infrastructure is basic physical and organizational structures needed for the operation of a society or enterprise. It can be generally defined as the set of interconnected structural elements that provide framework supporting an entire structure of development Fulmer, (Jeffrey, 2009). The term typically refers to the technical structures that support a society, such as roads, bridges, water supply, sewers, electrical grids, telecommunications, and so forth, and can be defined as "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions" (Jeffrey, 2009).

Grübler and Arnulf (1990) have categorized infrastructure into hard infrastructure and soft infrastructure. Accordingly hard infrastructure refers to the large physical networks necessary for making of cities liveable and safest. soft infrastructure refers to all institutions which are required to maintain the economic, health, and cultural and social standards of a country, such as the financial system, the education system, the health care system, the system of government, and law enforcement, as well as emergency services. Even if the general concern of infrastructure encompasses those hard and soft infrastructure, this study mainly concern on the infrastructure that are very important for the safety of vulnerable sections of the society.

Jagori and UN Women (2011) have identified infrastructures that are important for the safety of vulnerable sections of the society. Accordingly improved urban infrastructure: lighting, signage, pavements, parks ensures the free movement of members of the society specifically the vulnerable groups. In fact provision of clean and well-lighted toilets in all public areas well maintained street lighting reduce risk of crime occurrence in an area in one hand and promote the safety and free movement of women on the public space without fear of crime and violence in the other hand.

#### **2.3.1.4 Proper Environmental Design**

Environmental design, the physical layout structure of environment needs to be designed in a manner of considering the concern of vulnerable groups in the society. Hence clean and walk-able pavements, well-lit streets, parks, subways and other open spaces, and better situated and maintained public toilets promote feeling of vulnerable groups on public space and ensure creation of safer cities that are free from crime, violence and fear of crime. Land use planning policies influence the level of use of

public places and the nature of users and planning and urban design can influence the processes of control and management.

In a society that values choice and freedom, people should be able to walk safely, whether for fun and recreation, errands, getting to work or school, shopping, or other reasons. Charles V. Zegeer and Laura Sandt (2008) stated that pedestrian safety and mobility must be elevated to a top priority for the situation to improve substantially. The engineers, planners, and other public officials in state and local agencies can leave an important legacy of improved walking conditions and fewer pedestrian crashes and injuries for future generations.

## **2.4 Concept on city and safe city**

### **2.4.1. City**

Cities are places where human beings find satisfaction of basic needs and essential public goods. Cities are places where various products can be found in sufficient quantity. Cities are also place where ambitions, aspirations and other immaterial aspects of life are realized. According to City Alliance (2007), cities are centres of excellence, bringing together innovators, entrepreneurs, financiers and academics. They attract a rising tide of humanity, of people hoping for a better life for themselves and their children. Cities provide opportunities, economies of scale, a future with more choices. And yet cities have also been blamed for causing environmental catastrophes, marginalising communities and diminishing the quality of life of the poor. They have been castigated as centres of disease, social unrest and insecurity.

### 2.4.2. Safe City

Safe city is a community-based initiative to maximize safeness and minimize theft and other crimes. The concept safe city has been first defined and proposed by theorist, Jane Jacobs (1961), in her book entitled with the life and death of the great American cities. Another theorist, Newman Oscar in 1972 has also proposed safe city in his book entitled with Defensible space. The issue of safe city became more significant when UN-Habitat Nations (UN-Habitat) emphasize this concept on 1996 after the increased of crime cases in the whole world cities (Ahmad and et al, 2011). Recently safe city defined by different partner organisation. Action Aid (2013 p. 16) has also defined safe city as:

*A place where the State and civil society ensure opportunities for women and girls to enjoy their city, which means: freedom from violence and harassment, including the fear of violence on the streets, safe public spaces where women and girls can move freely without fear of assault, access to water and sanitation, transportation and other public amenities at residences and in public locations to reduce the risks of violence, freedom from sexual harassment and abuse in the workplace, gender sensitive policing mechanisms for reporting violence and obtaining redress such as anti-violence centres/shelters, systems and structures for women and girls to enjoy social, economic, cultural and political participation.*

### 2.4.3. Crime, violence and fear of crime

**Crime:** is most often defined as a breach of the law. It is also defined as acts or omissions forbidden by law that can be punished by imprisonment and/or fine. Murder, robbery, burglary, rape, drunken driving, child neglect, all are common examples. In addition several eminent criminologists recently have noted (e.g.

Sampson and Laub 1993; Gottfredson and Hirschi 1990), the key to understanding crime is to focus on fundamental attributes of all criminal behaviours rather than on specific criminal acts. Instead of trying to separately understand crimes such as homicide, robbery, rape, burglary, embezzlement, we need to identify what it is they all have in common (Ibid).

**Violence:** There are many types and categories of violence (Winton, 2004). Violence is the undue and unlawful exercise of physical and emotional/psychological force that may derive from personal assault to institutional and structural forms and is intended to cause or lead to injury or harm (WHO, 2002). Violence may be organized and sustained (such as persecution) or it may be opportunistic (e.g. looting or violent theft), recently more attention has been paid to urban characteristics of violence and the particular impacts crime and violence has on urban environments and development (Brennan G., 2002). It is important to note that people's fear of violence may be greater than actual threat or number of attacks.

### **Fear of crime and violence**

Women's fear of violence and crime affects their lifestyle and routines and the way they experience urban areas and the public realm in particular. The recent research undertaken as part of the National Campaign against Violence and Crime (Centre for Cultural Risk Research, 1998) explores the nature of fear of crime and those more vulnerable to fear than others. Indeed it is far from clear that individuals who have experienced victimisation are necessarily more fearful than those who have not. In another perspective Crew in 1991 concluded that the more women know about location layout, the safer they feel. In fact clear design layout allows people to travel to their destination without confusion and in turn makes the experience less stressful.

This agrees with Jacobs and Newman's finding that natural surveillance "eyes on the street" creates a safer environment that also makes people feel safer.

#### **2.4.4. Safety**

Feeling safe is to feel protected. A feeling of safety encourages greater travel, exploration and encourages greater mobility both within and outside the neighbourhood and city (Sheela Patel, 1998). The causal factors for feeling either insecure or secure are based on perceptions of individuals, families and communities about potential harm that they will bear as a consequence of venturing out of their homes (Ibid).

In the other way Safety may be further mediated by a person's or community's sense of security. Security is defined as a condition where people enjoy a set of freedoms, from crime and violence, but also from poverty, social, political and cultural systems which affect people's capabilities to live full lives (UN-HABITAT, 2007).

#### **2.4.5 Women's Safety**

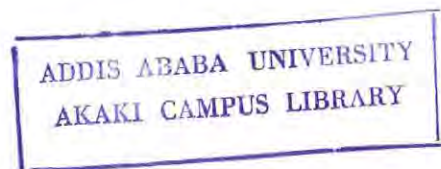
Women are the most easily vulnerable sections of society for crime, violence even for fear of crime, this is because they are weak physically and naturally to tackle back crime and violence they are facing in one way and they are restricted from public space traditionally in the other way. By and large numbers of research findings have shown that there has to be a safer city which is free of violence and crime against women and girls to ensure women's safety. A city which ensures women's safety is safe for every member of the society.

As viewed on the reports of UN-HABITAT and et al. 2008 women's safety has been defined by different scholars. Accordingly women's safety means a safer, healthier

community for everyone. This is a participatory process focused on changing community norms, patterns of social interaction, values, customs and institutions in ways that will significantly improve the quality of life in a community for all of its members (David et al., 2007).

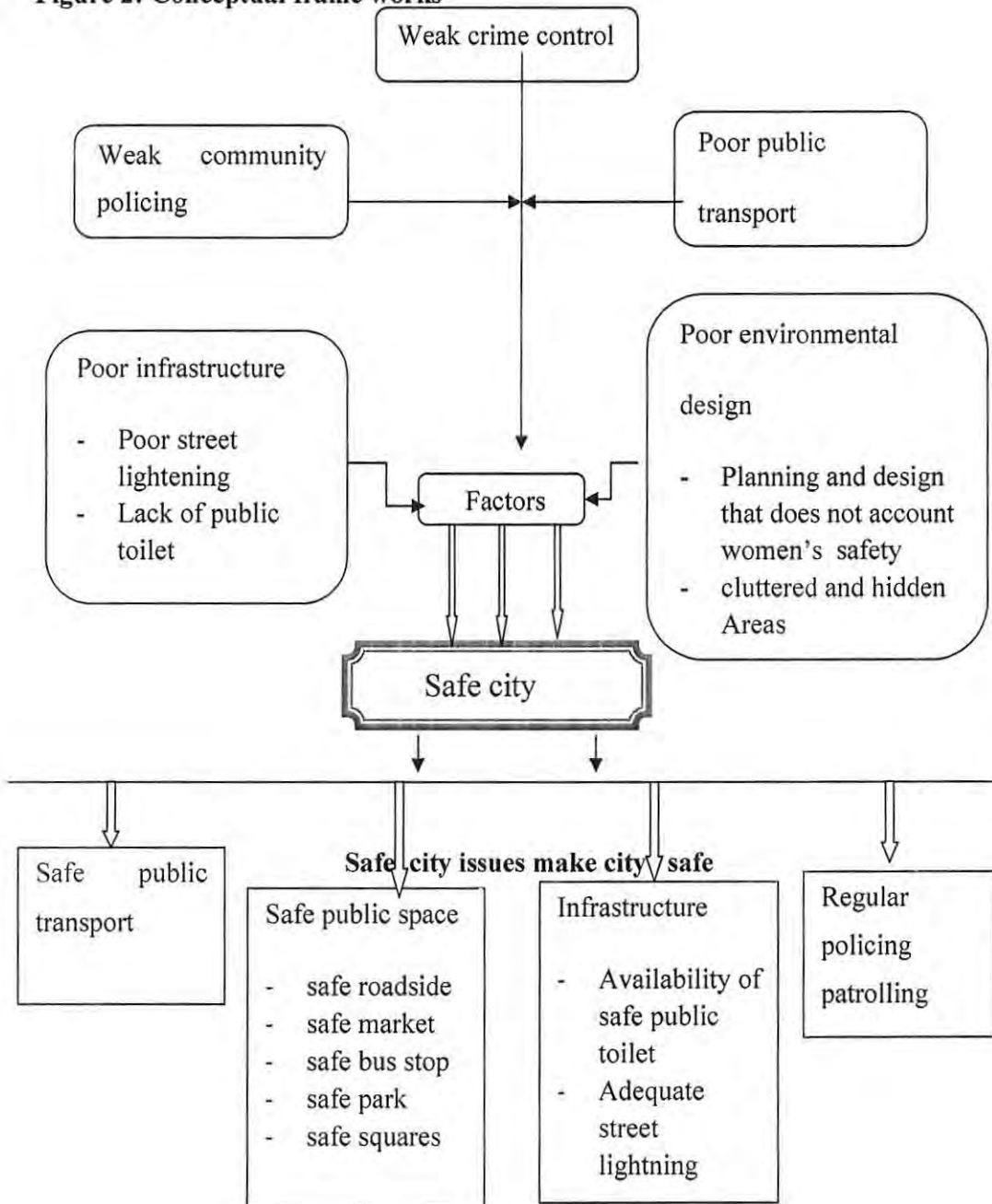
Women's safety involves freedom from poverty. This includes safe access to water, the existence and security of communal toilet facilities in informal settlements, slum upgrades, gender-sensitive Street and city design, safe car parks, shopping centers and public transportation (Alicia Yon, 2007).

Women's safety involves self-worth; in safe homes and communities, women have the right to value themselves, to be empowered, to be respected, to be independent, to have their rights valued, to be loved, to have solidarity with other family and community members and to be recognised as equal members in society (Mary Ellsberg & Lori Heise, 2005).



## 2.5 Inter-linkage among safe city, infrastructure, efficient police patrol and environmental design

**Figure 2: Conceptual frame works**



**Source:** own, March 2014 major safe city issues in respect with perceived factors that contribute for unsafe condition.

UN Habitat (2011) identified some factors that impact the safety of city and women and girls in the city include: infrastructure (poor public toilet, poor lighting, poor environmental design and lack of walk able road sides.

Infrastructures are the most significant element for safe city. Its availability or absence highly determines the safeness of city. The availability of safe and clean public toilets for women promotes women's safety. Toilets that are dark and dirty, with broken doors and no attendants are seldom used by women and women in such area are easily vulnerable for crime and violence. In the other aspect poor lighting on street is the other factor that affect the free movement of pedestrian on road side specially the vulnerable group. In addition, lack of efficient and safe public transport can make it difficult for women to access the city. Jagori (2010) found out poorly maintained public infrastructure and services, such as pavements, streetlights, parks and other open spaces, have been repeatedly cited as factors which make a city unsafe for women. UN Women (2011) find out that poor infrastructure (including poor or absent streetlights), unusable pavements, lack of public toilets, open usage of drugs and alcohol are major reasons behind the lack of safety.

On the other hand the presence of efficient/ visible police patrol has strong linkage with safe city. In fact efficient police patrol is one of the crucial need in creating safer cities due to the fact that it crime and violence on public spaces and maximize perception of safety of women and girls. Added to this it increases eyes on the public spaces that would look up what is going on the public spaces. To this regard Jane Jacobs (1961) and Newman (1972) stated that "eyes on the street" reduce crime in one way and it enable vulnerable groups to feel safer in moving public space free from crime and violence in the other way. So the existence of community police patrolling

at day and night increase eyes on the street, the feeling of safety of vulnerable groups (women, girls, an elderly peoples and disables) on pubic space.

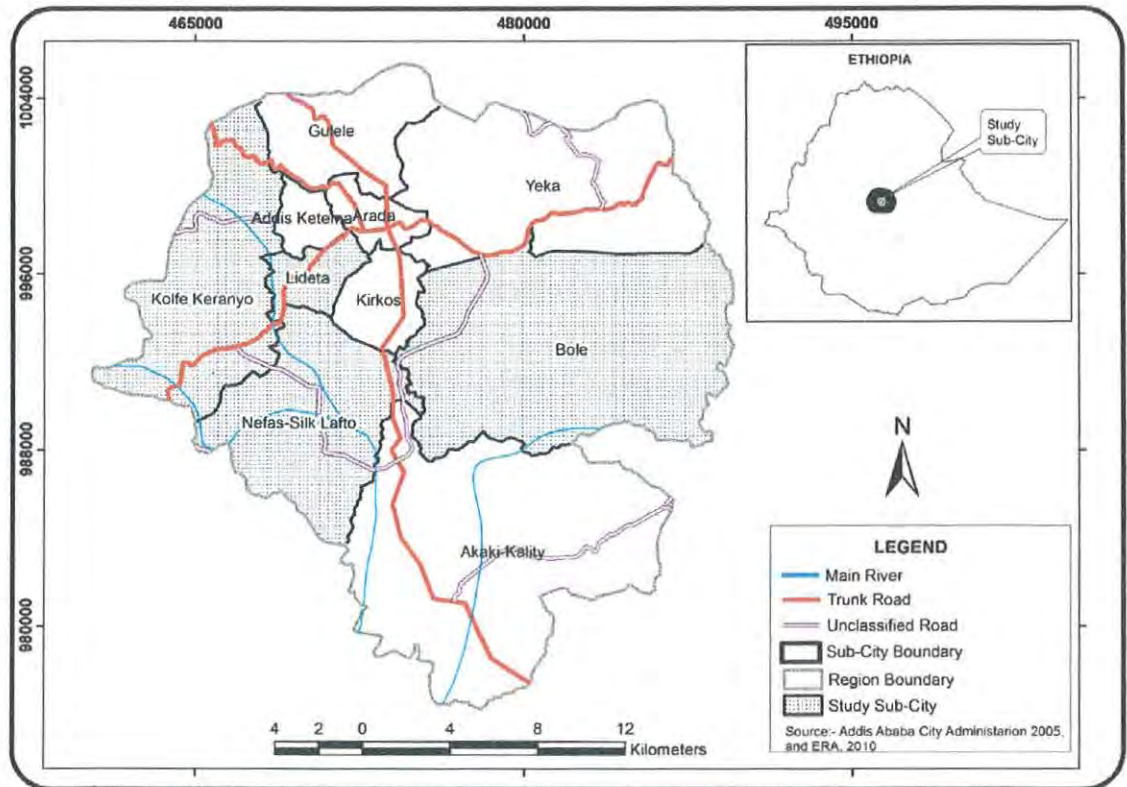
Environmental design that does not account women's and girl's safety would likely cause women's lack of feeling of safety. Valentine (1990) asserts that 'by facilitating a perception that a physical space is informally controlled the design and layout of public sparce can increase women's confidence in going out'. Accordingly Valentine proposed ten design strategies, concerning location, visibility at doorways, lighting, painting walls, footbridges, alleyways/subways, landscaping, ground floor development, and corners/dogleg bends. Valentine extends her approach to the social environment: 'women feel safer in the actual or potential presence of others because they assume that offenders will be deterred by the possibility of bystander intervention', even though 'witnesses frequently fail to intervene in crimes taking place'.

In fact women's perception of safety is strongly related to how well she knows, and feels at ease with, both her social and physical surrounds. Accordingly, 'social relations within a space and the group who control that space socially are more important influences on how safe women feel than its design'. WISE project in Toronto (1987) has identified crucial points about the design of urban spaces for women's safety. Accordingly planning and design features of some environments can and do contribute to women's perception of personal risk in a city, sensitive design and planning could contribute to women feeling safer. This indicates that poorly designed environment do affect vulnerable groups in the society and it hinders the free movement of women and girls on public spaces. Although women were fearful of areas of their environment, especially at night they felt that they could not influence environmental design decision-making processes (WISE, 1987).

According to the crime report of Addis Ababa police commission, crime rate in some of sub cities in Addis Ababa is escalating. In fact this escalating rate of crime in the city increase women's fear of crime and lack of safety, and is becoming the main obstacle for the free movement of women on public spaces. This indicates that there is a need to create safer cities through which women's safety, freedom of movement on public space and women's empowerment ensured. To attain the Millennium development goal of 3 "promote gender equality and empower women" that concern on women's empowerment. Since women take significant role in the progress to attain sustainable development, women should be empowered economically socially and politically. In turn women empowerments by itself require freedom for women and girls in accessing public spaces and use their time and potential fully and efficiently. So making women the main actors of development, demands creating safer city for the society particularly for vulnerable sections (women, girls, disables and an elderly peoples). This issue need further study; however no research been carried out in Ethiopia other than the works of Action Aid (2013) accordingly Action Aid carried out this general study in five nations to strengthen the quality of their programming under the Safe cities initiative across countries by ensuring an evidence-based response derived through participatory knowledge building processes with communities and to develop a better understanding of the links between lack of access to basic services and violence against women. Hence Action Aid has found out some of the link between lack of access to basic services and violence against women. Action aid has also identified some of basic services that have effect on violence against women. The factors that affect safe city have not been seen by any researcher yet. So this research will fill this gap and asses the safe city and determine the major factors of safe city and women's safety in Addis Ababa intensively.

## Chapter Three

### 3.1 General background of study area



Addis Ababa a capital city of Ethiopia has ten sub-cities. According to the annual report of Addis Ababa police commission on crime and violence, crime and violence throughout Addis Ababa is escalating, in fact no one feel safe and move freely on public spaces where the rate of crime and violence increased; however, the facts is that, the increasing rate of crime and violence is the basic challenge for the lack of safety of the most vulnerable sections of the society (women, girls, an elderly people and peoples with disability). As it could be could be inferred from the table above a total of 70,568 numbers of crime and violence has been reported by Addis Ababa police commission by the year 2004 EC. However these amounts of crime were only crimes that are reported to the police.

In the same circumstance the rate of crime occurrence in the city is increasing. And the same is true for this year that the total number of crime reached about 71,271. The report of Addis Ababa police commission by the year 2013 indicates that the crime and violence in the city has increased by 0.71%. Addis Ababa police commission reported all sub-cities experienced crime and violence. According to the last two years report's of the commission all the sub-cities fall under three categories; Lideta, Yeka, Akaki and Gulele sub-city grouped as low crime prone sub-city, on the other way kolfe, Adis ketema and Nefas silk sub-city were reported as medium crime occurring sub cities. Others Bole, kirkos, and Arada reported as high crime prone sub-city.

**Table: 1 crime rate of the study areas as reported by AA Police Commission**

Study area	Assault	Robbery	Murder	Rape	Others	Total
Kolfe	3381	1579		84	374	7848
Bole	3098	2694	1	61	431	9632
Lideta	1369	1017		37	124	4237
Nefas Silk	3963	2051	4	55	405	7929

**Source:** Addis Ababa police commission (2004 EC)

**Table: 2 crime rate of the study areas as reported by AA Police Commission**

Study area	Assault	Robbery	Murder	Rape	Others	Total
Kolfe	3775	1576		108	337	8793
Bole	3228	2311	1	106	349	9526
Lideta	1401	615		49	150	4165
Nefas Silk	5065	1844	8	94	346	8995

**Source:** Addis Ababa police commission (2005 EC)

$$\bar{x} = \frac{\sum x_1 + x_2 + \dots + x_n}{n} \quad \text{Where } x_1 = \text{total crimes of Lideta}$$

X2= total crimes of Bole sub-city

X3= total crimes of Kolfe sub-city

X4 = total crimes in Nefas Sillk

n= total number of sub-cities

$$\bar{x} = \frac{\Sigma 4237+9632+7848+7929}{4} = 7411.5 \text{ (2004 EC)}$$

$$\bar{x} = \frac{\Sigma 4165+9526+8793+8995}{4} = 7869.75 \text{ (2005 EC). Accordingly the mean crime}$$

rate of study area has been calculated based on the row data of AA police commission.

### **3.2 Research methods and procedures**

#### **3.2.1 Research design**

Since this study is intended to assess safe city and to determine the main factors of safe city case study approach employed to observe a single group in a time. This approach involved in the selected groups (women organized in the woredas and high school female students) to assess safe city and factors that determine safeness of city. Since the focus of the study is to assess safe city issues and determining factors of safe city, quantitative and qualitative approach and data collection techniques are employed. The safe city issues, factors determining safeness of city are being assessed qualitatively and quantitatively by utilizing different quantitative and qualitative data collection instruments. In the study crime and violence considered as indicators of existence of safe and unsafe city.

### 3.2.2 Sampling techniques

Since crime and violence considered as indicators of safety and safe city purposive sampling method have been employed to select sub-cities based on their crime and violence rate. Hence four sub-cities: Bole, Nifas silk and kolfe and Lideta sub-city selected purposively based on the crime report of Addis Ababa police commission (2004 and 2005 EC) and the researchers prior knowledge about the area. The sub-cities were selected based on their crime occurrence list as high crime occurrence area, medium crime occurrence area, and low crime occurrence area. Addis Ababa Police Commission (2004 and 2005 EC) has reported Bole sub-city to be high crime prone area and Nefas silk and kolfe sub-city to be medium and Lideta sub-city to be low crime prone area in Addis Ababa.

**Table: 3 Selection of target woredas according to report of AA Police Commission**

Category of woredas	Woredas in Lideta sub-city	Woredas in Nifas silk sub-city	Woredas in kolfe sub-city	Woredas in Bole
Low	4,7,9,10	-		-
Medium	-	3,5,6,11	1,2,7,	-
High	-	-	-	1,2,3,4,14 4,7

Source: own, March 2014

Accordingly, woreda 4 from Lideta, woreda 11 from Nifas Silk, woreda 1 from Kolfe and woreda 14 from Bole sub-city selected randomly.

**Table: 4 Selection of Target Group**

	Women	Students
Lideta sub-city	Woreda 4 W's F	
Nifas silk sub-city	Woreda 11 W's L	Ginbot 20 secondary schools female students
Kolfe sub-city	Woreda 1 W's L	Ayertena secondary school female students
Bole sub-city		Lem secondary school female students

**Source:** own, March 2014

**Note:** since managing both groups (women and students) in all sub-cities in Lideta sub-city women only were selected in the same manner in Bole sub-city students only were selected.

The target group of this study are female students from Leme Secondary School of Bole sub-city, Women's Forum (WF) in woreda 4 of Lideta sub-city, WL in woreda 11 and female students from Ginbot 20 Secondary School of Nifas Silk sub-city and WL in woreda 1 and female students from Ayertena secondary school from Kolfe sub-city has been selected for the study purpose. The researcher selected these target groups for several reasons: one both women and students are easily accessible, focus group discussion and other instrument with students and women is less cost both time and financially.

### 3.2.3 Sample Size

Addis Ababa City Administration (2005 EC) announced that the total number of Women's League at Addis Ababa level was 48,000 and women's forum 40,060 at Addis Ababa level. In the selected Women's League (WL) and forum from three woredas of three sub cities and female students selected from Ginbot 20, Ayertena and Leme secondary school of three sub-cities there are a total population of 750 participants.

To this regard women's forum (WF) in woreda 4 of Lideta sub-city consisting of 127 active member women, WL in woreda 11 of Nefas silk sub city consisting of 115 active member women and WL in woreda 1 of Kolfe sub city consisting of 120 active members. The second target group were taken from Ginbot 20 secondary school female students in Nefas silk sub-city Ayertena secondary school female students in Kolfe sub city and Leme secondary school in Bole sub city. Accordingly, there are 614 grade 11 female students in Ginbot 20 Secondary School, consisting of 18 sections from these sections 128 female students were selected randomly. To the same way there are 646 grade 11 female students in Ayertena Secondary School, consisting of 20 sections from these sections 135 female students were selected randomly. On the other hand there are 597 grade 11 female students in Leme Secondary School consisting of 17 sections from these sections 125 female students were selected randomly. From the total population about 750 women and students around 150 women and girls (i.e. about 20 percent of the total women) were considered as target group for the study. Since the target group selected from different group there is a need to take proportion from each group.

**Table: 5 sample size**

	Women from WF of woreda 4 in Lideta sub-city	Women from WL of woreda 11 in Nifas Silk	Women from WL of woreda 1 in Kolfe sub-City	Female st. Ginbot 20 Secondary School	Female st. Ayertena Secondar y School	Female st. Lem Seconda ry School	To tal
Sam ple	26	23	24	26	27	24	15 0
Tota l pop	127	115	120	128	135	125	75 0

**Source:** own, March 2014

Proportionally 150 target participants from different groups selected which is 20 percent of the total population.

Because of the nature of the study, quantitative and qualitative methods have been used to present analyze and interpret the data collected. In addition, Statistical Package for Social Science (SPSS) version '20' has been used for analyzing the gathered information. Simple statistical tools like Tables, Figure, and Percentage have been used in the analysis of data and presentation of findings.

#### **3.2.4 Data Source**

**Data source** For undertaking this research, data was obtained both from primary and secondary sources. Primary data have been collected from selected W's F, W's Land

secondary school female students. In addition, from secondary sources, different published and unpublished documents like journals, books, magazines, websites, research findings, yearly police commission reports and other relevant materials have been reviewed.

### **3.2.5 Data Collection Instruments**

To obtain sufficient information from the selected sources, the researcher employed questionnaire and distributed to W's L and W's F of selected woredas and female students of selected schools. Observation has also been carried out at public spaces that are perceived as unsafe by women and girls. Focus group discussions were also undertaken with two secondary schools' female students and with one woreda W's F members.

### **3.2.6 Ethical Consideration**

In order to obtain consent from the respondents, the purposes of the study were explained clearly. Members W's L and W's F, female students, project officials and woredas' officials were asked to give their informed consent orally before filling out the questionnaire or participating in any discussion. All the information that has obtained from the respondents kept confidential. Necessary effort has made, so that the data collection tools would consider the culture, religion and the comprehending level of the respondents.

## Chapter Four

### 4. Results and discussion

#### 4.1 Introduction

This chapter deals with overview of the study area, data presentation, analysis and interpretation. The information made available for this purpose was collected using different techniques such as; questionnaire, focus group discussions and observation. Being the sample size of the study were 150 women and girls from different group, 150 questionnaires were distributed; however, 16 questionnaires were not collected due to several factor. Hence this analysis conducted based on the responses of 134 women and female students. Besides, different secondary sources (both published and unpublished) were accessed. The chapter deals with the safety concern of Addis Ababa, the current and existing situation of safety in the city, assessment of safe city issues and factors contributing for cities being unsafe.

#### **Table: 6 Socio-demographic profiles of respondents**

The demographic backgrounds of the selected respondents have varying occupational backgrounds. The table reveals that about 57.5 percents of respondents are student while the remaining 42.5 percents are workers. With reared to age 57.5 percent of women respondents belonged to the 18-23 age-group. 11.9 percent of them were in the 24-29 age-group. 17.2 percent of respondents were from the 30-35 age-groups, and 13.4 percent were from 36-41 age-groups.

With respect to educational backgrounds of the respondents, the Table shows that 6.7 percent of women completed or going through college/university. 56.7 percent of girls are attending their secondary school education. In the other hand fewer women 16.4

percent completed primary school and more women did not attend school about 20.1 percent.

General background	Socio-demographic characteristic of respondent	Number of respondent	Percent
Current occupation	Student	77	57.5
	Worker	57	42.5
Age	18-23 age group	77	57.5
	24-29 age group	16	11.9
	30-35 age group	23	17.2
	36-41 age group	18	13.4
Educational level	Did not attend /complete primary school	27	20.1
	Completed primary school	22	16.4
	Completed secondary school	76	56.7
	Completed/ going through collage/university	9	6.7
Total		134	100

**Source:** Field work by the researcher, March 2014

**Note:** Ages of respondents were categorized in to the above groups based on the row data collected through questionnaires.

#### **4.2 Safe city Factors related to poorly maintained road light that contribute to public spaces being unsafe**

In principle to see and be seen visibly on the road sides, highly demands existence of well maintained street lights that would illuminate properly on the pedestrian ways. In fact well maintained street lighting reduce risk of crime occurrence in an area in one hand and promote the safety and free movement of women on the public space without fear of crime and violence in the other hand. Added to this offenders most of

the time require an area which is dark (not to be seen by witness), cluttered and hidden area that serve for them as escaping route. So well maintained street light is risk for perpetrators, and in contrast increasing accessibility of the road and perception of safety of the pedestrians.

**Table 7: Responses of women on how they rate the lighting scheme (sub-city level).** (All figures in percentage)

District (sub- city level)	very good	Good	Satisfactory	Poor	Very poor
Nefas silk lafto N=42	12.0	16.0	18.0	32.0	22.0
Lideta sub- city N=19	23.1	24.1	22.1	19.2	11.5
Kolfe keraniyo N=47	15.7	7.8	24.5	30.5	21.6
Bole sub-city N=26	15.4	11.5	26.9	38.5	7.7

**Source:** Field work by the researcher March 2014

**Note:** since 16 questionnaires out of 150 were not collected due to different reasons the analysis was conducted based on the response of 134 respondents.

The table reveals that smaller number of respondent in Nefas silk sub-city about 12.0 percent rate the road light on the scale of ‘very good’. Others about 16.0 and 18.0 percent respondents scale the lighting as ‘good’ and ‘satisfactory’ respectively. In contrast to this 22.0 percent of respondent found the road light very poor and the remaining majority of respondent about 32.0 percent rate the road light on the scale of ‘poor’. Contrasting to this in Lideta sub-city majority of respondent found the road light relatively safe, accordingly majority respondents about 24.1 percent rate the road light on the scale of ‘good’ taking in to consideration its benefit for their safety, in the same sercumsistance 23.1 percent of women respondents have found the road light ‘very good’ considering its benefit to move on the public space freely without fear of

crime and violence, in the other hand 22.1 percent of respondents rate the lighting 'satisfactory'.

On the other hand larger number of respondent in Bole sub-city about 38.8 percent found the road light on the scale of 'poor,' similarly other respondents in Kolfe sub-city about 30.5 percent have rate the lighting scheme as 'poor' for their feeling of safety to move freely on the public spaces without fear of crime and violence and crime, in the other perspective 22.4 percent women respondents have rate the road light as 'very poor' for their feeling of safety to move freely on the public spaces without fear of crime and violence. This shows that lack of well maintained road light is the major safety factors for Nifas silk, Bole and Kolfe sub city. However, to this regard Lideta sub-city lighting is not significantly factors of safety, this is due to the fact that the road lights are relatively well maintained. In fact well maintained road light is significant to ensure safety of every citizen after dark. In the other perspective road lights that are maintained on public spaces are relevant to ensure the safety of the most vulnerable sections of society (women, girls, an elderly and people with disability).

**Table 8: Responses of women whether they could move freely before or after dark.**

District (sub- city level)	Yes %	No %
Nefas silk lafto N=42	24.8	76.0
Lideta sub- city N=19	53.8	46.2
Kolfe keraniyo N=47	25.5	74.5
Bole sub-city N=26	42.3	57.7

**Source:** Field work, the researcher by March 2014

The table above reveals that 24.8 percent of respondents in Nefas Silk replied that 'yes' this to mean that those respondent could move freely on their locality and in other area of the city; however, large number of women respondents about 76.0 percent reflected that 'no'. In the same manner majority of respondents in Kolfe about 74.5 percent said 'no' these respondents reflected that they couldn't move freely without fear of crime and violence in and around the locality they live or in other areas of the city by taking in to due consideration the absence of properly maintained road light and the existing situation of the escalating rate of crime and violence in the city. Contrastingly larger number of respondent in Lideta sub-city about 53.8 reported that they could move freely.

**Table: 9 How well does the lighting illuminate on pedestrian ways and sidewalks?**

District (sub- city level)	very good	Good	Satisfactory	Poor	Very poor
Nefas silk lafto N=42	14.0	20.0	22.0	8.0	36.0
Lideta sub- city N=19	23.1	38.5	15.4	11.5	11.5
Kolfe keraniyo N=47	3.9	5.9	31.4	11.8	47.9
Bole sub-city N=26	11.5	19.2	30.8	11.5	26.9

**Source:** Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures.

Accordingly 14.0 percent of the respondents in Nefas Silk replied 'very good' to the same way 20.0 percent replied 'good' and 22.0 percent rate the light as satisfactory, this is to infer that the road light illuminate in a good manner on pedestrian ways and sidewalks. In the other perspective 8.0 and 36.0 percent of respondents reflected that

the road light illuminate poorly and very poorly on the pedestrian way and sidewalks respectively. In the same manner 3.9, 5.9 and 31.4 respondent in Kolfe reported as very good, good and satisfactory respectively. However, 11.0 percent rate as poor and majority of respondents about 47.9 percent reported as very poor. Contrastingly larger number of respondent in Lideta sub-city about 23.1 and 38.5 percent of respondent reported very good and good respectively.

This in fact indicates properly maintained road light that would illuminate on the pedestrian ways and sidewalks ensure the safety of pedestrians to move freely without fear of crime and violence, in the other hand the existence of well maintained road light that illuminate properly on pedestrian ways and sidewalks put the crime and violence offenders at risk of being seen by others while committing crime or violence.

**Table 10: Responses of women whether the existence of road light important for their feeling of safety on public spaces**

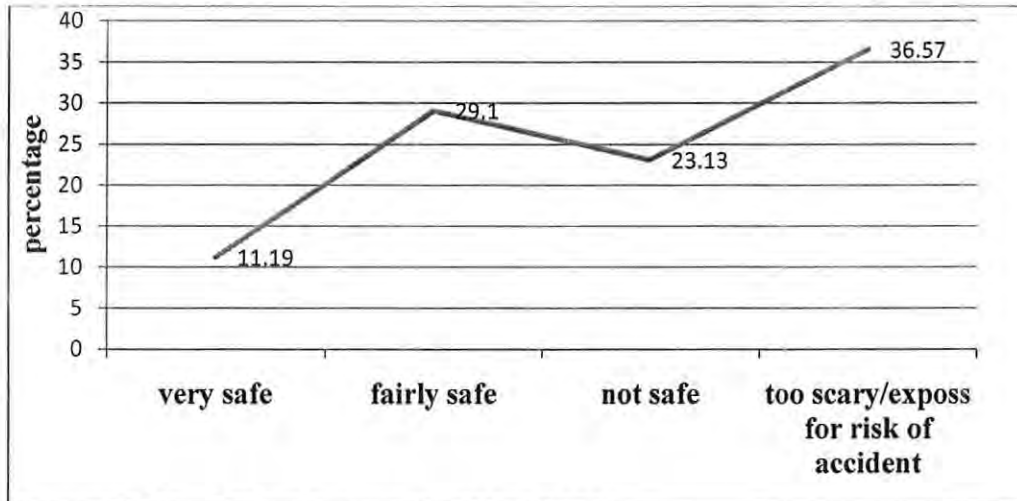
District (sub- city level)	Yes %	No %
Nefas silk lafto N=42	90.0	10.0
Lideta sub- city N=19	73.1	26.9
Kolfe keraniyo N=47	66.7	33.3
Bole sub-city N=26	76.9	23.1

**Source:** Field work, by the researcher March 2014

As it can be seen from the above table 10.0 percent in Nefas Silk replied ‘no’, contrasting to this majority of respondents about 90.0 percent insisted that the existence of properly maintained road lights are significant for their feeling of safety. In the same manner larger number of respondents in the remaining sub-cities; 73.1

from Lideta, 66.7 from Kolfe and 76.9 from Bole sub-city also insisted that road light is significant for their safety.

**Figure 3: women’s response on how they generally rate lighting scheme in Addis Ababa for their feeling of safety on moving on public space.**



Source: Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures.

Since the participant of the study move to different area in the city, they rate the lighting scheme of Addis Ababa to different category. Accordingly 11.2 percent of respondent rate the lighting scheme of Addis Ababa to the category of ‘very safe’, in the other hand 29.1 percent of women respondent rate the overall lighting scheme of Addis Ababa in the category of ‘fairly safe’, 23.1percent of respondents have found the overall lighting scheme of Addis Ababa ‘not safe for vulnerable groups’, in addition to this majority of the respondents about 36.6 percent of respondent found the overall lighting scheme of Addis Ababa ‘too scary, that it exposes for risk of accident’

### 4.3. Absence of surveillances as safety risk

In fact surveillance or the presence of peoples movement on the public spaces is relevant to ensure safety of pedestrian specifically women and girls. This is due to the fact that the presence of people on public spaces or an 'eye on the street' in one hand reduces opportunities for offenders and put them at risk and it increases the perception of safety of pedestrian. On the other hand public space with less people movement increases opportunity for offenders.

**Table 11: what do women and girls feel with the presence of people on public spaces**

District (sub- city level)	Very safe	Safe	unsafe
Nefas silk lafto N=42	60.0	26.0	14.0
Lideta sub- city N=19	57.7	26.9	15.4
Kolfe keraniyo N=47	52.9	31.4	15.7
Bole sub-city N=26	65.4	19.2	15.4

**Source:** Field work, by the researcher March 2014

As viewed on the figure above 14.0 percent of respondents in Nefas Silk do not feel safe and freedom of movement on public spaces where people exists. However majority of respondent about 86.0 percent of respondent replied that the presence of people on the public space is significant for their feeling of safety and freedom of movement on the public spaces. The same is true for the other sub-cities majority of respondents 84.9 from Lideta, 84.3 from Kolfe and 84.6 from Bole sub city feel safe with the presence of people movement on the public spaces.

#### 4.4. Safety risks related to presence and regular patrol of community police

**Table 12: Responses of women about whether the area is patrolled or not**

District level(sub-city level)	Yes but not properly	No	Don't know
Kolfe sub-city	49.0	35.3	15.7
Nifas silk sub-city	52.0	30.0	18.0
Lideta sub-city	76.9	23.1	-
Bole sub-city	34.6	15.4	50.0

**Source:** Field work, by the researcher March 2014

The above table reveals that majority of respondent about 49.0 percent in kolfe sub-city replied that the area patrolled but not properly and the remaining 35.0 percent replied that the area is not patrolled. Similarly in Nefas silk sub city majority of respondent about 52.0 percent reported that the area is patrolled insufficiently, the remaining 30.0 percent reported that the area is not patrolled and 18.0 percent reported that they do not know. In Bole sub city also 34.6 respondents reported that there is police patrolling in the area but are not working properly. Contrasting to this larger majority of respondents in Lideta sub-city about 76.9 percent reported that there exist in efficient police patrol; however, the area is relatively safe due to the fact that there is a military camp in the area and patrolling is additionally supported by militaries.

**Table 13: responses of women and girls whether they have faced crime and violence on public space**

District (sub- city level)	Yes %	No %

Nefas silk lafto N=42	32.0	68.0
Lideta sub- city N=19	26.9	73.1
Kolfe keraniyo N=47	41.2	58.8
Bole sub-city N=26	38.5	61.5

**Source:** Field work, by the researcher March 2014

Depending on the responses of the participants, large number of respondent about 41.2 in Kolfe experienced crime and violence on the public spaces. Similarly 38.5 percent in Bole sub-city replied that they have experienced crime and violence on the public spaces they mostly used. To the same way 32.0 percent of respondents in Nefas Silk also have faced crime and violence on public spaces. In contrast to these greater majority of respondents in all sub-cities have not ever faced crime and violence on public spaces.

**Table 14: Reponses of women on types of crime and violence they mostly faced on the public spaces**

District (sub city level)	Robbery	Assault	Sexual harassment	Rape
Nefas silk lafto	32.0	30.0	36.0	2.0
Lideta sub- city	26.9	34.6	38.5	No rape
Kolfe keraniyo	43.1	27.5	25.5	3.9
Bole sub-city	38.5	28.8	32.8	No rape reported

**Source:** Field work, by the researcher March 2014

**Note:** this analysis was made based on the responses of participant those who replied as they have experienced crime and violence on public spaces.

Accordingly robbery reported by 32.0 percent respondents, assault reported by 30.0 percent, sexual harassment by 36.0 percent and rape by 2.0 percent of respondents in Nefa Silk sub-city. To the same way robbery reported by 43.1 percent respondents, assault reported by 27.5 percent, sexual harassment by 25.5 percent and rape by 3.9 percent of respondents in Nefa Silk sub-city. On the other hand robbery reported by 38.5 percent respondents, assault reported by 28.8 percent, sexual harassment by 32.8 percent of respondents and no rape was reported in Nefa Silk sub-city. In Lideta sub-city also robbery reported by 26.9 percent respondents, assault reported by 34.6 percent of respondents, sexual harassment by 38.5 percent and no rape reported.

Box: 1 Case study

A 26 years old woman that has been robbed and lost her bag round a specific place known to be 'hanamariam'

The young women said that it was around the evening approximately half an hour, "I was coming back to my home from 'kotebe' having visited my relatives. I didn't remind that I would reach to my village after getting dark; however, I reached after dark because of transportation problem" said the women. She said that even if it was dark and scary she had no option to do, and then she started to walk to her village, three gangs were moving on the street apart her lonely, she felt safe looking they are not friends, she thought that if they are known each other they would harm her. She said after a while she reached to a dark curve that lead to her home, but what has happened was so disgusting and out of my expectation, the boy from her back come closer to her and took immediately her bag when she shout the two boys follow the offender and she felt they would catch him and give back her bag, because they were running immediately to his back. And she said that she was waiting for them around some people that who come out when she shout from the nearby home, told her that it was all fake that the three boys were friends.

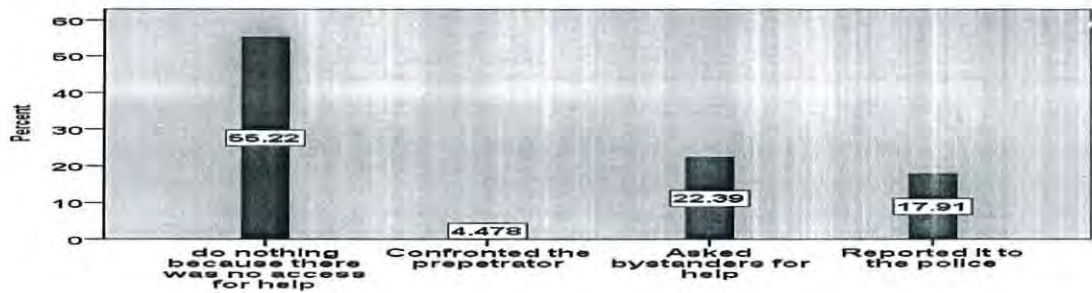
**Table 15: responses' of women whether they approach any one for help while crime or violence occurs to them**

District (sub city level)	Yes	No	I tried but no one could reach on time
Nefas silk lafto	50.0	18.8	31.3
Lideta sub- city	42.9	42.9	14.3
Kolfe keraniyo	47.6	23.8	28.6
Bole sub-city	50.0	20.0	30.0

**Source:** Field work, by the researcher March 2014

Majority of the respondents in Nefas silk sub-city about 50.0 percent of respondents reported that they approach bystanders for help while crime or violence occurs to them. In contrast about 18.8 percent of respondent replied that they didn't ask help while crime or violence occurs to them, in the other hand 31.3 percent of the respondents reported that they tried to ask for help but no one could reach and give hand them. In the same manner also respondents from Bole sub-city about 50.0 percent approach help, 20.0 percent did not approach and 30.0 tied but no one could reach on time. On the other hand 42.9 percent approach help, 23.8 percent did not approach, and 28.66 tried but no one could reach on time in Kolfe sub-city. In Lideta sub-city also 42.9 percent approach help, another 42.9 percent did not approach and 14.3 tried but no one reach on time. The most important thing to remind here is that presence of people on public spaces and the habit of asking for help and offering help for peoples that faces crime or violence put offenders at risk and in such situations offenders will fear of committing crime and violence.

**Figure 4: percentage distribution on the type of measures taken by women and girls while they face crime and violence.**



**Source:** Field work, by the researcher March 2014

The above figure reveals that 55.2 percent of women respondent reported that they did not take any measure while they face crime and violence according to their response the reason that they did not take any kind of measure was that there were no access for help, the area was dark and there was no people and police around the area. In the other hand smaller number of women about 4.4 percent were able to confront the perpetrator. A larger number of respondents around 17.9 percent in the other way take a measure by reporting the case to the police, to the same way 22.3 percent of women replied that they asked bystanders for help.

**Table 16: Responses of women and girls on the type of crime and violence they have ever seen or heard that occurred to other people (district wise)**

(All figures in percentage)

District (sub city level)	Robbery	Assault	Sexual harassment	Rape	Murder
Nefas silk lafto	53.0	37.2	63.0	19.8	39.6
Lideta sub- city	38.5	23.1	30.8	7.7	0

Kolfe keraniyo	65.8	27.3	53.7	35.6	7.4
Bole sub-city	42.3	30.8	15.4	7.7	3.8

**Source:** Field work, by the researcher March 2014

**Note:** survey respondents were asked all that apply

According to the response of women and girls, even though its percentage high most of the respondent either experienced or heard crime and violence occurred to others. As it could be viewed from the table above majority of women and girls about 65.8 percent in kolfe sub city followed by around 53.0 percent in Nefa silk lafto sub-city and 42.3 percent in Bole sub-city were witness as they have seen and heard 'robbery' taken place to others on public spaces. In the other hand 63.0 percent in Nefas silk lafto sub-city followed by 53.7 percent in kolfe sub-city and 30 8 percent lideta sub-city reported as they have seen and heard 'sexual harassment' taken place to others on the common public spaces. Interestingly 35.6 percent of respondent in kolfe sub-city followed by 19.8 percent of respondent in Nefas silk lafto sub-city explained that they have heard 'rape' that occur to other on public spaces. On the other way 39.6 percent of respondent in Nefas silk lafto sub-city followed by 7.4 percent respondent in kolfe sub-city described that they have heard 'murder' occurred to others on public spaces. Even if all women and girls are not victims' of crime and violence, the crime and violence they heard which is occurring on others mainly on the public spaces is the major factor that aggravates the fear of women and girls not to use public spaces freely.

**Table 17: Do regular as well as the community police reach on time when crime or violence case reported**

District (sub- city level)	Yes %	No %
Nefas silk lafto N=42	<b>30.0</b>	<b>70.0</b>
Lideta sub- city N=19	<b>61.5</b>	<b>38.5</b>
Kolfe keraniyo N=47	<b>25.5</b>	<b>74.5</b>
Bole sub-city N=26	<b>34 .6</b>	<b>65.4</b>

**Source:** Field work, by the researcher March 2014

As the above table reveals 30 .0 percent in Nefas Silk sub-city reported that the either the community or regular police reach on tome while crime or violence occurs. In contrast majority of respondents about 70.0 percent reported that neither the regular nor community police reach on time while crime and violence occurs. Similarly 34.6 percent in Bole sub-city reported that the either the community or regular police reach on tome while crime or violence occurs. In contrast majority of respondents about 65.4 percent reported that neither the regular nor community police reach on time while crime and violence occurs. On the other hand 25.5 percent in Kolfe sub-city reported that the either the community or regular police reach on tome while crime or violence occurs. In contrast majority of respondents about 74.5 percent reported that neither the regular nor community police reach on time while crime and violence occurs. The case seems good in Lideta sub-city that majority of respondents about 61.5 reported that either the community or regular police reach on time while crime or violence occurs add to this focus group discussion participant raised the patrolling of the area is supported by the existence of the members of the national defence.

**Table 18: responses of women and girls whether they take measure while they face crime and violence**

District (sub- city level)	Yes %	No %
Nefas silk lafto N=42	<b>56.0</b>	<b>44.0</b>
Lideta sub- city N=19	<b>73.1</b>	<b>26.9</b>
Kolfe keraniyo N=47	<b>58.8</b>	<b>41.2</b>
Bole sub-city N=26	<b>53.8</b>	<b>46.2</b>

**Source:** Field work, by the researcher March 2014

According to the responses of women 56.0 percent of respondents in Nefas silk sub city have taken measures while they face crime and violence, the rest 44.0 percent did not take measure. To the same way 58.8 percent in Kolfe have taken measures and the remaining 41.2 did not take measures. The same is true for Bole sub-city 53.8 percent have taken different measures and other 46.2 did not take any measure. Majority of respondents in Lideta sub-city about 73.1 percent have take measures while they face crime and violence, while the remaining not.

#### **4.5. Urban Environmental Design and infrastructure associated with Safe City**

Urban environmental design is a vital component to ensure safe city. In fact the proper design and effective use of the built environment can lead to a reduction in the fear of crime and incidence of crime, an improvement in the quality of life' and building a safer cities which are free from crime and violence. Added to this proper environmental design and infrastructure reduces criminal opportunity, fosters positive social interaction and ensure the feeling of safeness among legitimate users of space.

Places that are safe and feel safe are vibrant and attract people, activity and investment. In addition safe design enhances the quality of the environment. Safe design not only enhances public safety, it also adds to the attractiveness and use of the environment. Hence clean and walk-able pavements, well-lit streets, parks, subways and other open spaces, and better situated and maintained public toilets promote feeling safety of vulnerable groups on public space and ensure creation of safer cities that are free from crime, violence and fear of crime.

**Table 19: responses whether urban environmental design and infrastructure maintained and fulfilled properly**

District (sub- city level)	Yes %	No %
Nefas silk lafto N=42	<b>34.0</b>	<b>66.0</b>
Lideta sub- city N=19	<b>46.2</b>	<b>53.8</b>
Kolfe keraniyo N=47	<b>29.4</b>	<b>70.6</b>
Bole sub-city N=26	<b>50.0</b>	<b>50.0</b>

**Source:** Field work, by the researcher March 2014

A smaller number of respondents about 34.0 percent reported that the urban environmental design and infrastructures are well fulfilled, the remaining majority of the respondents about 66.0 percent in Nefas Silk witness that the urban environmental design and infrastructure are not fulfilled well. More badly in Kolfe sub-city that larger number of respondent about 70.6 percent of respondent reported that urban environmental design and infrastructure are not well maintained. Significantly in Lideta sub-city also about 53.8 percent of respondents reported that environmental design and infrastructure are not maintained well. The same is true that participant of focus group discussion reported that urban environmental design and infrastructure,

that are vital for their safety and free movement on the public spaces such as clean and walk-able pavements, well-lit streets, parks, safe road light and clean and safe public toilet are not properly maintained and fulfilled in the area they live, work and learn.



Picture 1: captured for the study purpose; this is surprisingly in the centre of the city

Genuinely speaking, well maintained environmental design and infrastructure highly determine safety of pedestrian. This sub way on the picture has number of short coming in the one hand it lacks lighting at night and it is very much dark and scary. The other bridge is made of wood and it has served for longer duration and it is getting broken by now. These in general contribute for lack of safety in the area and expose women and girls for perceived fear.

**Figure20: percentage distribution on how respondent rate existing public toilet.**

District (sub city level)	Very poor	Poor	Satisfactory	Good
Lideta sub- city	23.1	26.9	26.9	23.1
Kolfe keraniyo	33.3	33.3	19.6	13.7
Bole sub-city	11.5	26.9	38.5	23.1

**Source:** Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures. Since the study area in Nefas silk sub-city was newly expanding village there was no public toilets that significantly affect safety issues than the other sub-cities.

Accordingly Lideta sub-city public toilet have been rate as very poor by 23.1 percent, poor by 26.0 percent, satisfactory by other 26.0 percent and good by 23.1 percent of respondents. Kolfe sub-city public toilet have been rate as very poor by 33.3 percent, poor by 33.3 percent, satisfactory by other 19.6 percent and good by 13.7 percent of respondents. Also in Bole sub-city public toilet have been rate as very poor by 11.5 percent, poor by 26.9 percent, satisfactory by other 38.5 percent and good by 23.1 percent of respondents. Focus group discussion have also shows that public toilet that exist in their locality are not clean, safe and are not free from cluttered area which serve as escaping route for offenders, accordingly the area is one of safety risks of majority of women.

**Figure 21: percentage distribution to which category women rate the pedestrian roadsides taking into due consideration their safety.**

District (sub city level)	Very poor	Poor	Satisfactory	Good	Very good
Nefas silk lafto	28.0	20.0	28.0	14.0	10.0
Lideta sub- city	15.4	15.4	23.1	34.6	11.5
Kolfe keraniyo	29.4	25.5	21.6	15.7	7.8
Bole sub-city	19.2	23.1	23.1	23.1	11.5

Source: Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures.

The above table reveals that in Nefas Silk sub-city the pedestrian roadsides in to different categories. Accordingly 28.0 percent rank roadsides as ‘very poor’ and 20.0 percent as ‘poor’ considering that pedestrian road sides are not clean, not suitable for vulnerable groups, which lacks street lighting not walk able and full of cluttered and hidden area which serve as escaping route for offenders, 28.0 percent rate it as ‘satisfactory’ by taking into due consideration its significance for women’s safety, vulnerable groups and all other pedestrians. Similarly in Kolfe sub-city respondents rate roadsides 29.4 percent rate it ‘very poor’ 25.5 percent as ‘poor’; however, 21.6 percent respondents in the other way reported that the roadsides are satisfactorily safe by taking into due consideration its significance for women’s safety, vulnerable groups and all other pedestrians. Other significant number of respondents in Bole sub-city also ranked pedestrian roadsides as ‘very poor’ by 19.2 percent, ‘poor’ by 23.1 percent satisfactory by 23.1 percent. This slightly seems differ in Lideta sub-city, greater majority of respondents ranked the roadsides as satisfactory by 23.1 percent,

good by 34.6 and very good by 11.5 percent. Added to this focus group discussion participant has also reported that most of the pedestrian ways either subways or the main roadsides are not safe that are in general poorly maintained, not clean, dark and full of cluttered, shrubs and hidden area that serve for offender as escaping route.

**Table 22: Responses of women to which category they group road light**

District (sub city level)	Very poor	Poor	Satisfactory	Good	Very good
Nefas silk lafto	42.0	24.0	20.0	10.0	4.0
Lideta sub- city	11.5	15.4	23.1	30.8	19.2
Kolfe keraniyo	37.3	29.4	15.7	9.8	7.8
Bole sub-city	19.2	19.2	42.3	11.5	7.7

**Source:** Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures.

In Nefas Silk sub-city smaller number of women about 4.0 percent living relatively safe area found the road lights to be ‘very good’ and safe to move after dark on public spaces, with the same view 10.0 percent of respondents rate the road light as ‘good’ and safe for pedestrian movement after dark. 20.1 percent of respondent have also found the street light ‘satisfactory’ by taking its significance in due consideration for their safety and free movement of pedestrians on public spaces after dark. Contrastingly greater majority of respondents about 42.0 and 24.0 found the road light as ‘very poor’ and ‘poor’ respectively. Similarly in Kolfe sub-city smaller number of women about 7.8 percent living relatively safe area found the road lights to be ‘very good’ and safe to move after dark on public spaces, with the same view 9.8 percent of respondents rate the road light as ‘good’ and safe for pedestrian movement after dark.

15.7 percent of respondent have also found the street light ‘satisfactory’ by taking its significance in due consideration for their safety and free movement of pedestrians on public spaces after dark. Contrastingly greater majority of respondents about 37.3 and 29.4 found the road light as ‘very poor’ and ‘poor’ respectively. The road light issue seems relatively better than the other. To this regard focus group discussion participant reported that lack of road light both on the subways and main road side the major problem for lack of safety and it minimize safety perception of pedestrians.



Picture 2: captured to show the lighting scheme. This is part of the main road, as we can observe from the picture, it is getting dark but most of the road lights are not functional only few lights are working and the pedestrian road sides are dark and risky added to this the road side is full of shrubs and hidden area that create opportunity to serve as escaping route for offenders.

**Table 23: responses of women to which category they group parks taking in to consideration its safeness for vulnerable group**

Items	Number of respondents(frequency)	Percent
Very poor	43	32.1
Poor	40	29.9

Satisfactory	43	32.1
Good	4	3.0
Very good	4	3.0
Total	134	100.0

**Source:** Field work, by the researcher March 2014

In fact parks are place of part of the city where people recreate; however such areas are convenient for offenders to commit crime and violence. According to the data given on the table 3.0 percent of respondent rate existing parks and parks they know in the city as safe and 'very good' to the same way 3.0 percent of respondent found parks to be 'good' in the same sercumsistance 32.1 percent of respondent rate the existing parks as 'satisfactory' concerning on their feeling of safety. In contrast to this majority of respondent about 32.1 percent found parks unsafe and rate as 'very poor' that are not maintained properly concerning the safety issues of vulnerable groups. To the same way 29.9 rate parks they know as 'poor'.

**Table 24: percentage distribution on to which category respondent rate the public spaces whether it's public friendly, attractive or not.**

District (sub city level)	Very poor	Poor	Satisfactory	Good	Very good
Nefas silk lafto	36.0	24.0	22.0	12.0	6.0
Lideta sub- city	11.5	15.4	34.6	26.9	11.5
Kolfe keraniyo	25.5	35.3	19.6	11.8	7.8
Bole sub-city	10.2	23.1	30.8	15.4	11.5

**Source:** Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures. Accordingly

a smaller number of respondent about 6.0 percent rate the attractiveness and friendliness of public spaces as 'very good'. To the same way 12.0 percent also found the attractiveness and public friendliness of the public spaces to be 'good'. In the other way 22.2 percent of respondents rate public spaces as 'satisfactory' taking in to due consideration the attractiveness and public friendliness of the existing public spaces . However, majority of respondent about 36.0 and 24.0 percent rate the public spaces as 'very poor' and to scale 'poor' in Nefas Silk sub-city. In the other way respondents in kolfe sub-city ranked public spaces considering its attractiveness as 'very poor' 25.5 percent, as 'poor' by 35.3, as satisfactory by 19.6 percent, as 'good' by 11.8 percent of respondents. In contrast to these, public spaces seem relatively attractive in Bole and Lideta sub-city. In fact the attractiveness and friendliness of public spaces are highly determined by its sanitation, existence of well maintained infrastructure that significant for safety like well equipped road lighting, well maintained environmental design that could attract pedestrians, though the public spaces are attractive public friendly the principle of surveillance would be fulfilled.

**Table 25: how the respondent rate existing markets**

District(sub-city level)	Very poor	Poor	Satisfactory	Good	Very good
Nefas silk lafto	26.0	36.0	20.0	12.0	6.0
Lideta sub- city	3.7	15.5	21.5	25.9	22.2
Kolfe keraniyo	23.5	31.4	19.6	15.7	9.8
Bole sub-city	15.4	15.4	34.6	15.4	19.2

**Source:** Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures.

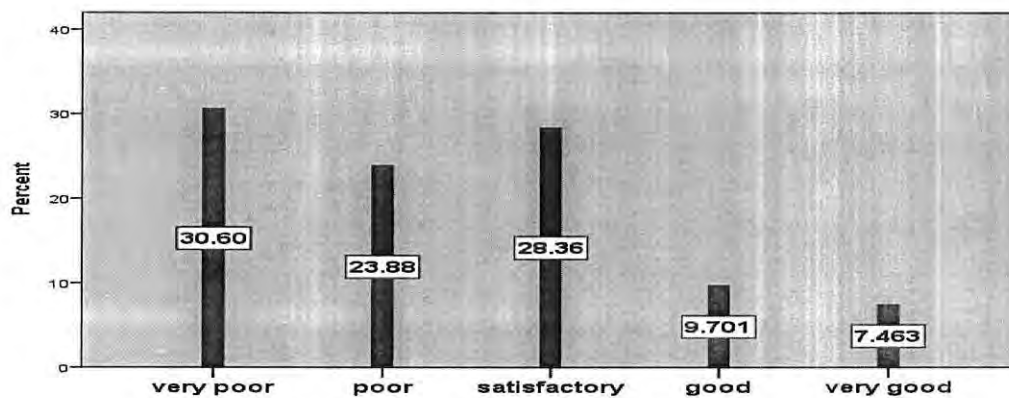
As it could be inferred from the above figure 6.0 percent of respondent describe that market places are safe and they rate the overall safety aspect of the market as 'very good'. To the same way 12.0 percent of respondent share nearly similar view and rate the overall safety aspect of markets as 'good', in the other way greater number of respondent about 20.0 percent rate fall on the stage of 'satisfactory' by looking attentively all safety aspects of markets. Contrasting to this majority of respondents about 36.0 and 26.0 percent ranked market places to be 'poor' and 'very poor' respectively in Nefas Silk sub-city. To the same way respondents in Kolfe sub-city ranked market places to be 'very poor' by 25.3 percent, 'poor' by 31.4 percent and 'satisfactory' by 19.6 percent. Similarly market places in Bole sub-city ranked to be 'very poor' by 15.4 percent, 'poor' by another 15.4 percent and 'satisfactory' by 34.6 percent of respondents. On the other aspect greater majority of respondents in Lideta sub-city ranked market places as good and very good. In addition to this participant in focus group discussion reported that, most of the time market places are crowded in their nature, in turn this crowd facilitate opportunity for offenders in one hand and women and girls in such crowded area are easily exposed to harassment and robbery.



Picture 3: captured for the study purpose; crowded market places that are perceived as unsafe. Extremely crowded condition, in fact it is a place where women and girls

are harassed and many people robbed, this is due to the fact that the crowded situation creates a favourable condition and opportunity for offenders. And in contrast exposes women and girls for being harassed and robbed.

**Figure 5: percentage distribution on how respondent scale environmental design and infrastructure at Addis Ababa level**



**Source:** Field work, by the researcher March 2014

**Note:** the rating items given above as very good, good, satisfactory, poor and very poor have not any values attached, they just used as subjective measures.

Accordingly smaller number of respondent about 9.7 and 7.4 percent scale environmental design and infrastructure in the Addis Ababa level as 'good' and 'very good' respectively. To the same way significantly good number of respondents about 28.3 percent rate environmental design and infrastructure what they have observed when they move for different purpose throughout Addis Ababa 'satisfactory'. In contrast to this 23.8 percent of respondent scale environmental design and infrastructure what they have observed when they move for different purpose

throughout Addis Ababa 'poor'. Larger number of respondent in the other hand about 30.5 percent scale environmental design and infrastructure as 'very poor'.

**Table 26: Responses of participant on whether public spaces they know are public friendly**

District (sub- city level)	Yes %	No %
Nefas silk lafto N=42	28.0	72.0
Lideta sub- city N=19	70.4	29.4
Kolfe keraniyo N=47	29.4	70.6
Bole sub-city N=26	46.2	53.8

**Source:** Field work, by the researcher March 2014

The table above reveals that 28.0 percent of respondents Nefas Silk reported that the public spaces they know are public friendly while majority of the respondents about 72.0 reported that spaces they know are not public friendly/attractive due to several reasons. Similarly 29.4 percent in Kolfe sub-city reported that public spaces they know are public friendly/attractive, while the remaining greater number of respondents about 70.6 percent witness that public spaces are not public friendly/attractive. On the other hand 46.2 percent respondents in Bole sub-city reported that the public spaces they know are public friendly while the remaining 53.8 percent reported that the public spaces are not as such attractive and public friendly. Contrastingly majority of respondents in Lideta sub-city witness that the public spaces they know are attractive and public friendly. The attractiveness of public spaces, well maintained environmental design areas are necessary for existence of surveillances that would put the offenders at risk not to commit crime and violence.

**Table 27: Percentage distributions on the responses of women why the public spaces are not public friendly**

Reasons	Nefas silk lafto	Kolfe sub-city	Lideta sub-city	Bole sub-city
because it is crime prone area	18.0	15.7	11.5	9.5
because there are no community police in the area	22.0	23.5	11.5	26.9
because the area is not clean and has no light	26.0	27.5	21.1	15.4
poor environmental design	20.0	17.6	25.1	19.2
the roads are not walk able and attractive for pedestrians	14.0	15.7	30.8	28.9

**Source:** Field work, by the researcher March 2014

In Nefas silk lafto participant identified reasons why the spaces are not public friendly accordingly 18.0 percent of the respondent replied that the public spaces they know are not public friendly this is due to the fact that the area is crime prone area. Other 22.0 percent of respondent also justified because there are no community police in the area. To the same way 26.0 percent found sanitation and poor lighting as major factor behind public unfriendliness of areas. 20 percent of respondent also considered poor environmental design as the other reason why public spaces are not public friendly.

In Kolfe sub-city respondent about 23 .5 reported that absence of community police as main reason for public unfriendliness of public spaces. On the other hand larger number of respondent about 27.5 percent suggested reason why the public spaces are not public friendly is because the roads are not clean and has no street light, in the

other hand majority of respondent about 30.8 percent in Lideta sub-city lack of walk able and attractive pavement as major factor. Respondents 26.9 percent from Bole sub city also the public spaces the mostly know are not public friendly this is due to the fact that the lack of efficient or visible police around, other 28.9 percent also suggested road sides that are not walk able and attractive for pedestrian as major factor. This implies that public spaces in most of sub-cities are not public friendly due to different reasons. In fact attractiveness of the public spaces determines the number of people's movement.

**Table 28: Public spaces that are perceived as unsafe according to women and girls (district level)**

District (sub city level)	Road sides	Using public transport	Crowded bus station	Market places	Public toilet
Nefas silk lafto N=42	75.3	41.7	55.0	27.8	-
Lideta sub-city N=19	23.1	23.1	30.8	15.4	7.7
Kolfe keraniyo N=47	66.6	43.0	49.0	31.5	8.3
Bole sub-city N=26	32.8	19.2	26.9	15.4	7.7

**Source:** Field work, by the researcher March 2014

**Note:** considering multiple respondents, survey respondents were asked to select all that apply Since the study area in Nefas silk sub-city was newly expanding village

there was no public toilet that significantly affect safety issues than the other sub-cities.

Regarding district level responses of women and girls 75.3 percent from Nifas silk lafto district, 66.6 percent from Kolfe district and 32.8 percent from Bole district has perceived 'roadsides' as unsafe and women and girls in those districts reported that they are not free to move on road sides. In the other hand 41.7 percent of women and girls in Nefas silk district and 43.0 percent women and girls in Kolfe district regarded public transport as unsafe and respondents in these district reported that they do not use public transport freely due to robbery and sexual harassment. To the same way 55.0 percent in Nefas silk district and 49.0 percent of women and girls in kolfe district have fond 'crowded bus station' to be unsafe, not only listed public spaces but also market places are also perceived comparatively as unsafe in Nifas silk and Kolfe district.



Picture 4: The pavements are often used as men's urinals, which makes access to these sidewalks extremely uncomfortable for women, girls and other vulnerable section of the society. Genuinely speaking pavements which are not clean, reduce the

number of familiar people those who use the pavement; however peoples unfamiliar with the space would use for the first time thinking as if safe would likely expose for crime or violence. So in general the dirty and the smiling of the urea minimize attractiveness of the public space, reduce surveillances and facilitate conditions for offenders.



Picture 5: road sides those are not clean with shrubs, hidden and cluttered areas

In fact existences of shrubs, hidden and cluttered area are devastating factor for lack of safety not only women and girls but also for men. This is due to the fact that the area serves for offenders to hide, attack and to escape after they commit crime and violence. Hence in such area live alone women, even men do not dare to pass over lonely after dark.



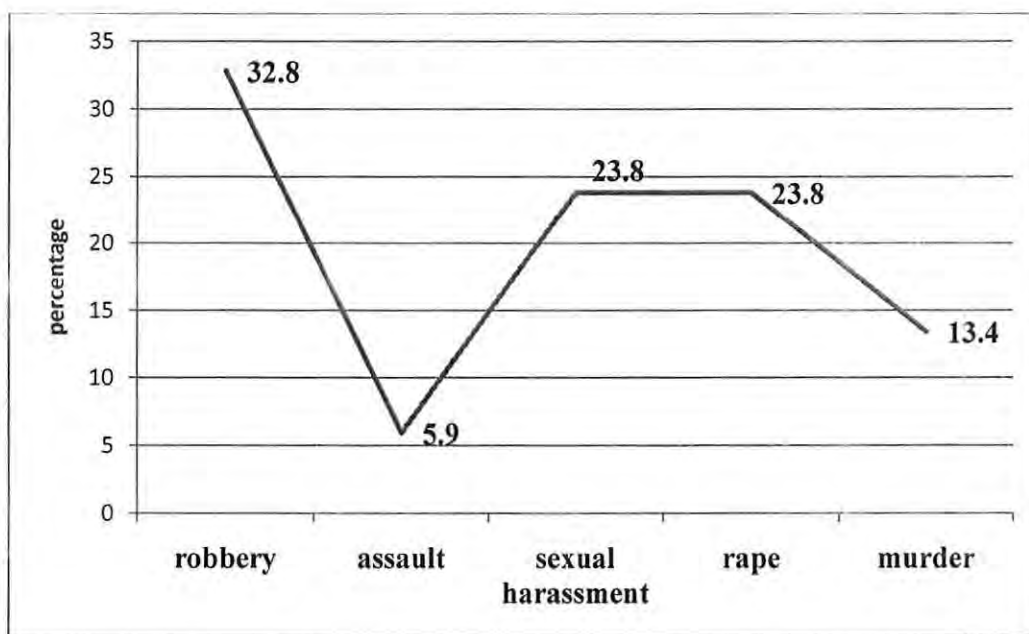
Picture 6: captured for the study purpose; longer queue for public transportation and crowded bus station. Such crowded spaces are perceived by women and girls as unsafe public spaces. In such crowded public transportation/bus station women and girls are likely exposed for a number of safety related problems. Of those one is that women in such area are fearful of being robbed or harassed, this is due to the fact that the crowd conditions favour and create opportunity for offenders to commit crime, in contrast women and girls are at risk because of the crowd. The other is that in some

occasions there would be no queue to have public transport hence the only chance women and girls have in such situation is that competing to enter to the car, this in turn expose them to physical assault. Added to this lack of transportation associated with the crowd would also expose women and girls to reach to their village after getting dark.

#### 4.6. Risks and factors affecting the safety of public spaces in Addis Ababa

##### 4.6.1. Major safety risks as perceived by women and girls

Figure 6, Safety risks as perceived by women and girls



Source: Field work, by the researcher March 2014

A larger number of women and girls respondents around 32.8 percent have found 'robbery' as their major risks not using public spaces freely, in the other way 23.9 percent of women and girls respondent explained 'sexual harassment' as their

threatening risk to use public spaces freely, the same percent of respondents have also find 'rape' as their risk not to enjoy the public spaces. On the other hand 'murder' has also been explained as the other safety risk by a smaller number of respondents about 13.4 percent. This in general imply that most women are not free to use public spaces because of the above risks and their own perception or fear that they would face crime and violence if they use public spaces that are perceived as unsafe or public spaces that are not public friendly.

**Table 29: Safety risk as perceived by women and girls**

What are your safety risks not to use public spaces freely (occupation wise)

(All figures in percentage)

Occupation	Robbery	Assault	Sexual harassment	Rape	Murder
Nifas silk sub-city woreda 11 women's league N=18	26.1	13.0	13.0	27.1	21.7
Nifas silk sub-city Ginbot 20 secondary school female st. N=24	25.9		25.9	22.2	25.9
Bole sub city Leme secondary school female st. N=26	30,8	19.2	26.9	15.4	7.7
Lideta sub city woreda   women's forum N=19	38.5	11.5	16.5	23.1	10.4
Kolfe sub city woreda 1 women' league N=20	33.3	12.5	16.7	20.8	16.7

Kolfe sub city ayer tena secondary school femal st. N=27	18.5	7.4	29.6	30.6	14.8
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**Source:** Field work, by the researcher March 2014

Larger number of respondent from different occupation like 30.8 percent students from Leme secondary school, 33.3 percent women from women’s league of woreda 1 in kolfe sub-city find robbery as their major risk that affect their feeling of safety and freedom of movement while enjoying on the public spaces. The other occupational group from three secondary schools as 25.9 percent female students from Ginbot 20 secondary school, 26.9 percent female students from Leme secondary school and 29.6 percent of female students from Ayertena secondary school find sexual harassment as their major risk while using the common public spaces, this is largely due to the fact that this students are the most frequent users of public transport and road sides added to this students are part of the society that mostly exposed to sexual harassment sexual harassment and therefore they are very vulnerable.

In the other way, larger number female student from Ayertena secondary school about 30.6percent and 27.1 percent of women respondent from woreda 11 women’s league of Nefas silk sub-city regarded rape as their major risk of safety that hinder their feeling of safety and freedom of movement.

#### **4.6.2. Key factors of safe city**

**Public transport:** Nearly 79.2 percent of women and girls from selected sub cities feel unsafe and vulnerable inside crowded public transport and at bus stops. Since they are the most frequent users of public transport, majority of respondent reported that they have seen and faced robbery and sexual harassment taken place in public transport and in crowded bus station.

**Poor infrastructure:** significant infrastructures for safety includes:-

**Lack of clean and safe public toilet:** 33.4 percent of women and girls respondent find the lack of clean and safe public toilets to be a major hindrance in the way of women accessing these public spaces. Add to this respondent reported that most of public toilet are not clean and free from cluttered and hidden area that serve for offenders as escaping route.

**Poor street lighting:** 72.7 percent women and girls respondent underlined poor street lightings as a major factor contributing largely for the lack of safety. In fact most of the respondent find street lighting the most significant necessity for feeling of safety and free movement on the public spaces, they also added that, road sides and other public spaces would be attractive for pedestrians at night, if the lighting is well maintained. However; respondent pointed out that most of street light are non-functioning even non existence.

**Lack of effective/visible police patrol:** The absence of effective policing is another major reason for insecurity in accessing public spaces. 65.3 percent of women and girls respondents underline the inefficacy of the police and their unresponsive attitude as the major contributing factor for insecurity in accessing public spaces.

**Poor environmental design:** proper environmental design involves clean and walk-able pavements, well-lit streets, parks, subways and other open spaces which attract people's activity and ensure free movement of pedestrians, regarding to this fact respondent find the following as factor for lack of safety for them.

**Poor maintenance of public spaces:** accordingly good number of respondent about 62.2 percent of women and girls regarded poor maintenance of walk able pavement,

well-lit, parks as major contributing factor not to access public spaces. In addition to this respondents critically look this and generalized that poor environmental design is not only cause for lack of safety but also it results in lack of people's movement on the public spaces, in fact lack of people's movement in other way reduces the risk of offenders and surveillances on the public spaces so that offenders could commit crime and violence without risk of being seen by eye witness. Regarding to this, 60.3 percent of women and girls respondent find lack of people's movement as hindering factor for safety.

On the other hand lack of walk able road sides that are not clean and cluttered are also seen as major contributing factor for lack of safety by 65.5 percent of women and girls respondent. These all factors are clearly indicated in the table below.

**Table 31: Factors contributing to unsafe conditions (sub-city level)**

Factors	Nefas silk lafto N=42	Lideta sub-city N=19	Kolfe keraniyo N=47	Bole sub-city N=26
Poor lighting	85.3	53.0	79.6	73.1
Poor maintenance infrastructure	78.3	38.5	70.8	61.5
Crowded public transport (bus station)	73.9	76.9	85.3	80.8
Lack effective/visible police patrol	84.6	36.7	70.7	69.2
lack of clean and safe public toilet	26.1	50.0	29.2	30.8
Lack of people	78.3	38.5	70.8	53.8

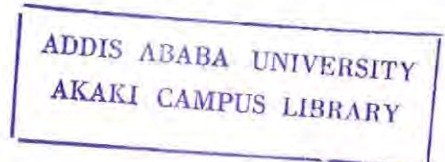
movement				
Lack of walk able road sides/ not clean and cluttered	87.0	42.3	67.5	65.4

**Source:** Field work, by the researcher March 2014

**Note:** considering multiple respondents, survey respondents were asked to select all that apply

In fact, all the factors raised were taken as factor for lack of safety all most in all districts; however, the degree to what extent it could be factor differ from one district to the other. Hence, majority of respondent in three districts:- 85 .3 percent in Nefas silk sub-city 79.6 in Kolfe sub-city and 73.1 in bole sub-city underlined that poor street lighting as the major factor that contribute for unsafe condition. On the other hand poor maintenance of significant infrastructure in public spaces to ensure safe city and increase the attractiveness of the place have been taken as major factor contributing to unsafe condition, accordingly 78.3 percent respondent from Nefas silk sub-city and 70 .8 percent from kolfe sub-city identified poor maintenance of environmental design and infrastructure as major factor for lack of safety in the city.

In the other way crowded public transport has been the only and major factor that greatly contribute for unsafe condition in all districts, accordingly 85.3 percent respondent from Kolfe district, 80 .8 percent of respondent from Bole district, 76.9 percent of respondent from Lideta district and 73.9 percent of respondent from Nifas silk district critically identified crowded public transport as leading factor for unsafe condition. Lack of effective /visible police patrol was also taken as factor by women and girls respondents of three districts, hence 84.6 respondent from Nefas silk district,



70.7 percent respondent from Kolfe district and 69.2 percent from Bole district believe that lack of effective/visible police patrol as a major factor that contribute for unsafe condition.

Well maintained environmental design as well the attractiveness of spaces matter the presence of people that serve as surveillance. Even if the fact is that lack of people movement on public spaces has been underlined as factor for occurrence of lack of safety on the common public spaces in tow districts, accordingly 78.3 percent of respondent from Nefas silk district and 70.8 percent of respondent from Kolfe district believe that lack of people movement as contributing factor for lack of safety in the area.

To this regard focus group discussion participant have also indicated that women and girls mostly are exposed for harassment and robbery in crowded public transport and bus station, hence participant underline crowded public transport and bus station as one of the major factor affecting safety and safe city. On the other hand poor infrastructure: Poor Street lights, poorly maintained public toilets have also been considered as the other factor for lack of safety. In the same manner FGD participants insist on lack of efficient/visible police patrol as the other factor that contributes for lack of safety. Poor environmental design including poor maintenance of urban public spaces: poor maintenance of walk able pavement, well-lit, parks as major contributing factor not to access public spaces.

Lack of walk able road sides that are not clean, having shrubs, cluttered and hidden area underlined as major factor that highly contribute for lack of safety.

## **4.7 Major findings**

### **4.7.1. Major findings of the study**

- ❖ Most women and girls perceived public spaces in Nefas silk, kolfe, and Bole sub sub-city unsafe; public spaces such as road sides, markets, parks, public toilets, subways, crowded public transport and bus station, pavements and other open spaces. Mostly the road sides and pavements in some sub-city of Addis Ababa are not comfortable for women and other vulnerable pedestrian. This is due to the fact that most road sides are being dug up and encroached upon to being poorly maintained and have poor lighting. In addition, the pavements are often used as men's urinals, which makes access to these sidewalks extremely uncomfortable for women, girls and other vulnerable section of the society. In the same way market places and parks are also unsafe and difficult to access. On the other hand most women and girls perceived crowded public transport and bus station in Addis Ababa as the most unsafe place where women and girls are easily exposed to robbery and sexual harassment. Transportation problem in the city of Addis Ababa is one root cause that increases the safety risk of women and girls. This is due to the fact that because of transportation problem women and girls reach to their village after getting dark and this in turn exposes them to fear of crime and violence at dark subways near their home.
- ❖ Most of women and girls found out that robbery, sexual harassment, rape and murder are of the major safety risks on the common public spaces in some sub-city; Nifas silk lafto, kolfe and Bole sub city. It is terrible that robbery and sexual harassment are of the most common risks of women and girls particularly in public spaces like crowded public transport, deserted street, dark road sides and subways; in such area women and girls are fearful of being robbed or harassed. The same is true on murder and rape are also of the major risks of women and girls on most of public spaces of Addis

Ababa. In this regard most women and girls are fearful that they would face rape or being murdered in deserted streets, dark road sides and subways. Since the crime rate in the city of Addis Ababa is escalating very fast and since the crimes are being reported officially through public Medias most women and girls are fearful of being raped, robbed, harassed and murdered.

- ❖ Most women and girls identified poor lighting, crowded public transport, crowded bus station, poor infrastructure, lack of efficient/visible police patrol and poor environmental design as the major factor that crucially contribute for unsafe conditions in Addis Ababa. Crowded public transport and bus station in many parts of Addis Ababa are the major factors for the lack of safety and women and girls in such area are very fearful of being robbed and sexually harassed. In fact the crowded conditions highly contribute and facilitate conditions for harassers. In other way infrastructures in the city of Addis Ababa are mostly absent or poorly maintained.

Of those infrastructure the most significant is street lighting; in most cases the lighting on the main roads are insufficient, poorly maintained and well functioning and this exposes pedestrian different kind of risks after getting dark. This is fact that in most sub parts of Addis Ababa there is an absence of lighting in most subways deep inside to the village. On one hand this condition facilitates favourable situation and good escaping route for offenders and in the other way it expose women and girls to the risk of robbery, sexual harassment, rape and murder.

Similarly lack of efficient/visible police patrol found to be the major factors for lack of safety for many sub parts of Addis Ababa. In many parts of the city:

- community and regular police do not patrol areas properly,
- community police and police don't patrol crime prone areas,

- there are some members of community police that collaborate with perpetrators/offenders and share with the offenders,
- either community or regular police do not reach on time while crime case is reported to them,
- neither community nor regular police control and aware community to be conscious and alarmed of safety conditions and to install light on out of their compound that would light on the street at the side to their compound,
- neither community nor regular police aware members of the society to take measures by reporting to the police or any other measures to ensure their safety.

On the other way the environmental design of Addis Ababa is poorly maintained. Most of the public spaces; pavement, road sides, parks, subways are not public friendly, attractive and safe. This due to the fact that most road sides are being dug up for different infrastructure reconstruction purpose and encroached upon to being poorly maintained. In addition, the pavements are often used as men's urinals, which makes access to these sidewalks extremely uncomfortable for women, girls and other vulnerable section of the society. Associated with poor environmental design in many crime prone area and other most part of the city surveillance is too poor, in some areas of the city there is no movement of people on public spaces, this is due to the fact that public spaces are not clean, attractive, road sides, subways public toilets are not free from shrubs and cluttered areas that serve as escaping routes for offenders.

In general the study found out that most of the public spaces in nefas silk, kolfe and Bole sub cities perceived as unsafe: such as bus station, public transport, markets in some areas road sides. While some of those public spaces such as road sides, markets are relatively safe in Lideta sub-city. In the other hand the study found that robberies, assault, sexual harassment, rape and murder as the major risks in using public spaces.

The study also found poor lighting, poor environmental design and infrastructure, crowded public transport/bus station, lack of efficient/visible police patrol, lack of peoples movement, lack of clean and safe public toilet and lack of clean and safe road sides as major factor that contribute for unsafe condition.

## Chapter Fife

### 5. Conclusion and way forward/needs for improvement

#### 5.1 Conclusion

Millennium Development Goals (MDGs) are at the heart of the global development agenda. The effective achievement of many of these goals will depend heavily on cities and urban communities. Of these MDGs women empowerment is one of the major aspect of MDGs hence women's would be empowered economically, socially and politically and use their fullest potentials when the city is safe and free from forms of violence and crime that makes women not to use the public spaces because of the safety risks. However, the existing fact of Addis Ababa is that a number of factors hinder the safety of women and girls, that exist in public spaces that are perceived as unsafe due to this and other factors women and girls are not accessing public spaces and enjoy the right that the city offer. Added to this women and girls are afraid of being physically hurt, harassed, raped in deserted spaces, they also fear of harassment in crowded spaces, most commonly in crowded public transport.

Coupled with increasing rate of crime and violence on the major public spaces in Addis Ababa accessing public spaces all the time and perception of safety is becoming in risk due to the following factors.

**Crowded public transport:** travelling in the city is the one experience common to all women and girls in the city. In fact accessing crowded public transport buses in particular are among the most unsafe places for women and girls where sexual harassment seems to have become a regular feature. In Addis Ababa case, the city bus is the most commonly used form of public transport in the city, hence crowded public

transport is as major contributing factor for unsafe condition. Shortage of transportation in one way and crowded condition that happens to get public transport is seriously exposing vulnerable groups (women, girls, an elderly people and disables) ,those who could not compete equally with men, for number of crime and violence problem as it was narrated by one participant *...I frequently use public transport to travel in the city for work or other purpose; however, I come back to my village after getting dark and that exposes me for fear of being robbed or harassed....* this shows that crowded public transportation in Addis Ababa is the major factor for safety and safe city.

**Poor infrastructure:** on the other hand poor infrastructures in Addis Ababa including public toilet which are not well lighted and not clean are also the major factor which increase crime and violence and minimize perception of safety. Added to this poor street lighting is also another challenge to for safety. Regarding to the existing fact of Addis Ababa the street lighting condition leave alone sub ways even on main roads is very poor. Most of the lights maintained on the major road sides are not sufficient and are not working properly. Most of the subways in Addis Ababa are dark at night and scary to access. Genuinely lighting is significant element to ensure safety of pedestrians, a street with poor and insufficient lighting minimize perception of safety and maximize access of offenders to commit crime and violence.

**Lack of efficient/visible police part:** in fact the existences of efficient and responsive police maximize perception of safety. However, there are various dissatisfactions on the services provided by the police in Addis Ababa. The police are not known to patrol crime prone areas and dangerous areas, especially at night. They don't vigorously investigate criminal cases reported to them.

**Poor environmental design:** environmental design that can attract peoples including clean and walk-able pavements, well-lit streets, parks, subways and other open spaces are significant to ensure safety. However, poor maintenance of public spaces: poor maintenance of walk able pavement, insufficient street light, road sides that are not clean, free from shrubs, cluttered and hidden area , parks in Addis Ababa are major contributing factor not to access public spaces and for lack of safety. In addition to this poor environmental design is not only cause for lack of safety but also it results in lack of people's movement on the public spaces, in fact lack of people's movement in other way reduces the risk of offenders and surveillances on the public spaces so that offenders could commit crime and violence without risk of being seen by eye witness. On the other hand lack of walk able road sides that are not clean and cluttered are also seen as major contributing factor for lack of safety. In fact in many parts of the city, the pavements are unusable for a variety of reasons – from being dug up and encroached upon to being poorly maintained, the pavements are often used as men's urinals, which makes access to these sidewalks extremely uncomfortable for women. In addition to the factors this study identified the most common public spaces in the city that are perceived as unsafe such as crowded bus station, main road sides, subways, parks, markets, pavements and public toilets all in general are regarded as unsafe public spaces.

In general aspect women, girls and other vulnerable sections of the society are not enjoying the right what the city offers and are not accessing public spaces as they wish and not using their full potential because of one and many other factors. This study has distinguished the major factors contributing for the lack of safety as crowded public transport; through which the crowded condition create an opportunity for thefts and harasser, to the other perspective poor infrastructure like poor street

lights and poorly maintained public toilets seen as safety factor, unresponsive police officers, lack of efficient police patrol and poor environmental designs, these involve poor planning and designs of public spaces such as roads, bus stops, parks, public toilets, lighting, design of pavements.

The research findings have also made clear, that a comprehensive set of interventions and programs are needed to address the issue of safety and inclusion such as urban design and planning, provision of services, policing and law enforcement, community involvement and awareness building on women and girls.

## **5.2. Recommendations/needs for intervention**

Creating safer cities for women and girls needs to be put firmly on the agenda of a wide range of stakeholders including local and national governments, service providers, police, educators and communities.

Intervention need suggested for stakeholders

- Urban planners and designers have to put the safety of women, girls and other vulnerable groups on the fore front of policy making, planning and urban design this may ensure building of safer cities through which women and girls move freely and enjoy the right what the city offers
- Provision of public transport that particularly favours women, girls and vulnerable groups is suggested to reduce crime and harassment that vulnerable are facing while accessing public transport.
- Creating well trained and responsive police and community police force, legislation, justice and support for victims.
- Increasing the number of community policing.

- Facilitating conditions to make community police member's permanent salary paid.

Intervention need suggested for police and community policing coordinators

- Creating responsive and well trained security agents who work to prevent/ reduce crimes in their community, patrolling the streets at night, monitoring street lights are on and clearing bushy areas that may serve as a hiding place for criminals at night
- Creating awareness to the society to be alarmed for safety and security issues of the society
- Promoting the participation of all members of society to develop a sense of duty and responsibility to collectively ensure public safety and working together with local authorities to improve street lighting in their surroundings.
- Developing a sense of responsiveness reaching on time when crime and violence case reported.
- Opening community police office nearby to the crime prone area and patrolling crime prone area regularly.

Improvement need suggested for community and Medias

- Continued dialogue with the police to improve the service provided by the community police.
- Maintain proper street light of sub ways in their surroundings.
- Clearing cluttered areas that serve as escaping routs for offenders.
- Develop the feeling of public space ownership.
- Mass Medias have to tack the leading role in creating awareness for societies to be conscious and alarmed on safety issues.

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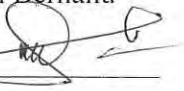
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## Declaration

I, the undersigned, declare that this study entitled “Assessment of Safe City for Women and Vulnerable Groups in Addis Ababa: the case of Bole, Nefas Silk, Kolfe and Lideta sub-cities” is my own work. I have undertaken the research work independently with the guidance and support of the research advisor. This study has not been submitted for any degree or diploma program in this or any other institutions and that all sources of materials used for the thesis have been duly acknowledged.

Declared by

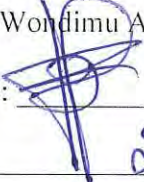
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